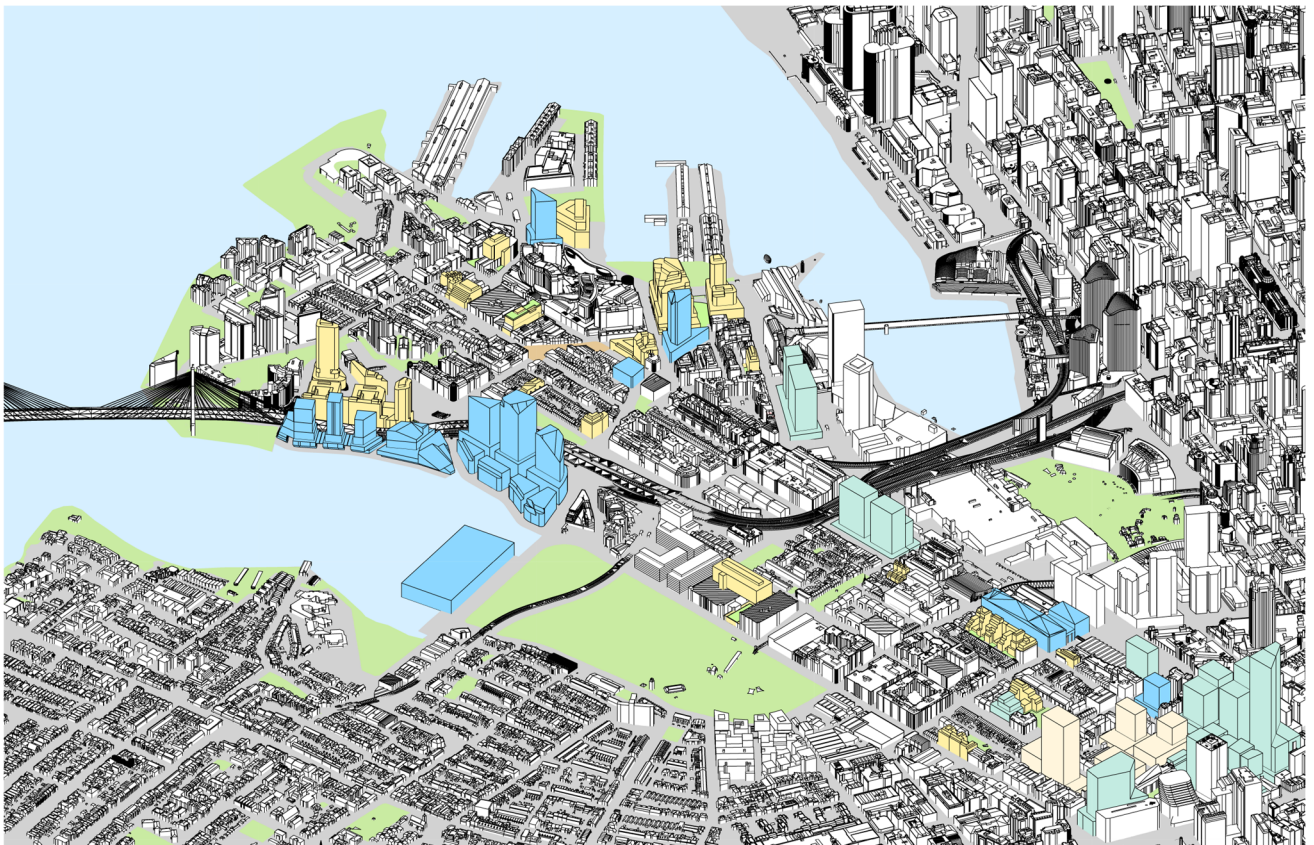


Ultimo Pyrmont Urban Design Study



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Responding to the Place Strategy and the community's submissions

Urban design principles

The individual characteristics of each site are particular, and the application of the principles results in a variety of built form, height and floor space ratios. The variety is consistent with the existing variety of built form in the peninsula.

1. More deep soil for **more trees** and cool green spaces

Each development site will contain designated deep soil areas for tree planting. The size and location of the areas is subject to the sites' size, shape and orientation. Deep soil areas are concentrated in locations that optimise access to winter sunlight to assist tree health and growth. Where practical they are placed adjacent to streets to maximise the extent of tree canopy over streets, contributing to a greener character to the public spaces of Ultimo Pymont. In total, space is provided for an additional 250+ trees across the peninsula.

2. **More public space** for more people – streets and open spaces

The co-location of deep soil areas and streets makes it possible for the open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking, throughout the peninsula. In particular, a series of open spaces and through site links radiate from the metro station, so more people can access the station more easily and people arriving by metro can easily find their way to their destinations in comfort. In other places, arranging open spaces alongside streets increases their apparent width, with increased light and air, and space for trees and greening. On Saunders Street a new sunlit square. On small streets and lanes deep soil, landscaped setbacks extend the street space. Some sites are too small, and/or on sites where the maintenance of active frontages on streets is more important, to provide publicly accessible open space.

3. **Minimise overshadowing** of existing residential properties

Ultimo Pymont are densely occupied by a variety of housing. The amenity of many dwellings is given by their access to sunlight, and new built form can unfairly limit the access to sunlight if not well designed and planned. Minimum criteria are described in the State Government's Apartment Design Guide and the City's Development Control Plan.

These criteria give form to new development, ensuring it minimises overshadowing to existing residential properties while enabling increased height and floorspace.

4. Reinforce **'street wall' form** of most buildings

Ultimo Pymont are generally characterised by a continuous street wall form of building with zero front and side setbacks. This characteristic is followed for new building forms to maintain and extend the existing character of the area. New building forms have street walls that fit to their local context or establish a new street wall context similar to other parts of the peninsula. In some cases a tower form is more appropriate, particularly when this form of development allows increased sunlight into streets.

5. Conserve **heritage** values

There are three Heritage Conservation Areas and numerous heritage items in Ultimo Pymont. Where new development is enabled the conservation of the existing significance of the areas and items is the primary consideration.

6. Good **design for wind and noise**

Generally, the street wall character means that winds that cause poor comfort or compromise safety on surrounding streets and parks are avoided. Where taller buildings are possible upper-level setbacks to arrest downdraft and curved corners to assist continuous wind flow past new buildings are included.

Many streets in Ultimo Pymont are busy and noisy having the potential to expose residents to the poor health effects that can result from long term exposure to noise. Where the potential exists, along Wattle and Harris streets in Ultimo and near the Anzac Bridge approach in Pymont the building form is narrower and continuous so windows to habitable rooms can open for ventilation away from the noise source. The continuity contributing to protecting the neighbourhood from the noise.

7. Match **land use** to place

The new Metro station will provide employers access to employees across the Sydney metropolitan area accessed by the rail network. This area currently contains predominately employment uses and is at the centre of employment areas to the north and northeast. Continuing this use with additional floorspace will consolidate the productivity of employment uses in Pymont into the future and contribute to increased patronage on the metro line.

Away from the metro station, but still within walking distance to the station residential uses are located.

8. Consider **views** to and from public places

Views identified by the PPPS are generally along streets that run from Harris Street on the ridge to the harbour. Two additional view corridors, identified in various studies in previous urban design and planning studies are added to these. Where the view corridors cross over private land the position and shape of open space, or limited building height maintains them.

9. **Maximise** development **within constraints**

Ultimo Pyrmont Urban Design Study

Within the constraints of other principles the development potential of each site is maximised.

Site studies

Sites with changing planning controls

The urban design investigations that underly the proposed planning changes in Ultimo Pymont are described in this study for the sites listed below.

Where there has been a change or an alternative approach developed for a site in response to the exhibition process, that site appears in bold text below. All other sites remain unchanged.

- 1. 46-48 Pymont Bridge Road**
2. 20-28 Bulwara Road
3. 2 Edward Street
4. 60 Union Street
- 5. 1-27 Murray Street**
- 6. 13A-29 Union Street**
7. 69-71 Edward & 102 Pymont Street
8. 55-65 Murray Street
9. 1-33 Quarry Master Drive
10. 140-148 Bank Street
- 11. 26-38 Saunders Street**
12. 14 Quarry Master Drive
13. 80-84 Harris Street
14. 79-93 John Street
15. 12 & 14-18 Pymont Street
16. 48 Pirrama Road
17. 100 Harris Street
- 18. 28-48 Wattle Street & 50-54 Wattle Street**
19. 469-483 Harris Street
20. 535-547 Harris Street
21. 549-559 Harris Street
22. 561-577 Harris Street
- 23. 562-576 Harris Street**
24. 383-389 Bulwara Road
25. 446-456 Wattle Street
26. 458-468 Wattle Street
27. 470 Wattle Street
- 28. 86-92 Harris Street**

Ultimo Pyrmont Urban Design Study



Figure 1 – sites studied

46-48 Pyrmont Bridge Road

Overview

68-48 Pyrmont Bridge Road (Lot 1 DP 800148) is located between Bulwara Road and Little Mount Street, bordering the Pyrmont Heritage Conservation Area (refer Figure 3 and Figure 2).



Figure 3 – location plan of 46-48 Pyrmont Bridge Road

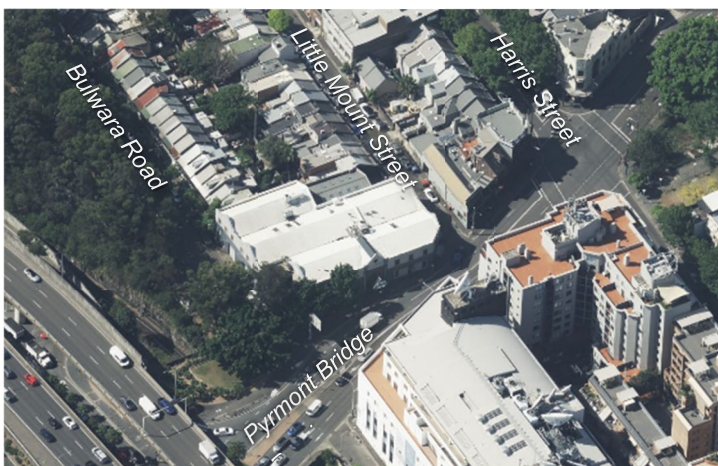


Figure 2 – oblique aerial of 46-48 Pyrmont Bridge Road

Background

46-48 Pyrmont Bridge Road was included in the Department of Planning's initial study. In this review it was amalgamated with an adjoining site within the Pyrmont HCA (63 Little Mount Street; Lot 1 DP 235536) and given an FSR of 6.0:1, a height of eight storeys was required to achieve this with zero setbacks to all sides, as shown in Figure 4. These controls can be seen in Table 1 below.

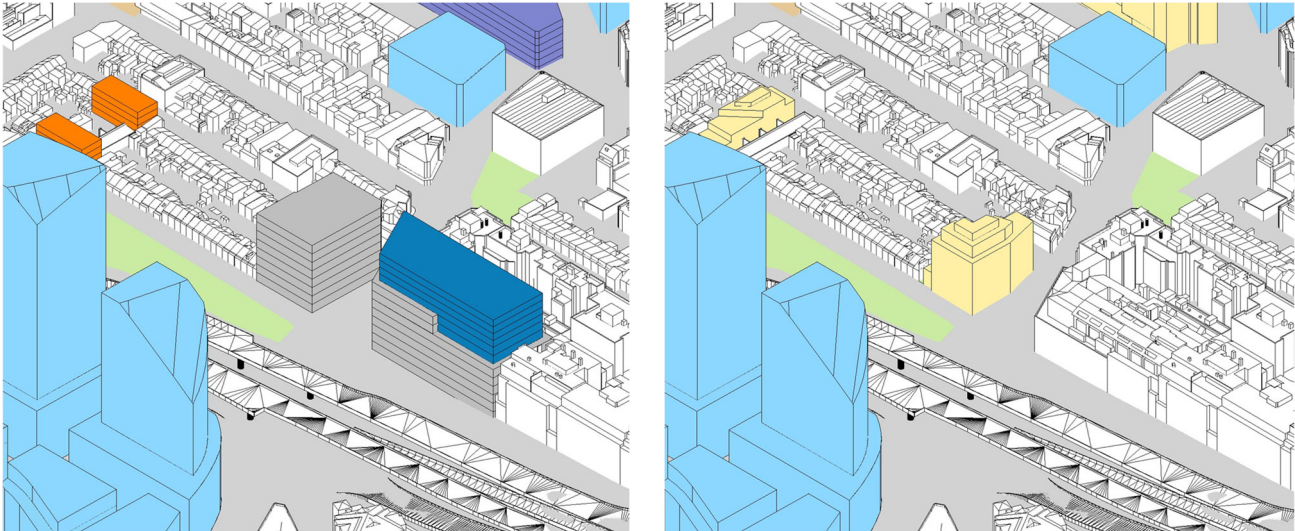


Figure 4 – comparison of Department of Planning's initial study, left in grey, and City of Sydney's study for a mixed use outcome, right in yellow, at 46-48 Pyrmont Bridge Road

The Department of Planning's initial study

Requiring amalgamation can slow and add cost to development unnecessarily. The proposed envelope without setbacks would overshadow neighbouring residential properties to the south, and Paradise Reserve to the west. An unrelieved windowless wall was likely on the northern face. The narrow footpath to Pyrmont Bridge Road was not addressed. No deep soil area for tree planting was provided. Too little allowance was made between the volume of the envelope and the floor area resulting in little if any façade articulation and difficulty for a future application to achieve design excellence and the maximum allowable floor area within the height, complicating and slowing future application and approval times.

Table 1 – Department of Planning's initial study for 46-48 Pyrmont Bridge Road

Department of Planning's initial study		Proposed controls	Alternative controls
Gross floor area	8,112 sqm*	5,060 sqm	5,815 sqm
Floor space ratio	6	3.40 + DesEx	3.91 + DesEx
Height of building	35m	37m	37m
Height in storeys	8 (<i>HiS not specified</i>)	10^	9^
Deep soil	0%	15%	15%
*Department of Planning's initial study included an adjoining site within the Pyrmont Heritage Conservation Area			

Existing controls

46-48 Pymont Bridge Road is currently occupied by a two-storey commercial building, with zero setbacks and 100% site cover, the existing conditions and existing planning controls are summarised in Table 2 below. The layout and position of the site can be seen in Figure 5.

Table 2 – existing building and existing planning controls for 46-48 Pymont Bridge Road

	Existing building	Existing controls
Land use & zoning	Commercial	B4 - MU
Floor space ratio	1.61 approx.	2.0
Height of building	12m	12m
Height in storeys	2	3
Deep soil	0%	10%



Figure 5 – existing site plan for 46-48 Pymont Bridge Road

Urban design principles

More deep soil for **more trees** and cool green spaces –

Rear setbacks of sufficient width, three metres, for deep soil and tree planting are provided to the northern side boundaries including a consolidated area of 100 square metres that coincides with the rear gardens of the dwellings in the lots to the north. Trees in this area will shade the future building and provide privacy to existing rear gardens to the north of the site.

More public space for more people – streets and open spaces –

The building envelope is setback 6.5 metres from the kerb of Pyrmont Bridge Road to widen the existing narrow footpath, the main future walking route between the Metro Station and the Fish Market and from Glebe to the City. The narrow footpath on Little Mount Street is widened by 3 metres to increase pedestrian amenity.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of apartments at 209 Harris Street has been minimised, following the design guidance of the Apartment Design Guide (refer Figure 6).

Reinforce **‘street wall’ form** of most buildings –

The building envelope raises to seven floors on most of the street frontages to complement the street wall form of the majority of buildings on Pyrmont Bridge Road. The upper levels are setback to ensure the street wall is consistent, while allowing additional height where possible within the constructed sun access planes that minimise overshadowing to neighbouring properties.

Conserve **heritage** values –

The property adjoins the Pyrmont Heritage Conservation Area to the north. The building form is adjusted to fit this context by; a lower building height on Bulwara Road, two storeys, and setback to match the existing setback of the neighbouring property to the north.

Good **design for wind and noise** –

The site is subject to noise from the Anzac Bridge approach and Pyrmont Bridge Road, a busy road. The commercial use allows for artificial ventilation where residential use would not. The street wall design, the location, and surrounding building forms mean that wind is not likely to be a limiting issue on this site.

For residential use the building envelope is limited to 12 metres in depth forming a courtyard. The courtyard enables the windows from habitable ensure that habitable rooms

Match **land use** to place –

The existing commercial use is well suited to its location on a busy road, within a short walk of the metro station, and at the junction of the motorway access. The surrounding noisy environment limits the site's suitability for residential use. Consequently, commercial use is proposed.

Consider **views** to and from public places –

The site is not constrained by view corridors.

Other issues –

Solar access to Paradise Reserve has been protected, with the proposed planning controls delivering a net increase in solar access (refer **Error! Reference source not found.**):

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

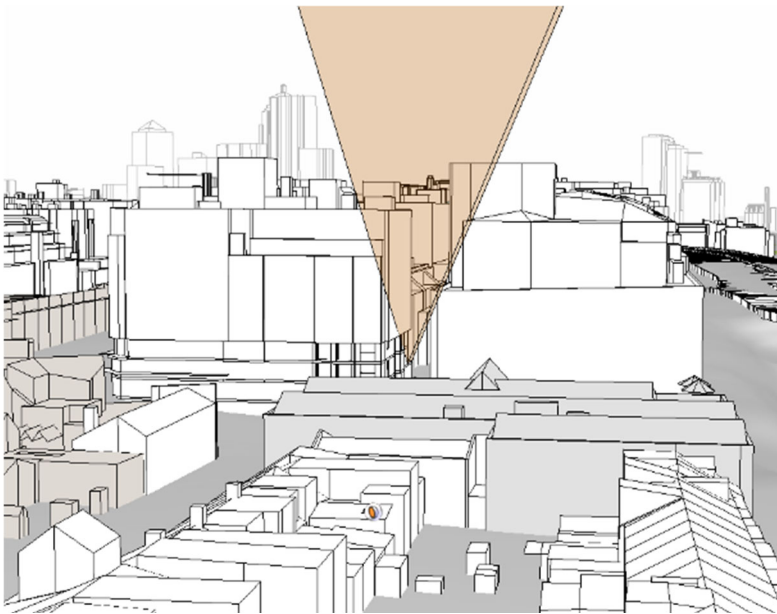


Figure 6 – solar access to 209 Harris Street

Proposed controls

For 46-48 Pymont Bridge Road, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use provisions have been reviewed to provide uplift in floor space and height to provide for more residential floor space. In addition, an alternative set of controls allows for a solely non-residential floor space outcome. The alternative controls were exhibited in late 2024. The uplift for this approach is greater than that for mixed use as the building envelope for non-residential uses can accommodate floor space more efficiently.

Controls for mixed use development

Changes to the existing mixed use controls for this site provide for residential floor space above street level commercial floor space uses. This allows for an FSR of 3.4:1 with a Design Excellence bonus, height limits of 37 metres and 10 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 3 below. Street wall height, site layout requirements, and streetscape improvements proposed are similar to those of the commercial option. Street-level and upper-level setbacks are designed to respond to the amenity requirements set out by the Apartment Design Guide (ADG). Details of site layout are shown in Figure 7 and Figure 8.

Table 3 – proposed changes to planning controls for mixed use development at 46-48 Pymont Bridge Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1	MU1
Floor space ratio	1.61 approx.	2.0	3.40 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	10
Deep soil	0%	10%	15%

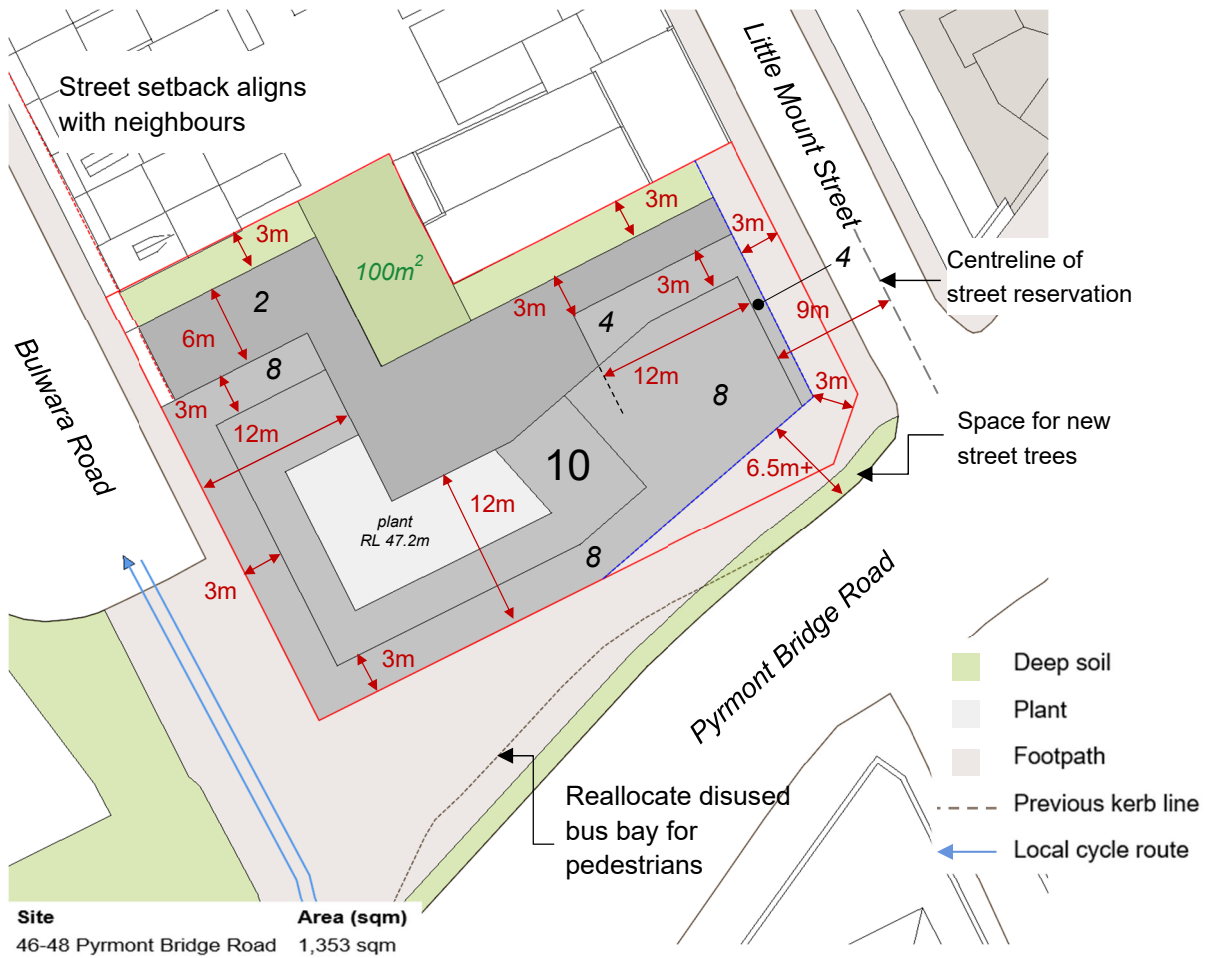


Figure 7 - site plan showing mixed use scheme for 46-48 Pymont Bridge Road

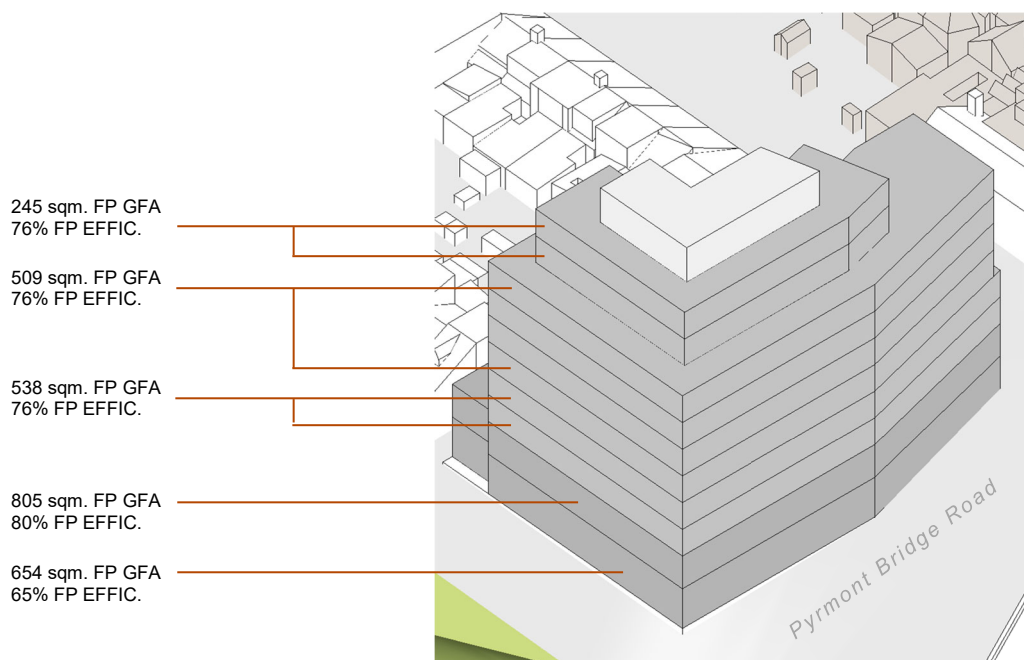


Figure 8 – isometric of mixed use scheme for 46-48 Pymont Bridge Road

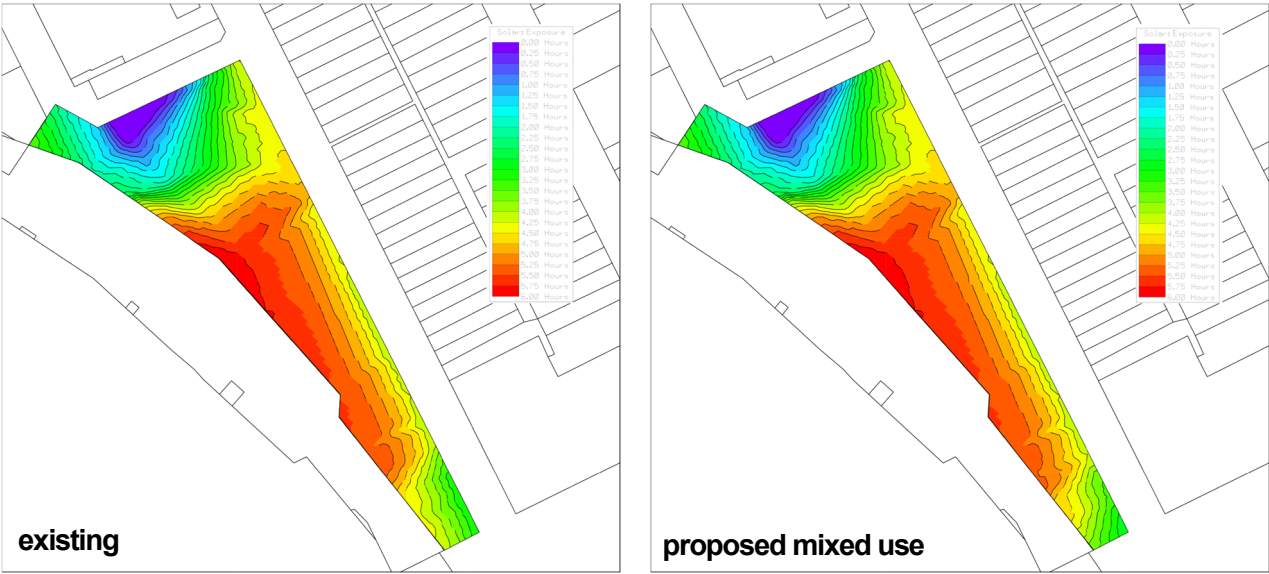


Figure 9 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

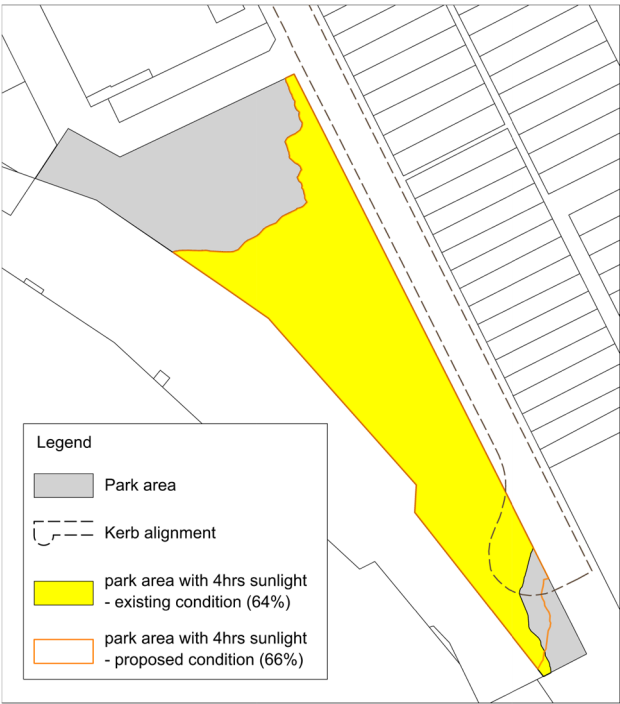


Figure 10 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from proposed mixed use controls at 46-48 Pyrmont Bridge Road

Alternative controls for non-residential development

The alternative set of controls (exhibited in late 2024) allow for an outcome of solely commercial floor space use. These include an uplift in FSR of 3.91:1 with a Design Excellence bonus; height limits of 37 metres and 9 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 4. Error! Reference source not found. below. The various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed are shown in Figure 11 and Figure 12.

Table 4 – proposed planning controls for 46-48 Pyrmont Bridge Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1	MU1
Floor space ratio	1.61 approx.	2.0	3.91 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	9
Deep soil	0%	10%	15%



Figure 11 – proposed site plan for 46-48 Pyrmont Bridge Road

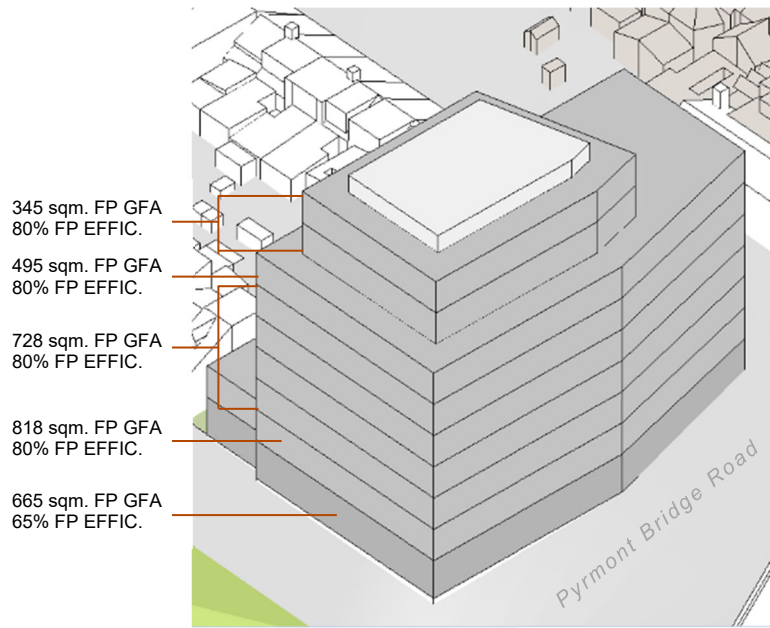


Figure 12 – isometric of proposed building envelope for 46-48 Pymont Bridge Road

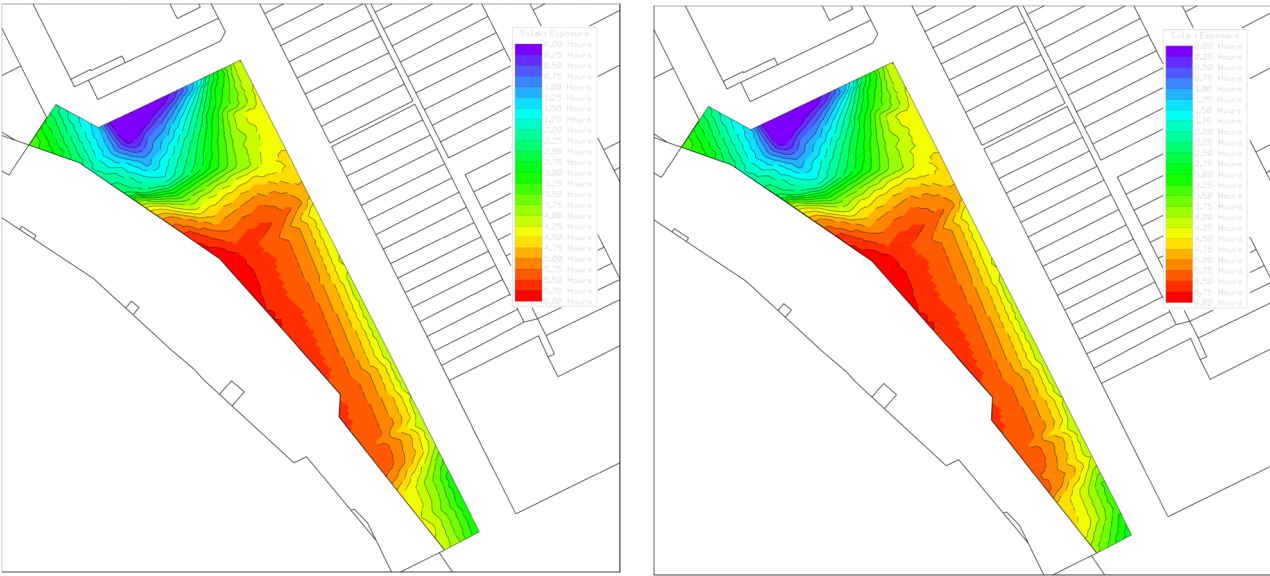


Figure 13 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

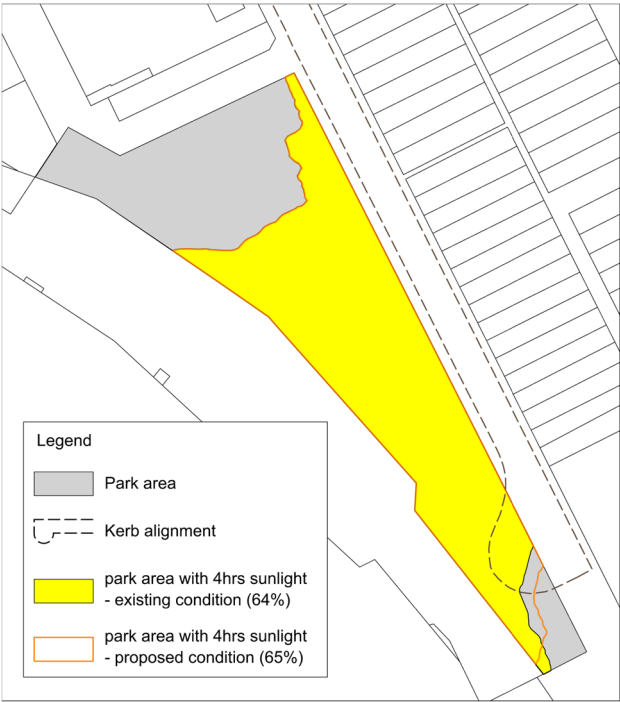


Figure 14 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from alternative non-residential controls at 46-48 Pymont Bridge Road

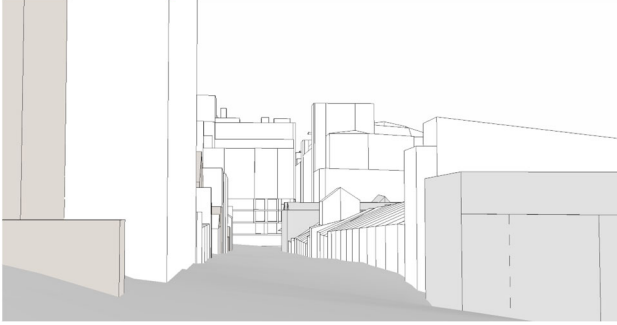
Visualisation



Figure 15 – view locations

Existing

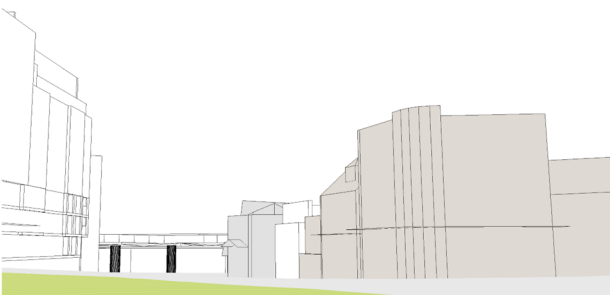
View south along Little Mount Street



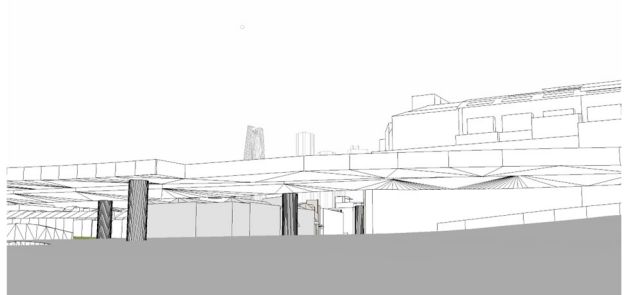
View south along Bulwara Road



View west from Elizabeth Healey Reserve

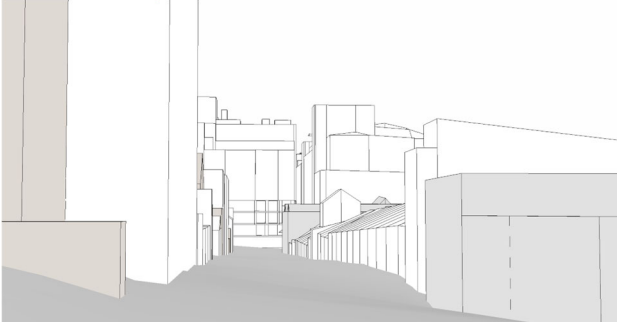


View east along Pymont Bridge Road

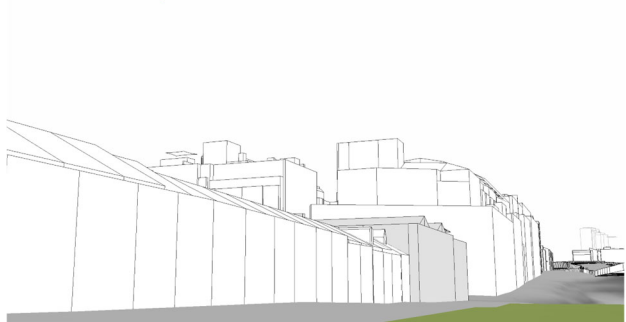


Existing + Approved

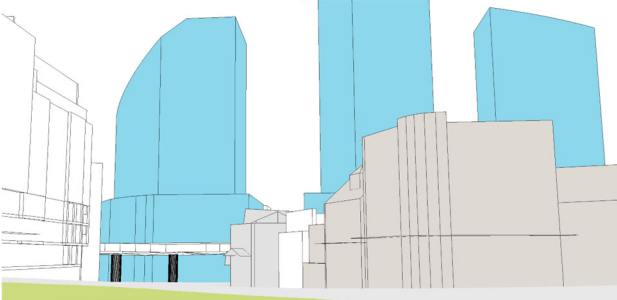
View south along Little Mount Street



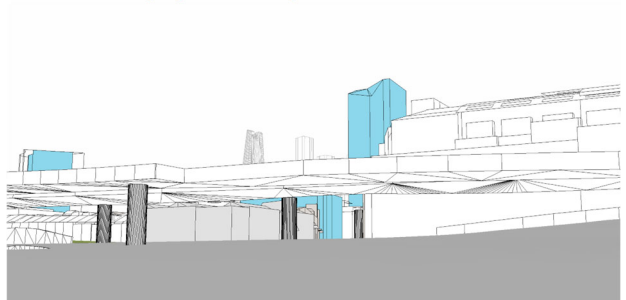
View south along Bulwara Road



View west from Elizabeth Healey Reserve

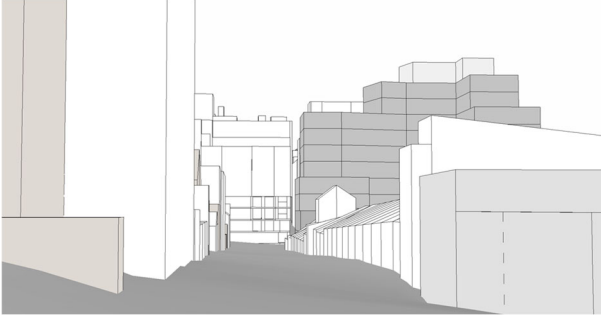


View east along Pymont Bridge Road

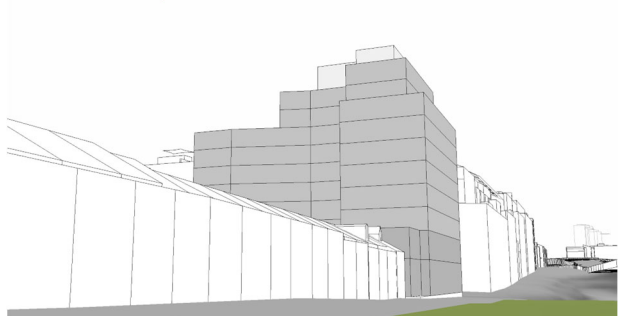


Controls for mixed use development

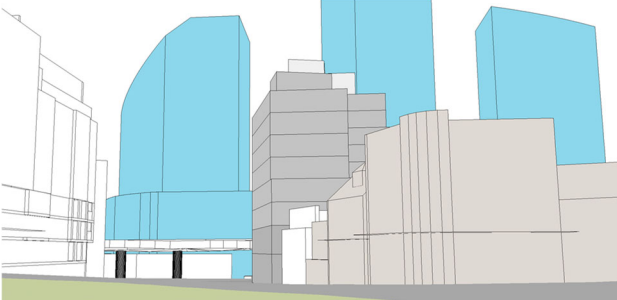
View south along Little Mount Street



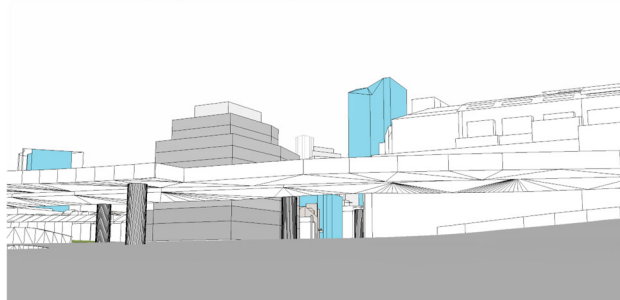
View south along Bulwara Road



View west from Elizabeth Healey Reserve

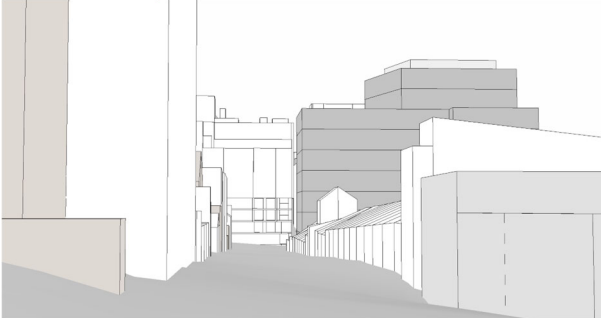


View east along Pymont Bridge Road

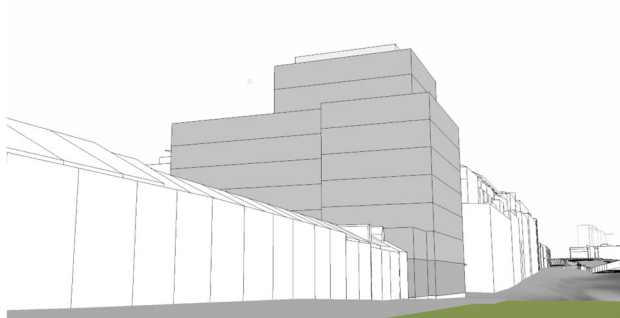


Alternative controls for commercial development (exhibited)

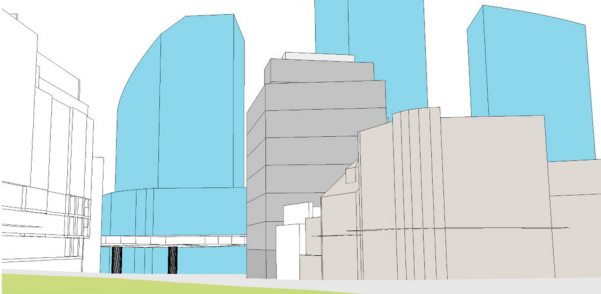
View south along Little Mount Street



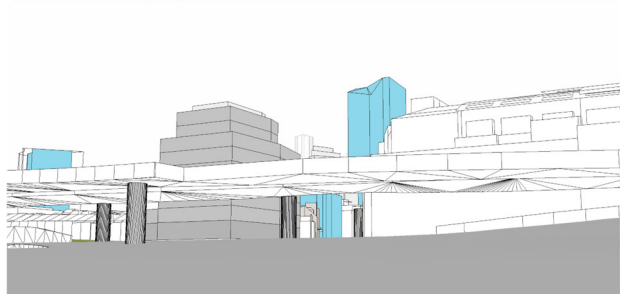
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pymont Bridge Road



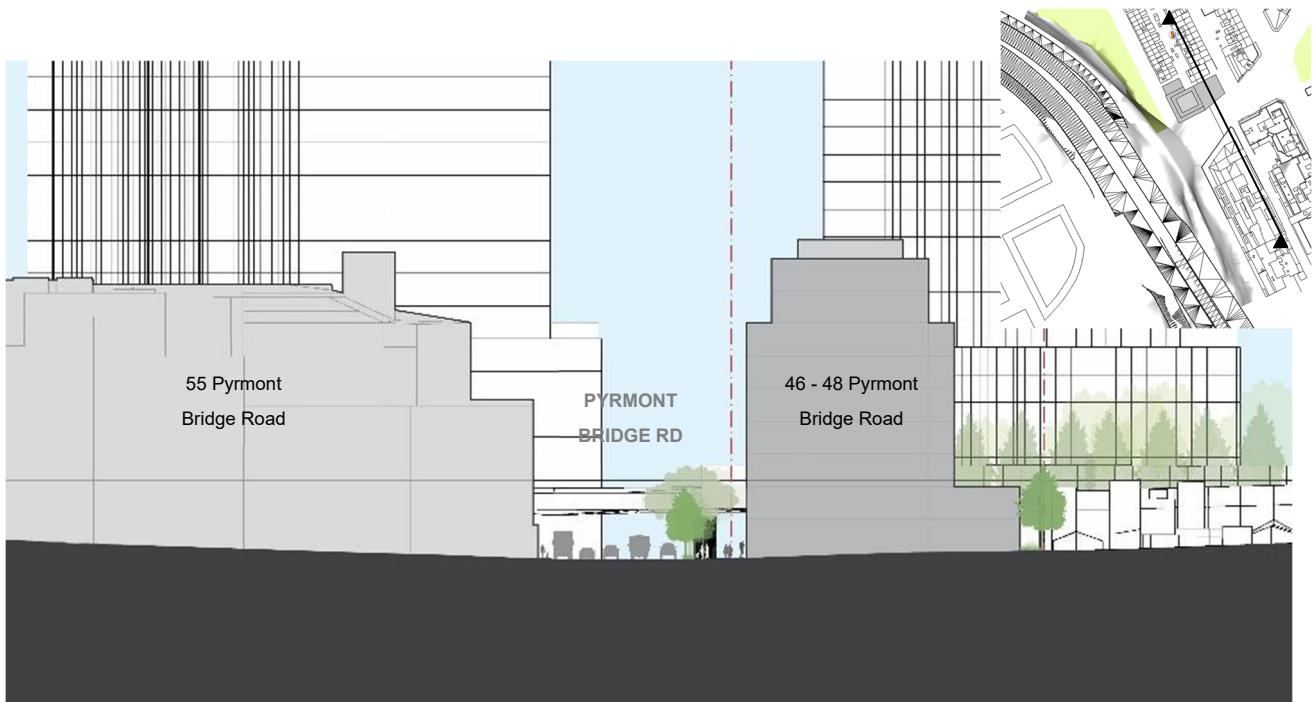


Figure 16 – section of 46-48 Pymont Bridge Road, looking west; showing alternative controls for commercial development (exhibited late 2024)

20-28 Bulwara Road

Overview

20-28 Bulwara Road (Lot 1 DP 433177) is located between Bulwara Road and Little Mount Street, it is within the Pyrmont Heritage Conservation Area (refer Figure 17 and Figure 18).



Figure 17 – location plan of 20-28 Bulwara Road



Figure 18 – oblique aerial of 20-28 Bulwara Road

Background

20-28 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 3.5:1, a height of four storeys, and zero setbacks to all sides, as shown in Figure 19. The heritage values of the Heritage Conservation Area were not considered. These controls can be seen in Table 5 below.

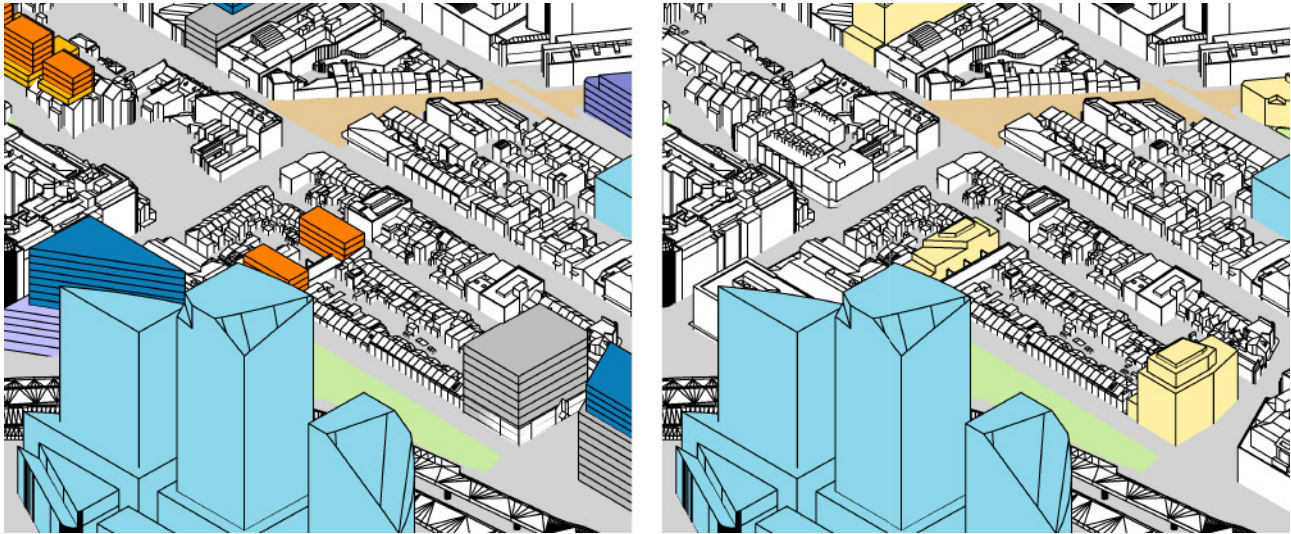


Figure 19 – comparison of Department of Planning's initial study and City of Sydney's study for 20-28 Bulwara Road

Table 5 – Department of Planning's initial study for 20-28 Bulwara Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	4,602 sqm*	1,861 sqm
Floor space ratio	3.5*	1.4
Height of building	Not specified	14m
Height in storeys	4 (<i>HiS not specified</i>)	4 [^]
Deep soil	10%	15%
*Model shown represents GFA of approx. 2,140 sqm (FSR 1.62), not the controls proposed		

Existing controls

20-28 Bulwara Road is currently occupied by a substation, the existing buildings' characteristics and current planning controls can be seen in Table 6 below. The layout and position of the site can be seen in Figure 20.

Table 6 – existing building and existing planning controls

	Existing buildings	Existing controls
Land use & zoning	Substation	R1 – GR
Floor space ratio	<0.2 approx.	1.0
Height of building	8m	9m
Height in storeys	2	2
Deep soil	0%	10%

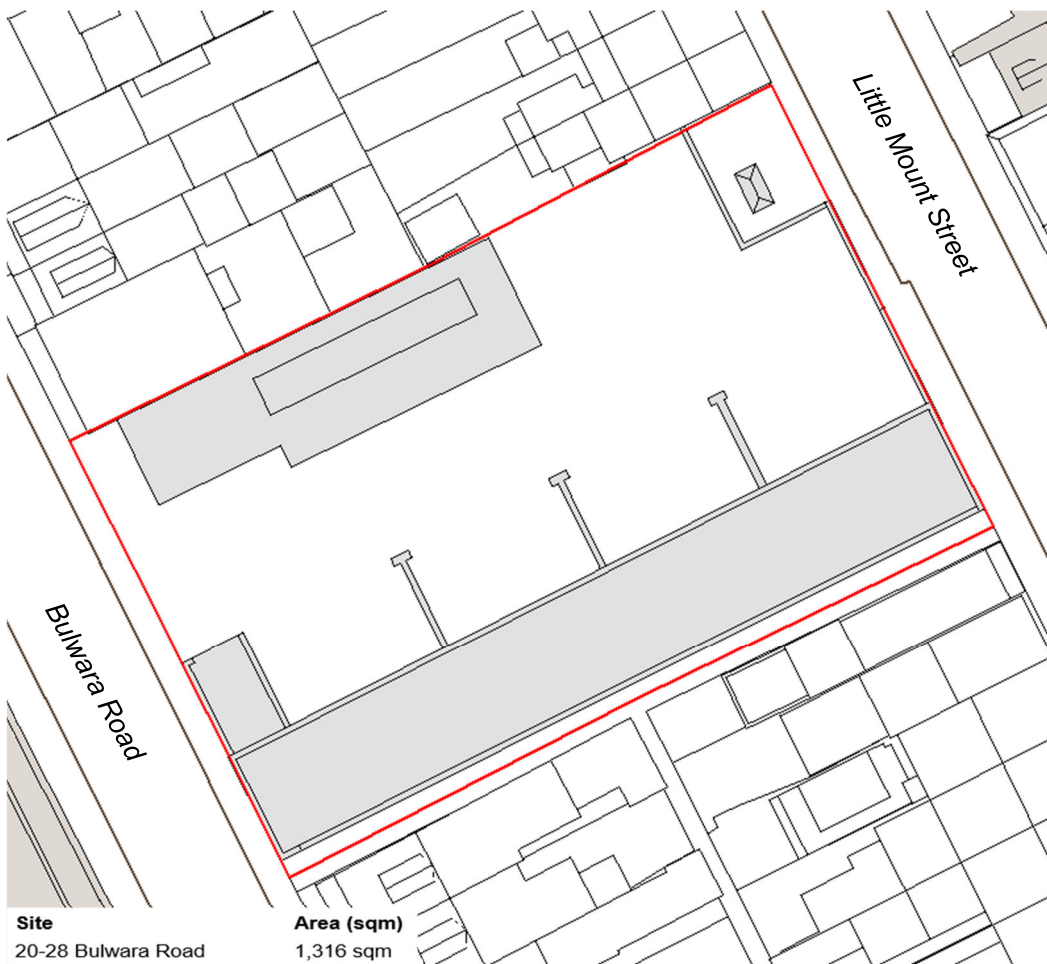


Figure 20 – existing site plan for 20-28 Bulwara Road

Urban design principles

More deep soil for **more trees** and cool green spaces –

Within the former yards of the substation deep soil areas of sufficient width, three metres, for tree planting are provided, enabling 15% of the site area to have deep soil.

More public space for more people – streets and open spaces –

The conservation of the significant fabric of the existing southern section of the building and maintaining the street alignment of these in the new envelope consistent with the street walls in the local Heritage Conservation Area context has meant that on this relatively small site no additional public space is provided.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the City's Development Control Plan (refer Figure 21).

Reinforce '**street wall**' form of most buildings –

A street wall height of two storeys with setbacks set by the adjoining properties continues the existing street wall on both street frontages.

Conserve **heritage** values –

The property is within the Pymont Heritage Conservation Area. The building form and height is carefully modelled to be a good fit to these surroundings; with six-metre upper-level setbacks to the upper levels of the northern building and the height of the conserved southern building maintained as is.

Good **design for wind and noise** –

The site and the relative low building envelope are not exposed to wind or noise.

Match **land use** to place –

The existing commercial use is well suited to its location opposite other commercial uses, within a short walk of the metro station, and for the conservation of the fabric of the southern building. The site's size, configuration, orientation, likely contamination due to its existing substation use, and conservation of the southern building make residential uses difficult to accommodate. Consequently, a commercial use is proposed.

Consider **views** to and from public places –

The site is not constrained by view corridors.

Other issues –

- Solar access to Paradise Reserve has been protected, with the proposed planning controls resulting in no changes to solar access (refer Figure 22).

Maximise development within constraints –

Within the limits set by other urban design principles described above the potential floor area is maximised.

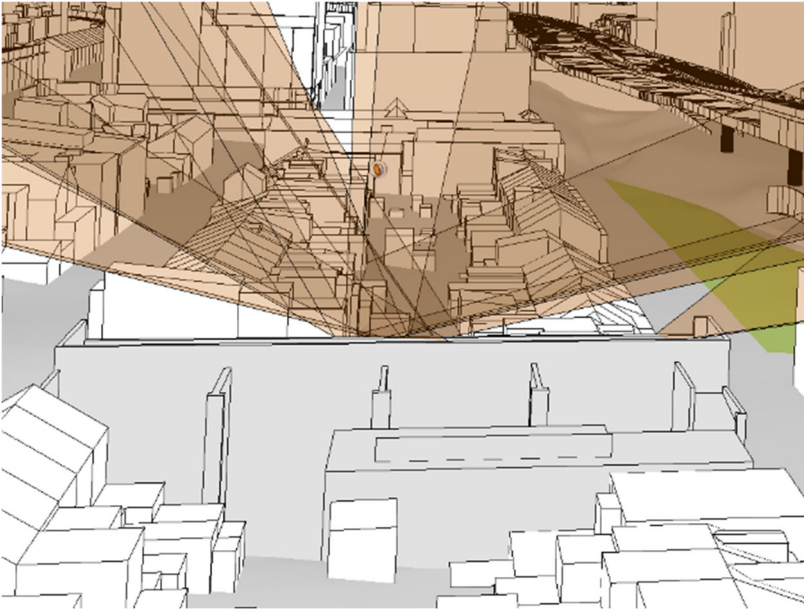


Figure 21 – solar access to adjoining residential properties

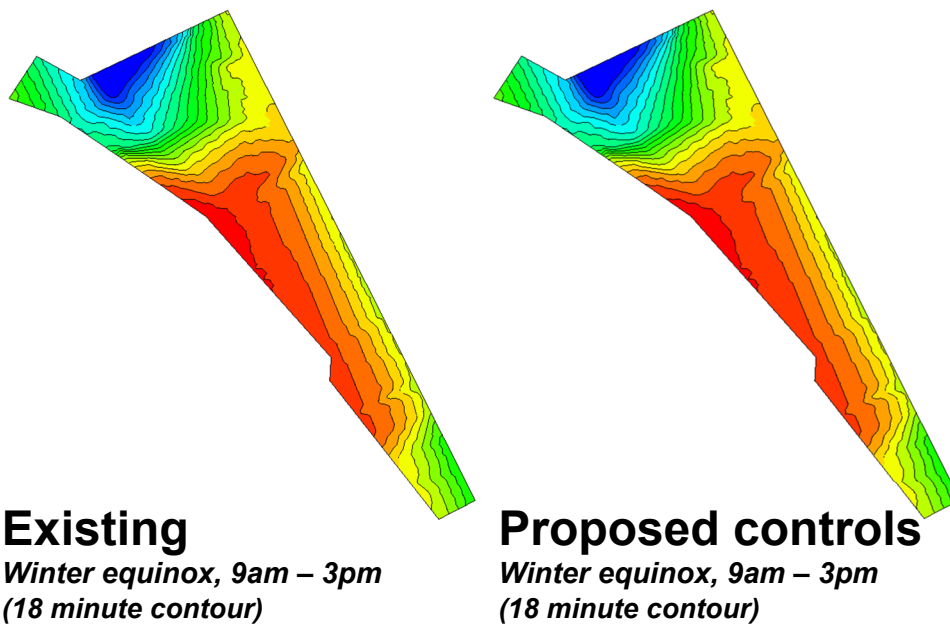


Figure 22 – solar insolation to Paradise Reserve at the winter equinox

Proposed controls

For 20-28 Bulwara Road, the proposed controls are for a commercial use with an FSR of 1.4:1; a height limit of 14 metres and 4 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 7 below. The proposed site layout is shown in Figure 23.

Table 7 – proposed planning controls

	Existing building	Existing controls	Proposed controls
Land use & zoning	Substation	R1 – GR	Commercial
Floor space ratio	<0.2	1.0	1.4
Height of building	8m	9m	14m
Height in storeys	2	2	4^
Deep soil	0%	10%	15%



** excludes the ground floor located below the level of Little Mount Street

Figure 23 – proposed site plan for 20-28 Bulwara Road

Visualisation

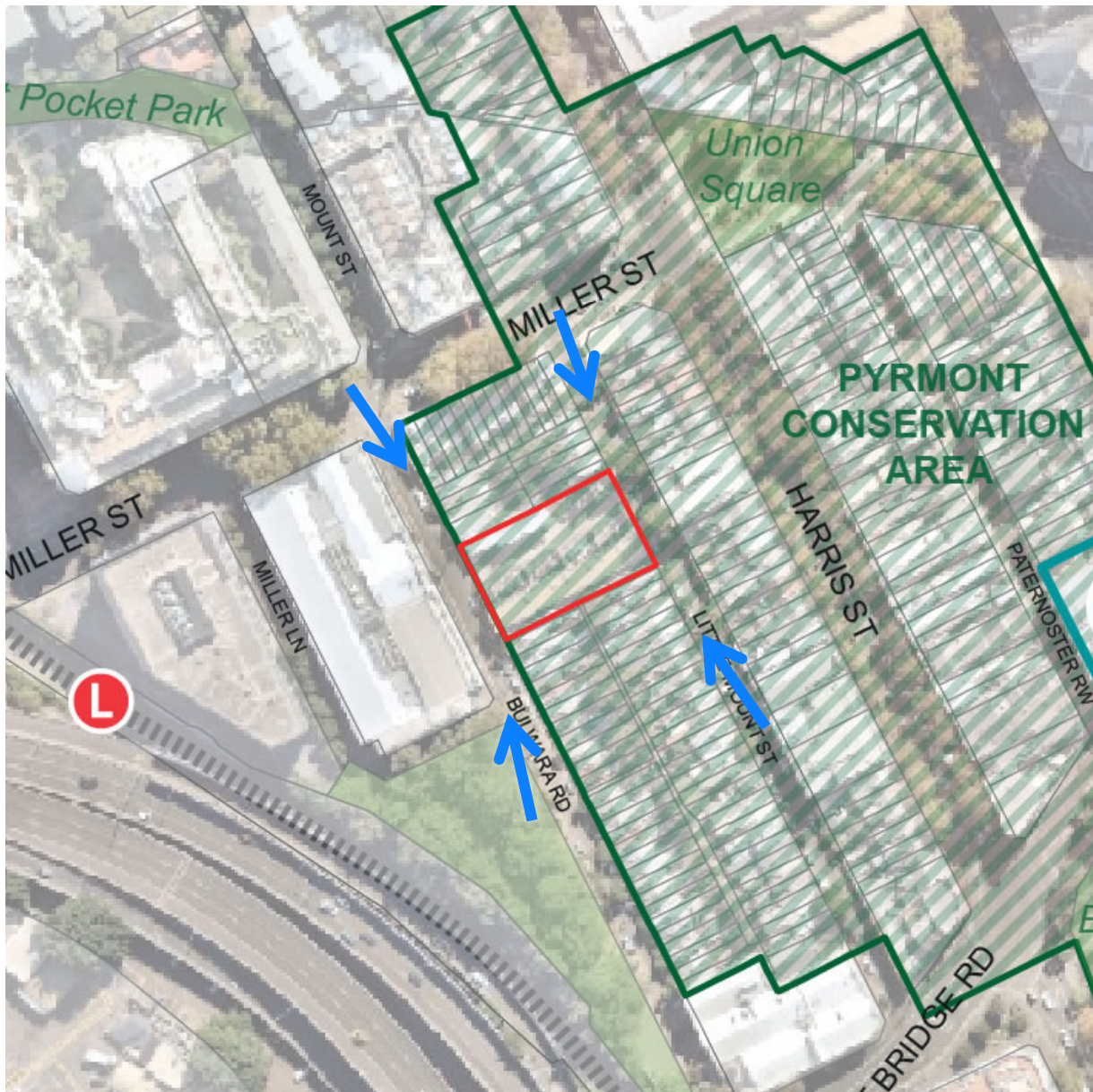


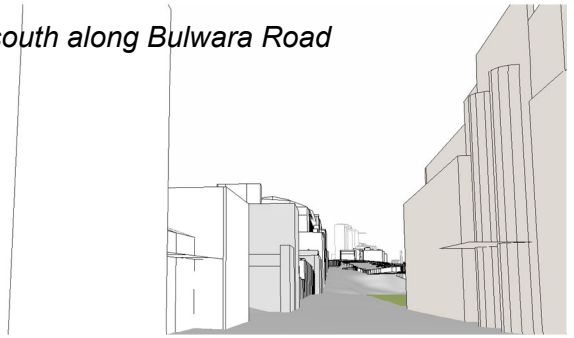
Figure 24 – view locations

Existing

View south along Little Mount Street



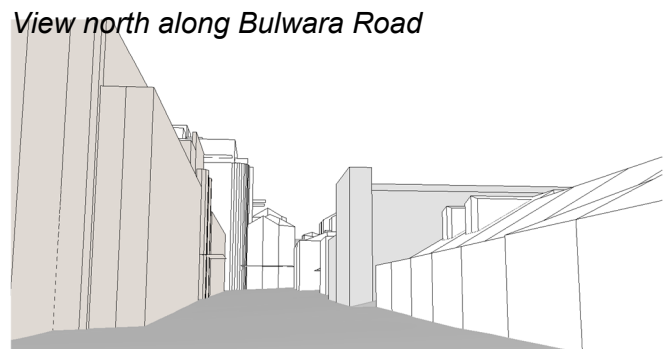
View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road



Proposed

View south along Little Mount Street



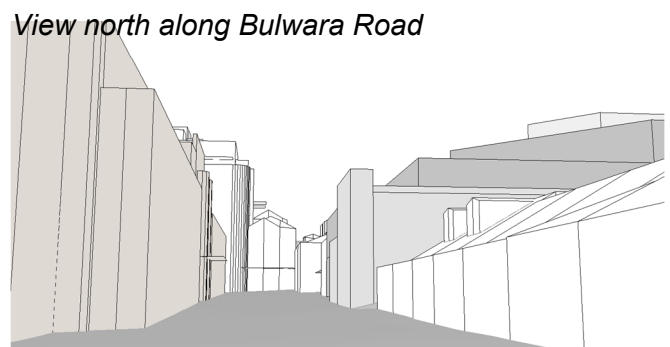
View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road



2 Edward Street and 60 Union Street

Overview

2 Edward Street (Lot 21 DP 1000905) and 60 Union Street (Lot 2004 DP 1103434) are located immediately north of the eastern site of the proposed Pyrmont Metro on Union Street. Together they are bound by (clockwise) Edward Street to the west, Pirrama Road to the north, Harwood Place to the east, and Union Street to the south, as shown in Figure 25 and Figure 26 below.

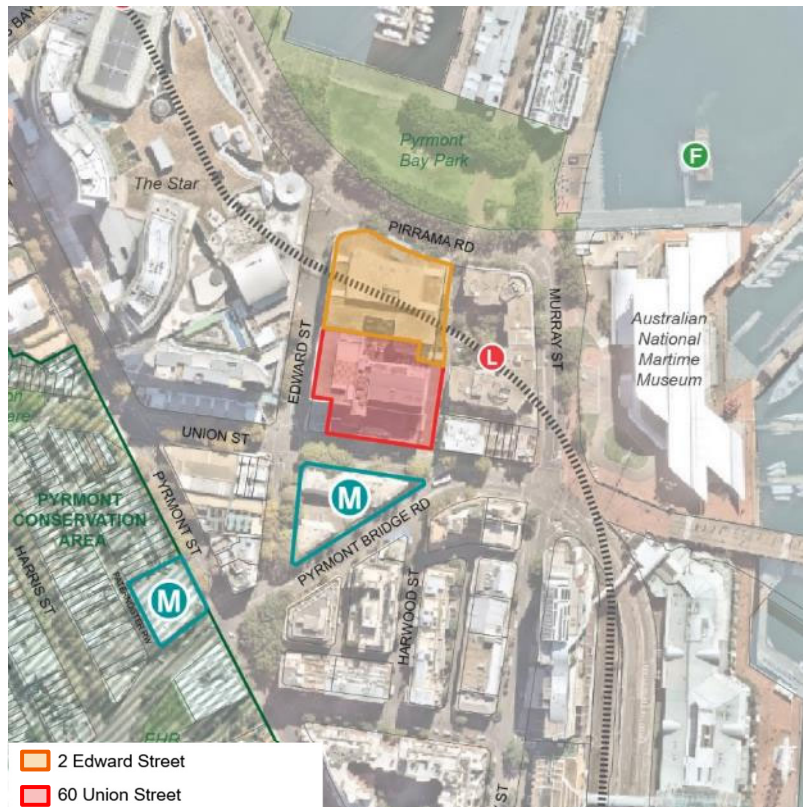


Figure 25 – location plan of 2 Edward Street & 60 Union Street

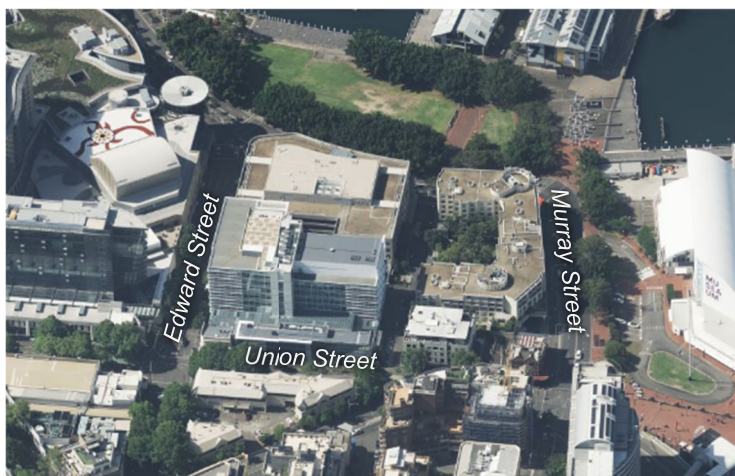


Figure 26 – oblique aerial of 2 Edward Street & 60 Union Street

Background

2 Edward Street and 60 Union Street were both included in the Department of Planning's initial study. In this review both sites were given an FSR of 7.0, with heights of RL 90 for 2 Edward Street, increasing to RL 130m for 60 Union Street. As shown in Figure 27 below, these envelopes would have had podia to the same extent as the existing buildings to the three street frontages and along Harwood Place, above which two tall tower envelopes would sit, reaching RL 130m, 10 metres above the approved Pyrmont Metro OSD envelope. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. The preliminary controls can be seen in **Error! Reference source not found.** below.

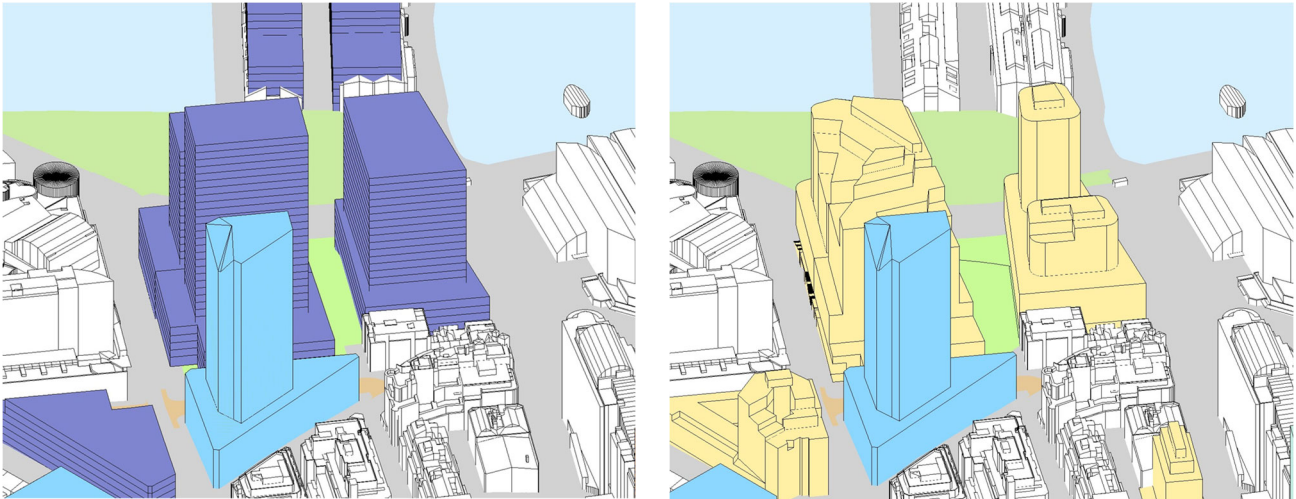


Figure 27 – comparison of Department of Planning's initial study and City of Sydney's study for 2 Edward Street & 60 Union Street

Existing controls

2 Edward Street and 60 Union Street are both currently zoned for commercial uses, these existing uses, along with the existing controls can be seen in Table 8 below. 2 Edward Street is currently occupied by a six-storey commercial building, with zero setbacks to Edward Street, Pirrama Road and Harwood Place, with no upper-level setbacks. 60 Union Street contains multiple retail uses on the lower level (below the level of Harwood Place), with commercial uses above. There are zero setbacks to Edward Street, Union Street and Harwood Place, with upper-level setbacks above. The layout and position of the site can be seen in Figure 28, overleaf.

Table 8 – existing building and existing planning controls for 2 Edward Street & 60 Union Street

	Existing building	Existing controls
2 Edward Street		
Land use & zoning	<i>Commercial</i>	B3 - CC
Floor space ratio	4.12	4.0
Height of building	25.5m	24m
Height in storeys	6	5
Deep soil	0%	10%
60 Union Street		
Land use & zoning	<i>Commercial</i>	B3 - CC
Floor space ratio	4.67	4.0
Height of building	38m	33m
Height in storeys	9	8
Deep soil	0%	10%

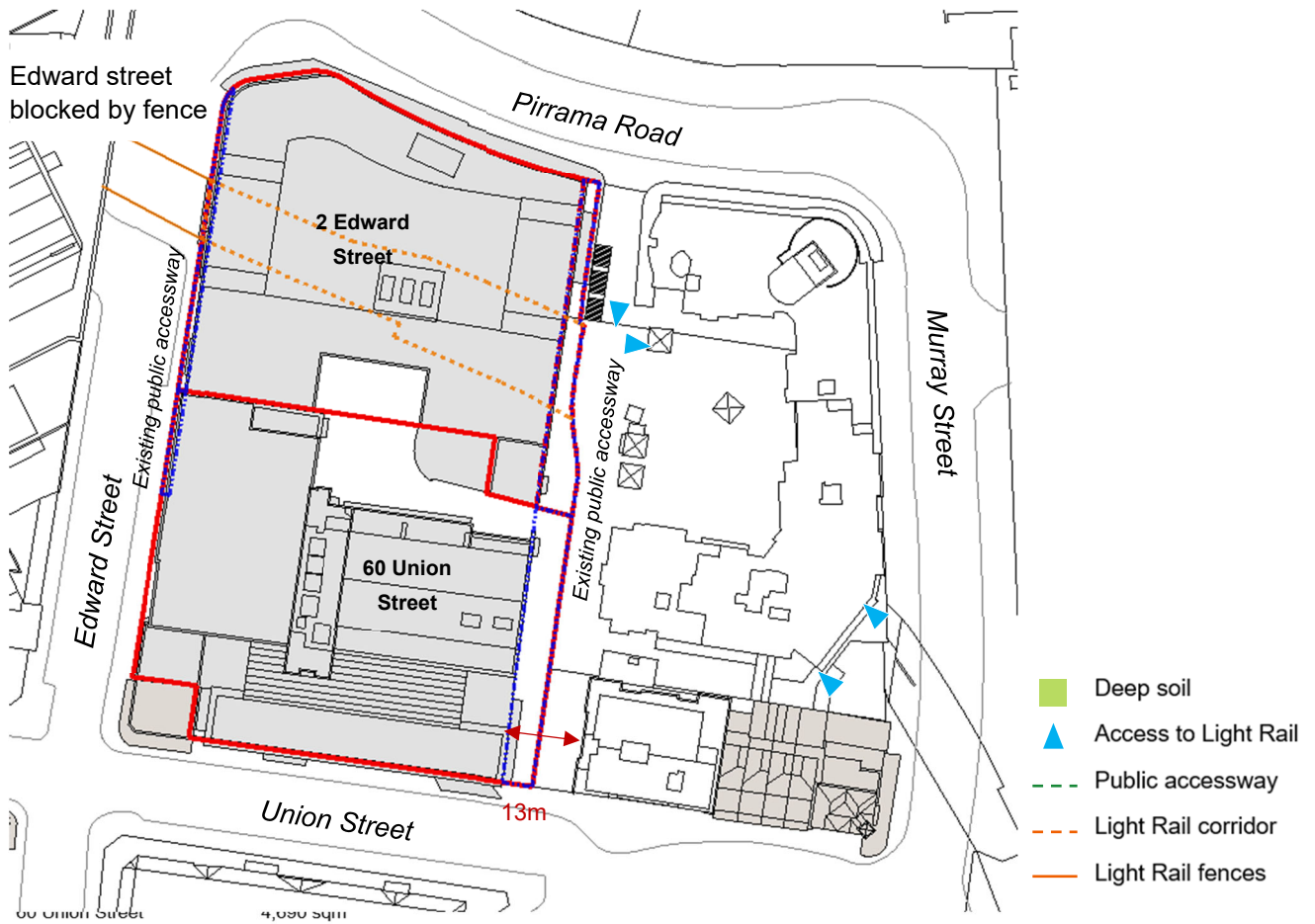


Figure 28 – existing site plan for 2 Edward Street & 60 Union Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

On the eastern side of both sites, either side of the light rail corridor, areas of deep soil are required within the new publicly accessible open space, of the site area of both sites at least 15% is to be deep soil. This will provide for a substantial combined area of new tree planting.

More public space for more people – streets and open spaces –

Around the extended alignment of Harwood Street (Harwood Place) a, larger than existing, area of publicly accessible open space is formed in a wedge shape opening from Union Street in the south, towards Pyrmont Bay Park in the north. The open space is bounded by a colonnade continuous from Union Street to Pirrama Road, on its western edge it contains a stairway that links the higher Union Street level to the lower Pirrama Road level north of the light rail line. The level change is accessible to everyone by use of the existing, or renewed lift access to the light rail station. This space is a seamless, accessible, easily navigable link for people going to and from the metro station, light rail station, ferry stop and the surrounding areas. It increases the visibility and accessibility of the metro station, extends the openness and amenity of Pyrmont Bay Park opposite, and accommodates the recreational needs of workers in new buildings on these and surrounding sites. Its shape and split level are distinctive and memorable, opening up Union Street to the northern sunlight and harbour.

On Edward Street a new light rail overpass is contained within the podium of both buildings. Compared to the existing overpass the new passage is wider, a total of 6 metres deep, more open, at least 6 metres clear height, and more visible from Edward Street, and accessible to everyone with ramps to the south and a public lift to the north at Pirrama Road (refer Figure 29). Careful, cooperative arrangements are anticipated to ensure the staged completion of the overpass while maintaining the existing access.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 30).

Reinforce '**street wall**' form of most buildings –

A street wall height as proposed in the Pyrmont Peninsula Sub-precinct Masterplan for the area on Pirrama Road sets the podium wall height for the buildings.

Conserve **heritage** values –

On Union Street the tower height is setback by 20 metres above a two-storey street wall height to accord with the existing setbacks to Union Street, allowing light into the street and setting an appropriate street wall height for the nearby heritage items on the north side of Union Street.

Good **design for wind and noise** –

The site is exposed to winds, particularly to the northeast. The minimum 6 metre podium setback, curved corners, and the splayed shape of the open space with non-parallel sides, are included in the building envelopes to minimise uncomfortable and unsafe winds on the accessible ground levels area. These may require supplementing or modifying following wind tunnel testing and wind expert advice.

The site is exposed to noise from the harbour and nearby late-night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated

commercial area that these sites are central to produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

Consider **views** to and from public places –

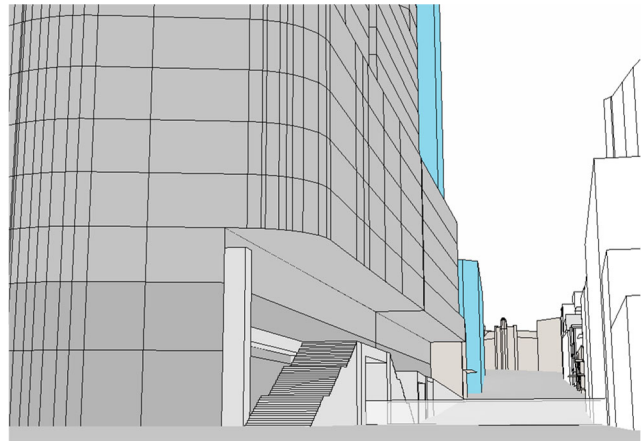
The site maintains and opens up the Harwood Street view corridor, identified and made in the late twentieth century in previous agreed plans for the sites. The view corridor would be partly obstructed by any construction within the eastern *nose* of the metro site. This area should not be developed, and the envelope adjusted accordingly.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.



Existing – from Pirrama Road



Proposed – from Pirrama Road

Figure 29 – improved public access on Edward Street over light rail

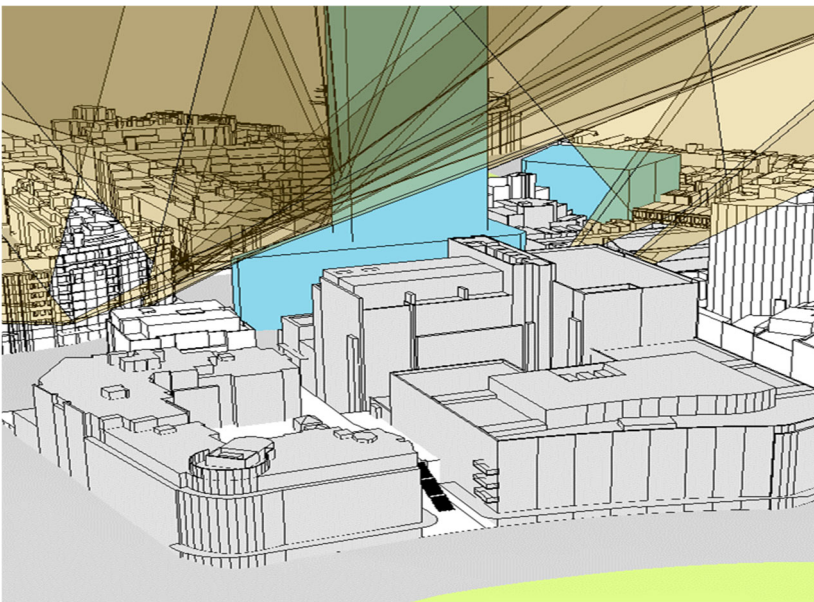


Figure 30 – solar access to adjoining residential properties

Harwood Street view corridor

The 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct identified several important view corridors across the peninsula. As shown in Figure 31 below, these were supported by key development controls to ensure the long-term protection of view to and from public places. These view corridors, including the Harwood Street view corridor can be seen in Figure 32, overleaf.

3.4 Views, Vistas and Siting

3.4.1 Views and vistas from the public domain

PRINCIPLE:

The siting and form of development must have regard to the creation, retention and enhancement of significant views and vistas from public places. This includes views into, out of and within the precinct and to significant buildings.

CONTROLS:

- Major existing views and vistas out from the precinct and to the precinct, should be maintained and new vistas and views should be opened up through the urban fabric, as indicated on **Map 10**.
- The sense of dramatic entry into the precinct should be heightened by development which maintains and enhances the views and vistas from the approaches and which frames them. These should include approaches by ferry and by light rail as well as pedestrian and vehicular routes.
- Development should provide for continuous views of the Harbour from the proposed waterfront promenade.
- Views and vistas along streets and from public places to buildings and places of architectural, streetscape or heritage significance should be maintained.
- Views of and to significant heritage items and buildings and conservation areas must be considered and maintained.
- The visibility of major cliff faces from public places and the water should be maintained.
- Important views and vistas should be enhanced by the form and treatment of buildings along the view corridor.
- Pedestrian over bridges are generally considered inappropriate in the Pyrmont Ultimo area, and they must not be introduced where they will impede significant views or vistas.
- Views and vistas must not be obstructed by advertising signs or other structures.
- The western and north-western slopes of Distillery Hill and the upper part of Pyrmont Point should be maintained and enhanced as an important viewing area and for public recreation.

Figure 31 – development controls for view corridors within the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 33]

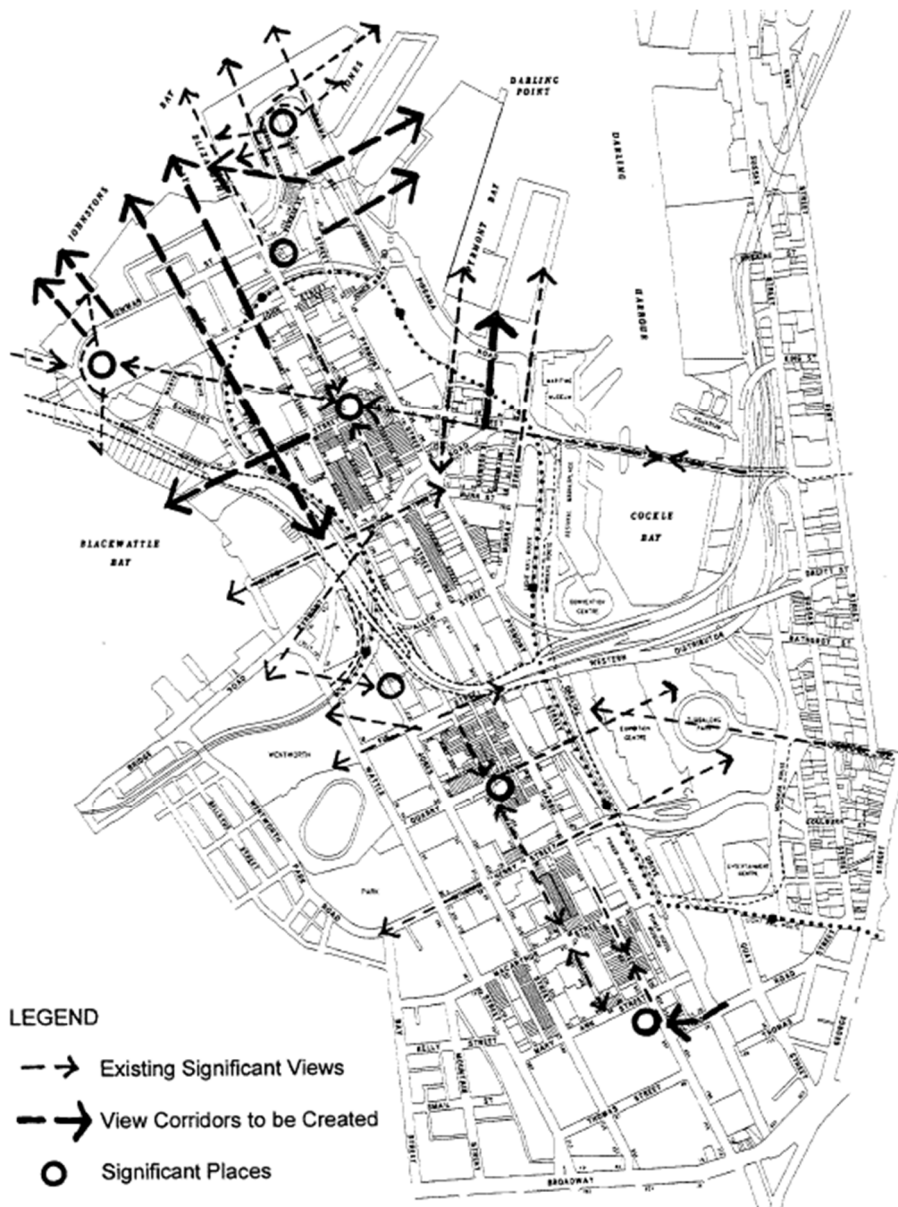


Figure 32 – ‘Significant Places and View Corridors’ identified in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 32]

Previous development applications for 60 Union Street and 2 Edward Street both created setbacks to maintain the Harwood Street view corridor, as shown in Figure 33 below.



Figure 7.7

Figure 33 – Harwood Street view corridor
[source: Approved Plans for 60 Union Street (previously 50-72 Union) – R2004/00011-02]

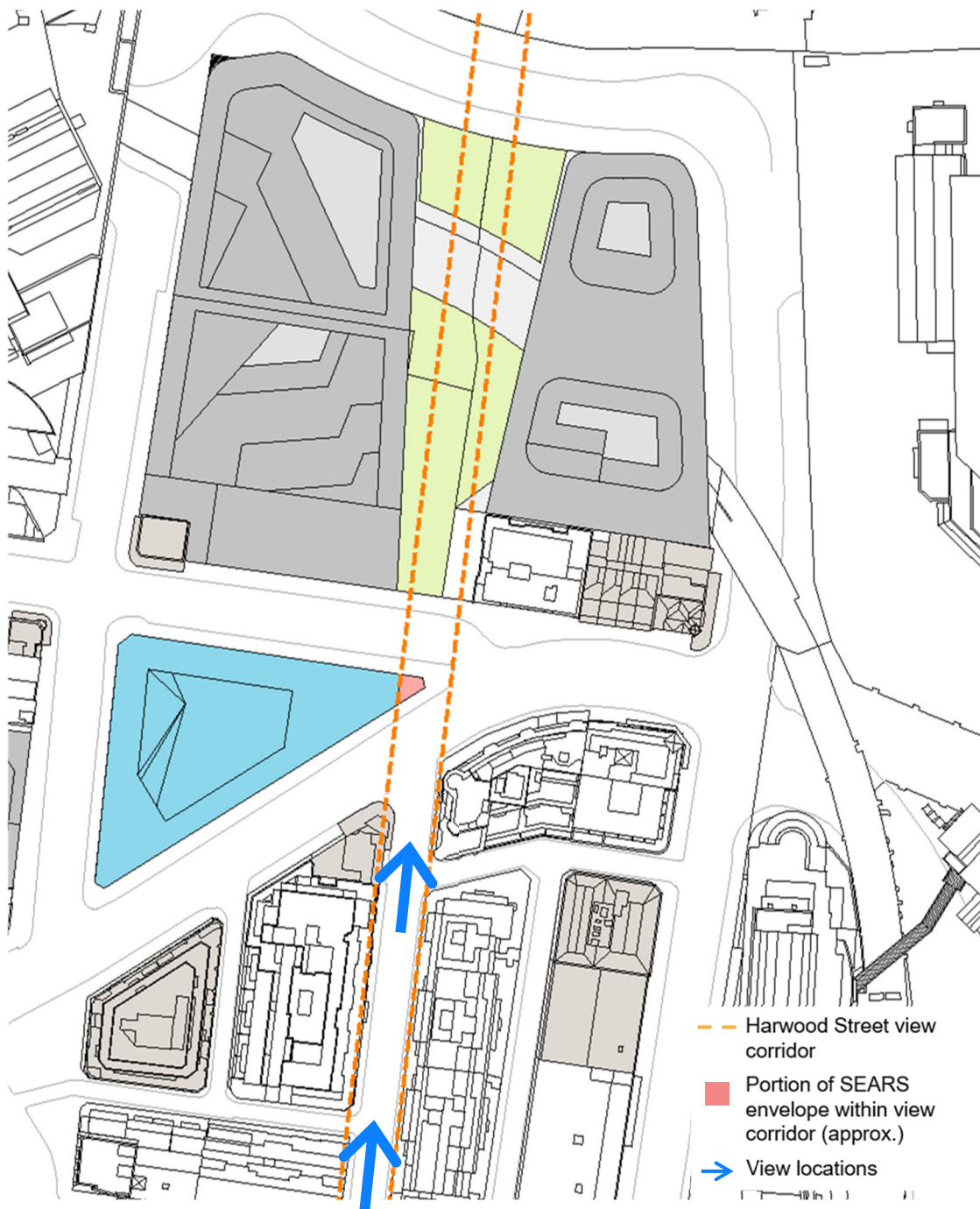


Figure 34 – Harwood Street view corridor shown through along Harwood Place

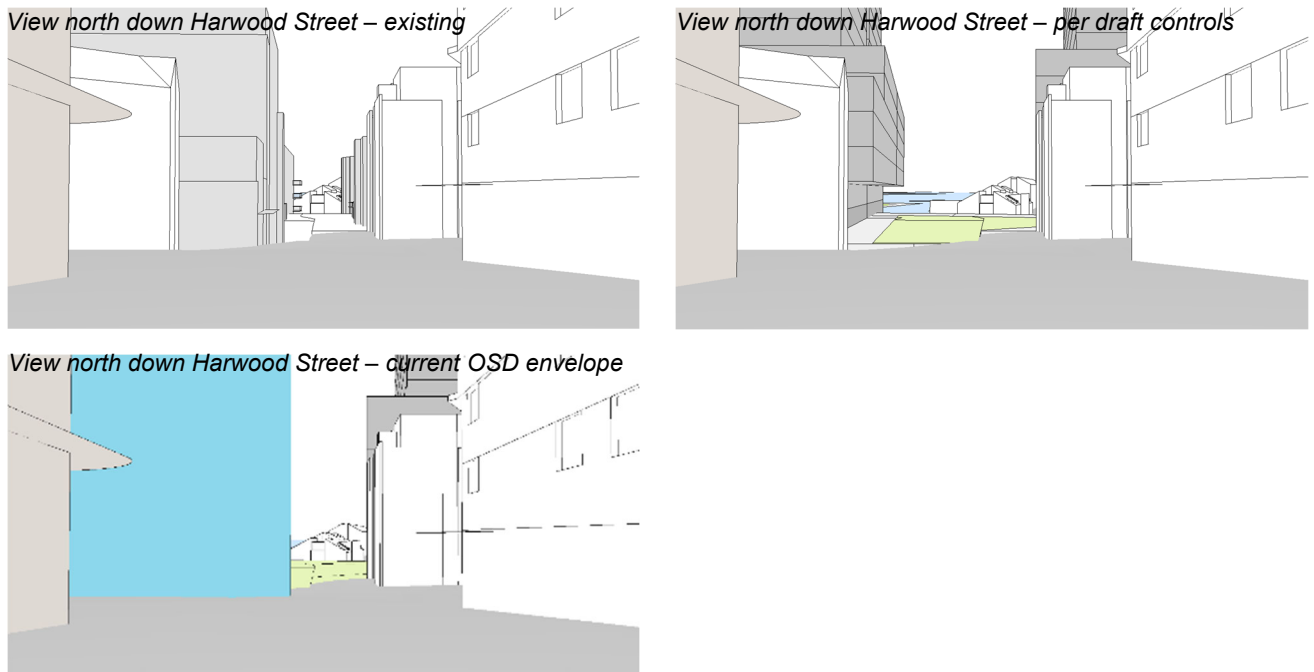


Figure 35 – looking north along Harwood Street, from the intersection of Pymont Bridge Road

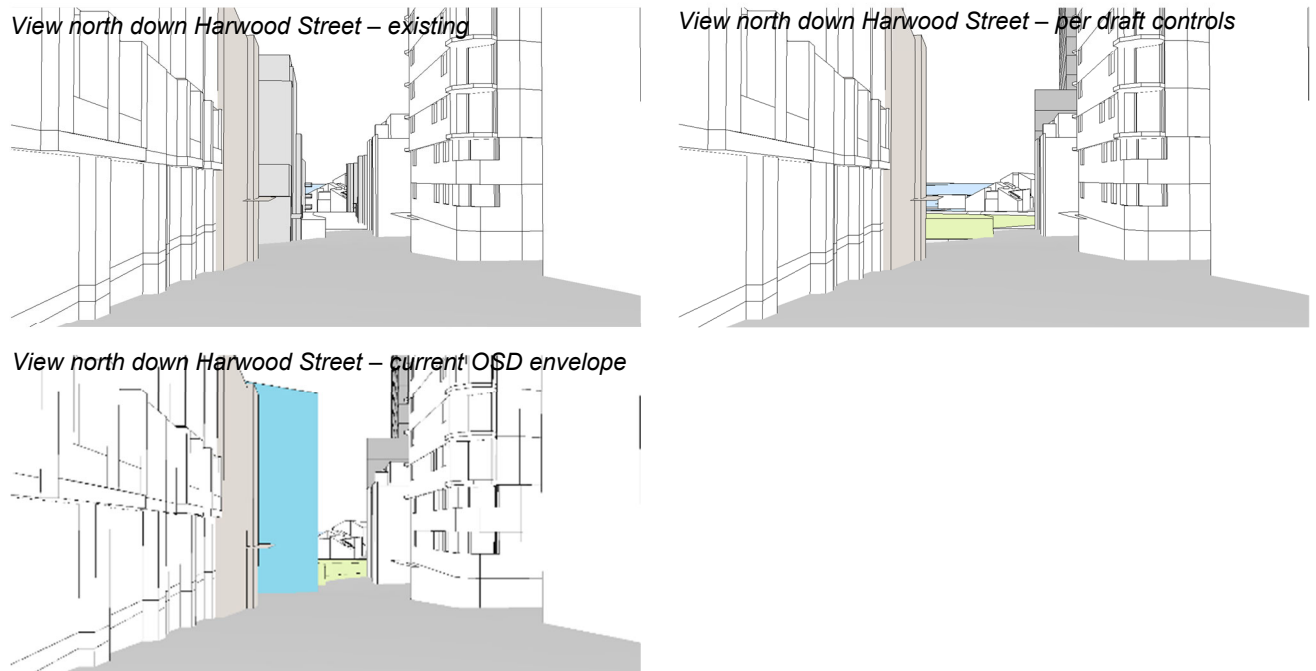


Figure 36 – looking north along Harwood Street, from the intersection of Bunn Street

Proposed controls

For 2 Edward Street and 60 Union Street, the proposed controls are for a commercial use on both sites. 2 Edward Street is to have an FSR of 7.70:1 with a Design Excellence clause; a height limit of RL86 metres and 20 storeys; and a deep soil requirement for at least 15% of the site. 60 Union Street is to have an FSR of 7.08:1 with a Design Excellence clause; a height limit of RL94 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. These controls can both be seen in Table 9.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 37, Figure 38 and Figure 39.

Table 9 – proposed planning controls for 2 Edward Street & 60 Union Street

	Existing building	Existing controls	Proposed controls
2 Edward Street			
Land use & zoning	<i>Commercial</i>	B3 - CC	Commercial
Floor space ratio	4.12	4.0	7.7 + DesEx
Height of building	25.5m	24m	RL86
Height in storeys	6	5	20^
Deep soil	0%	10%	15%
60 Union Street			
Land use & zoning	<i>Commercial</i>	B3 - CC	Commercial
Floor space ratio	4.67	4.0	7.08 + DesEx
Height of building	38m	33m	RL94
Height in storeys	9	8	21^
Deep soil	0%	10%	15%



Figure 37 – proposed site plan for 2 Edward Street & 60 Union Street

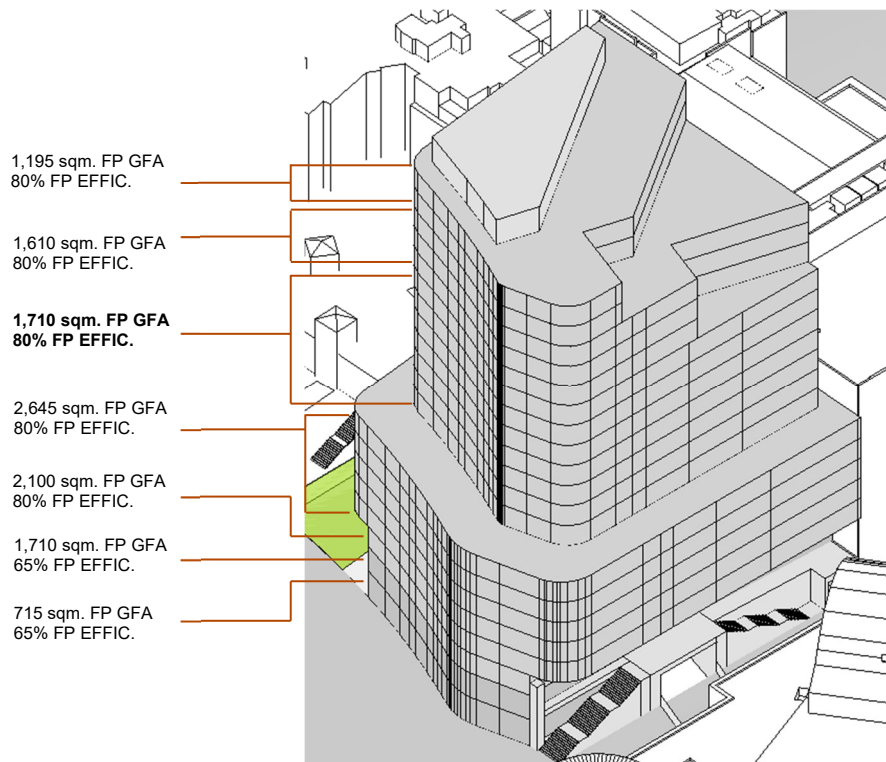


Figure 38 – floorplate diagram for 2 Edward Street

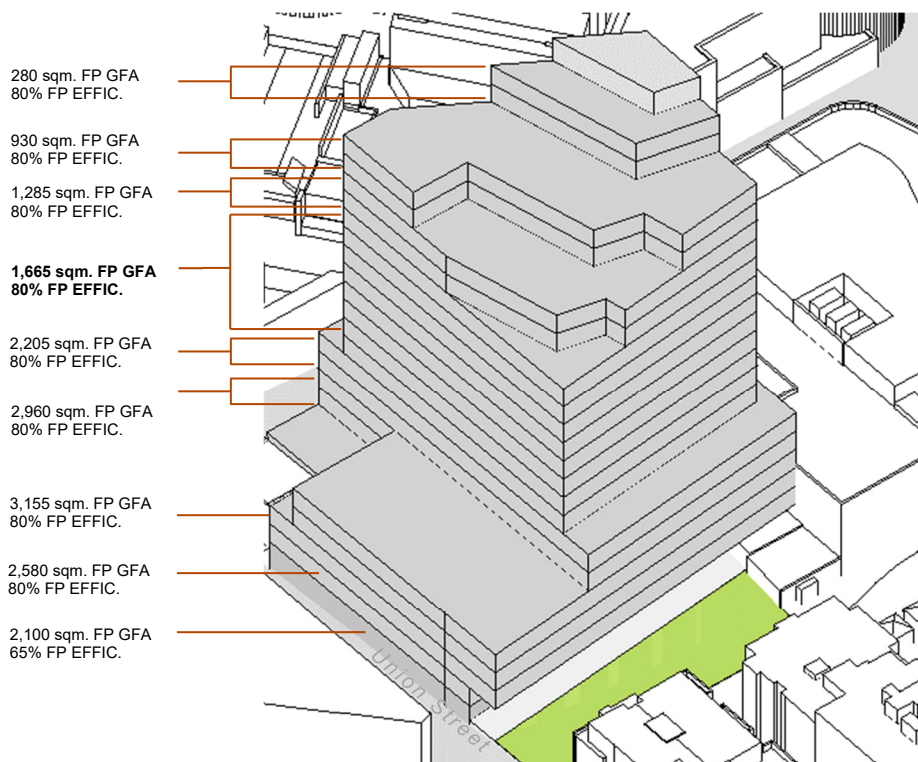


Figure 39 – floorplate diagram for 60 Union Street

Visualisation

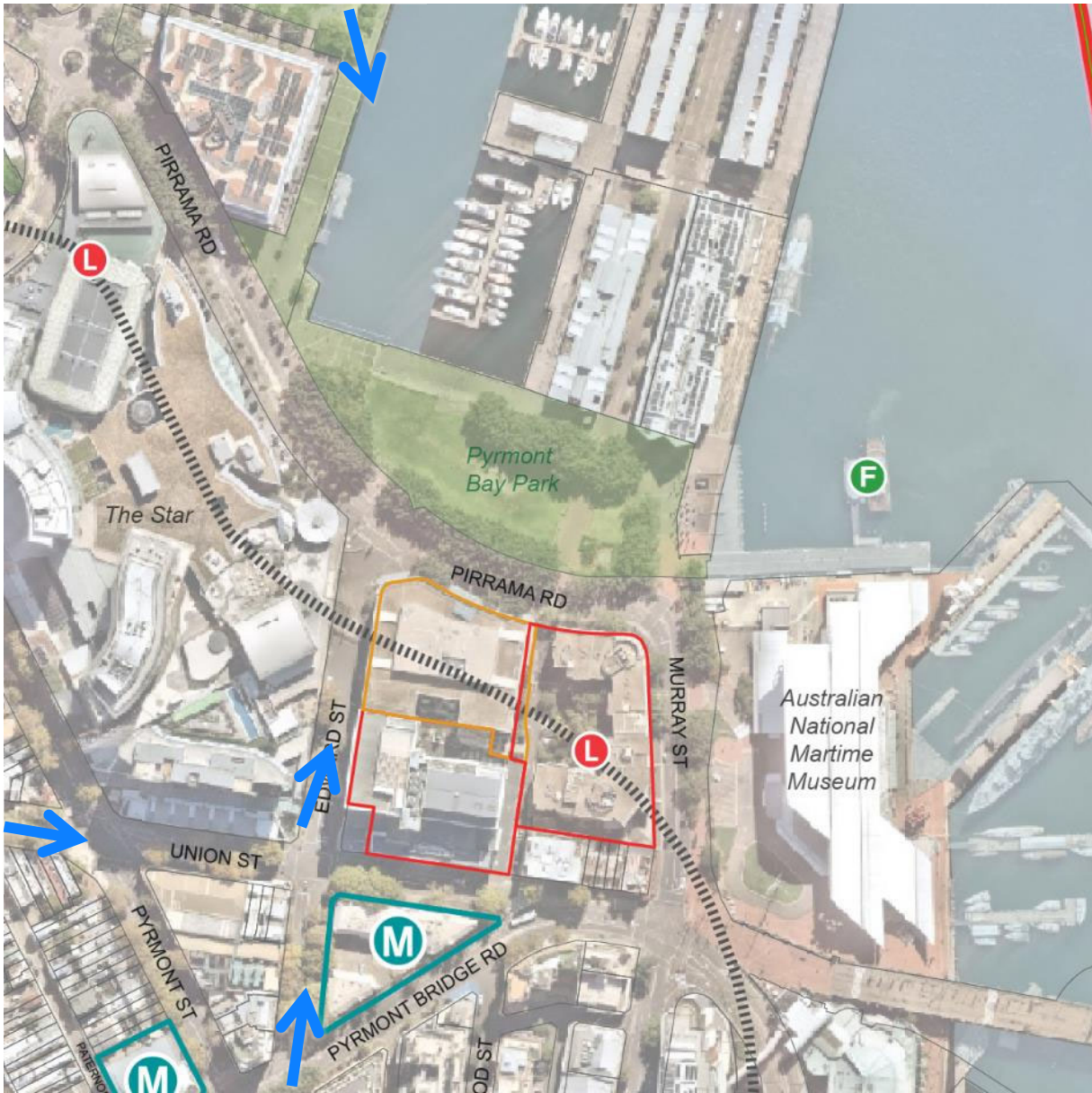
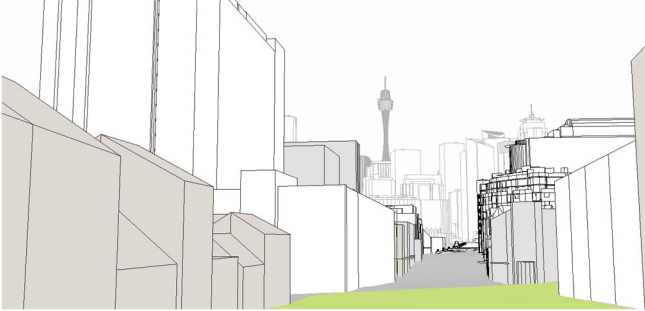


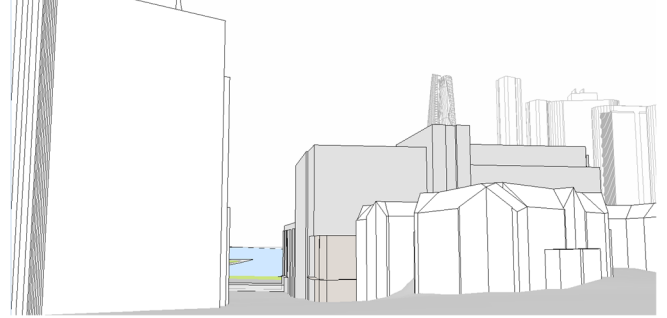
Figure 40 – view locations

Existing

View east from Union Square



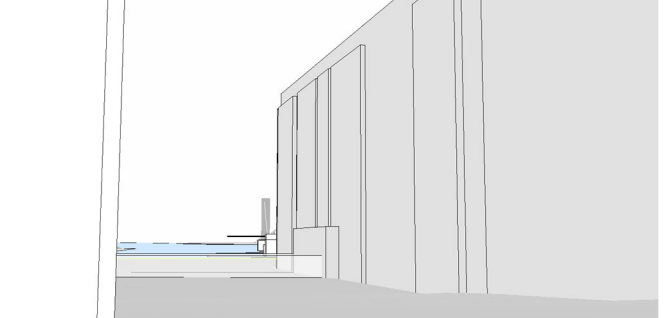
View north along Edward Street, from Pymont Bridge Road



View south from Metcalfe Park, across Pymont Bay

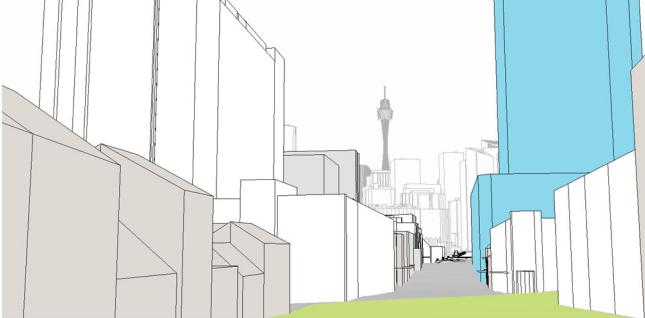


View north along Edward Street of Light Rail crossing

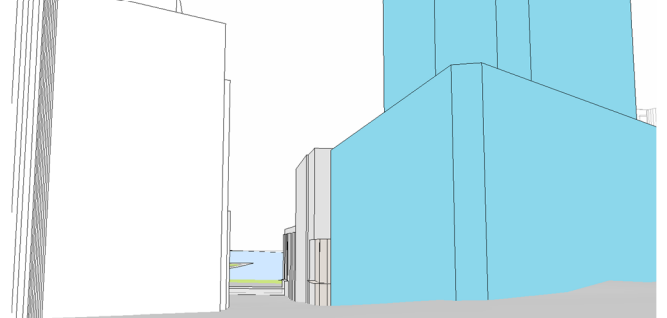


Existing + approved

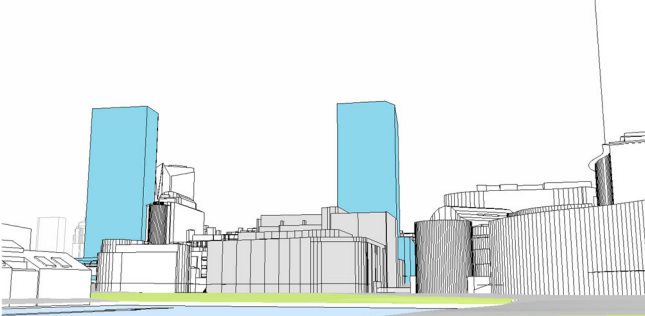
View east from Union Square



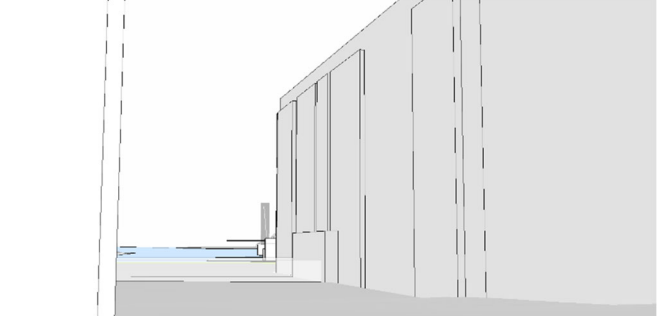
View north along Edward Street, from Pymont Bridge Road



View south from Metcalfe Park, across Pymont Bay

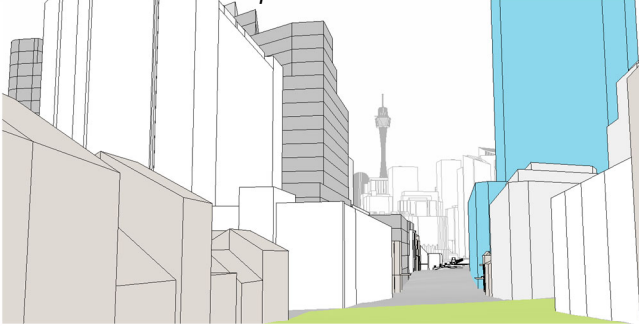


View north along Edward Street of Light Rail crossing



Ultimo Pymont Urban Design Study

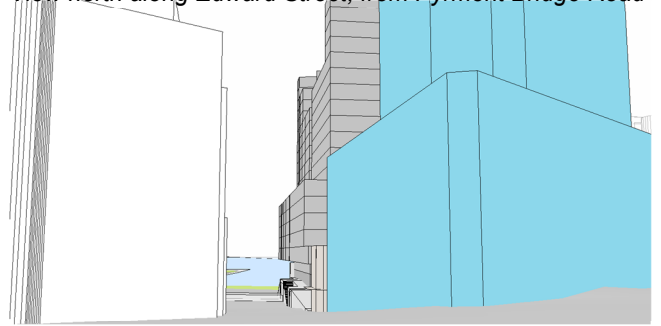
View east from Union Square



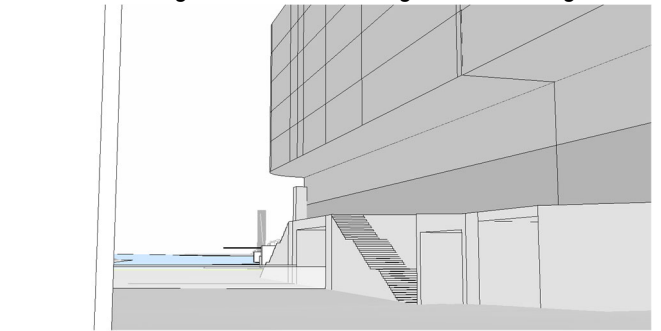
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



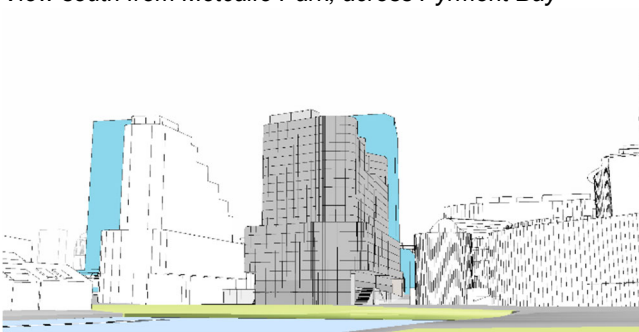
View north along Edward Street of Light Rail crossing



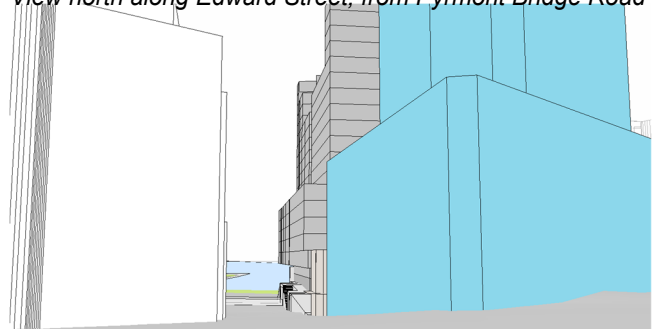
View east from Union Square



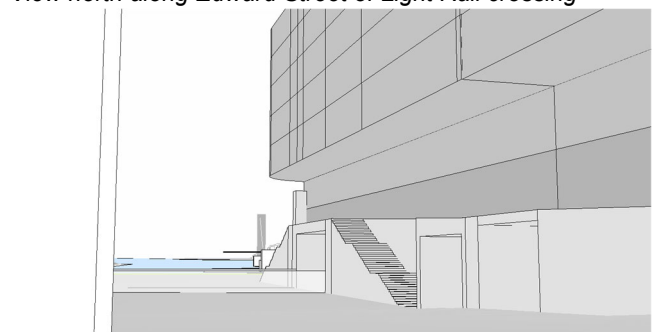
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



View north along Edward Street of Light Rail crossing



1-27 Murray Street

Overview

1-27 Murray Street (Lot 22 DP 1000905, Lots 1-133 SP 60306) is located northeast of the eastern portal of the proposed Pyrmont Metro on Union Street. The building has three frontages; (clockwise) Harwood Place to the west, Pirrama Road to the north, and Murray Street to the east, as shown in Figure 41 and Figure 42 below.

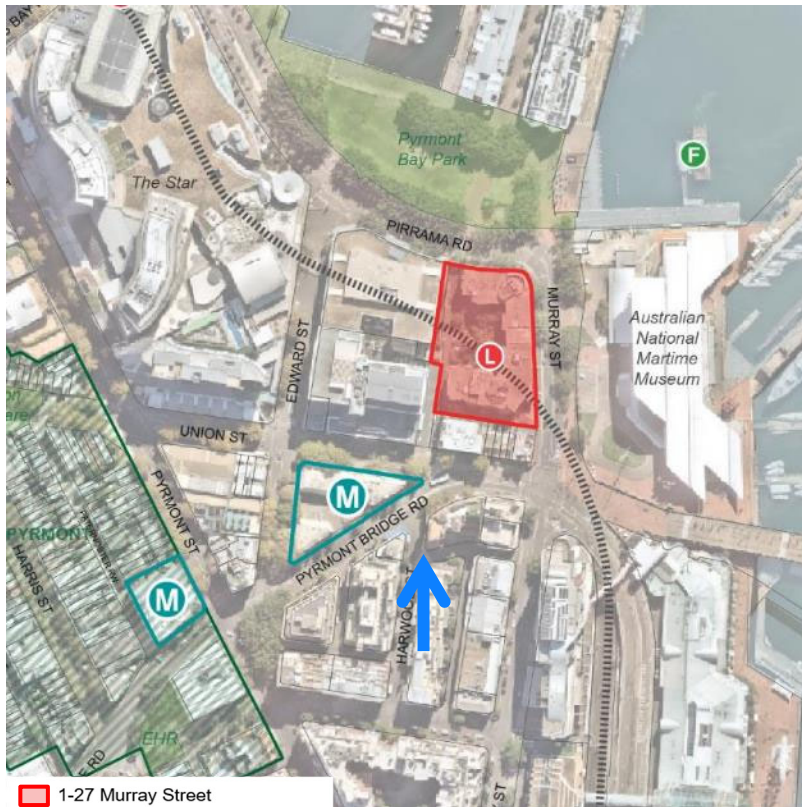


Figure 41 – location plan of 1-27 Murray Street

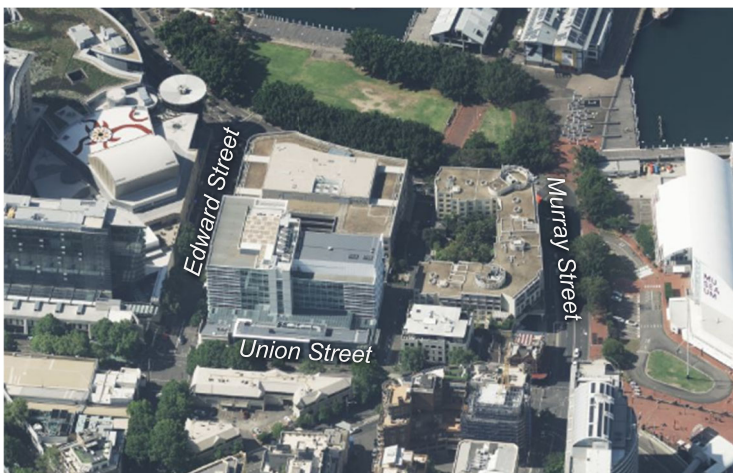


Figure 42 – oblique aerial of 1-27 Murray Street

Background

1-27 Murray Street was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of RL90m as shown in Figure 43. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. These controls can be seen in Table 10 below.

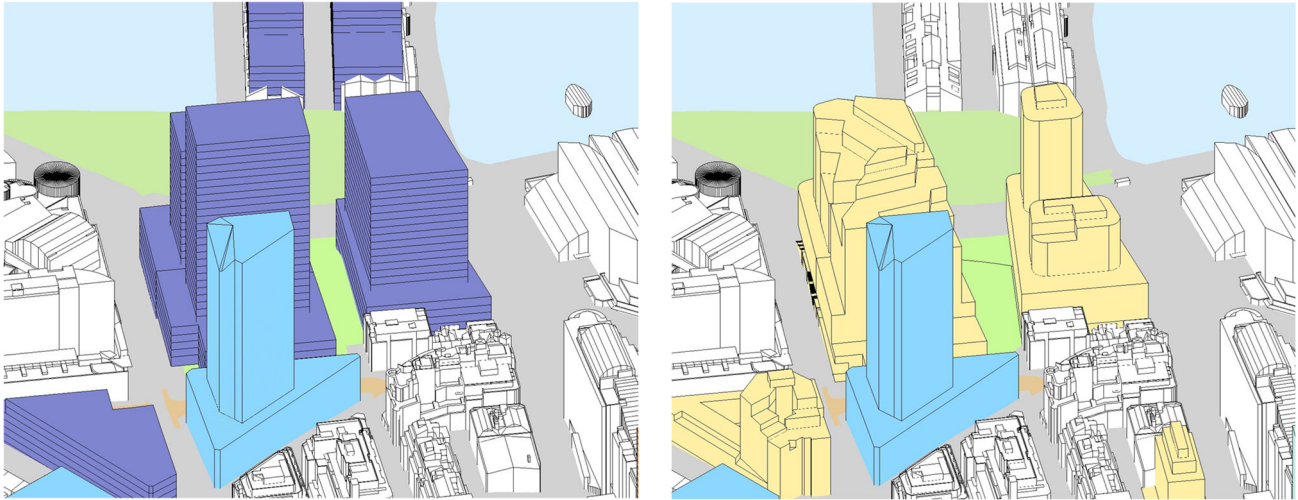


Figure 43 – comparison of Department of Planning's initial study and City of Sydney's study for a mixed use outcome at 1-27 Murray Street

Table 10 – Department of Planning's initial study for 1-27 Murray Street

Department of Planning's initial study		Proposed controls	Alternative controls
Gross floor area	35,140 sqm	30,100 sqm.	40,294 sqm
Floor space ratio	7.0	4.9 + Des Ex.	6.55 + Des Ex.
Height of building	RL90	RL90	RL90
Height in storeys	22 (<i>HiS not specified</i>)	24	21 [^]
Deep soil	0%	15%	15%

Existing controls

1-27 Murray Street is currently occupied by a seven-storey mixed use building; with ground floor retail uses and six levels of residential units above, held in a strata. The existing building generally has zero setbacks to Pirrama Road and Murray Street, except for a small forecourt to the Murray Street light rail entrance, owing to the residential use of the site there is also a central courtyard located above carparking and the light rail line, mostly utilised by communal open space. This existing layout can be seen in Figure 44, while the existing building and existing controls can be seen in Table 11.

Table 11 – existing building and existing planning controls for 1-27 Murray Street

	Existing building	Existing controls
Land use & zoning	Residential	MU1
Floor space ratio	2.74 approx.	2.5
Height of building	22.5m	30m
Height in storeys	7	8
Deep soil	0%	10%



Figure 44 – existing site plan for 1-27 Murray Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

On the western side of the site either side of the light rail corridor an area of deep soil is required within the new publicly accessible space, of at least 15% of the site area. This will provide for a substantial area of new tree planting, adjacent to the deep soil provided on the adjoining sites to the west.

More public space for more people – streets and open spaces –

Around the extended alignment of Harwood Street a, larger than existing, area of publicly accessible open space is formed in a wedge shape opening from Union Street in the south, towards Pyrmont Bay Park in the north. The open space is bounded by a colonnade, continuous from Pirrama Road towards Union Street, on its eastern edge. It contains a stairway that links the higher Union Street level to the lower Pirrama Road level north of the light rail line. The level change is accessible to everyone by use of the existing, or renewed lift access to the light rail station. This space is a seamless, accessible, easily navigable link for people going to and from the metro station, light rail station, ferry stop and the surrounding areas. It increases the visibility and accessibility of the metro station, it extends the openness and amenity of Pyrmont Bay Park opposite, and accommodates the recreational needs of workers in new buildings on these and surrounding sites. Its shape and split level are distinctive and memorable, opening up Union Street to the northern sunlight and harbour.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 45).

Reinforce '**street wall**' form of most buildings –

A street wall height as proposed in the Pyrmont Peninsula Sub-precinct Masterplan for the area on Pirrama Road sets the podium wall height for the buildings.

Conserve **heritage** values –

Behind the heritage items on Union Street the upper podium setback is six metres; an appropriate street wall height for the nearby heritage items on the north side of Union Street.

Good **design for wind and noise** –

The site is exposed to winds, particularly to the northeast. The minimum 6 metre podium setback, curved corners, and the splayed shape of the open space are included in the building envelopes to minimise uncomfortable and unsafe winds on the accessible ground level areas. These may require supplementing or modifying following wind tunnel testing and wind expert advice.

The site is exposed to noise from the harbour and nearby late-night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated commercial area that these sites are central to produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

Consider **views** to and from public places –

The site maintains and opens up the Harwood Street view corridor identified and made in the late twentieth century in previous agreed plans for the sites.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

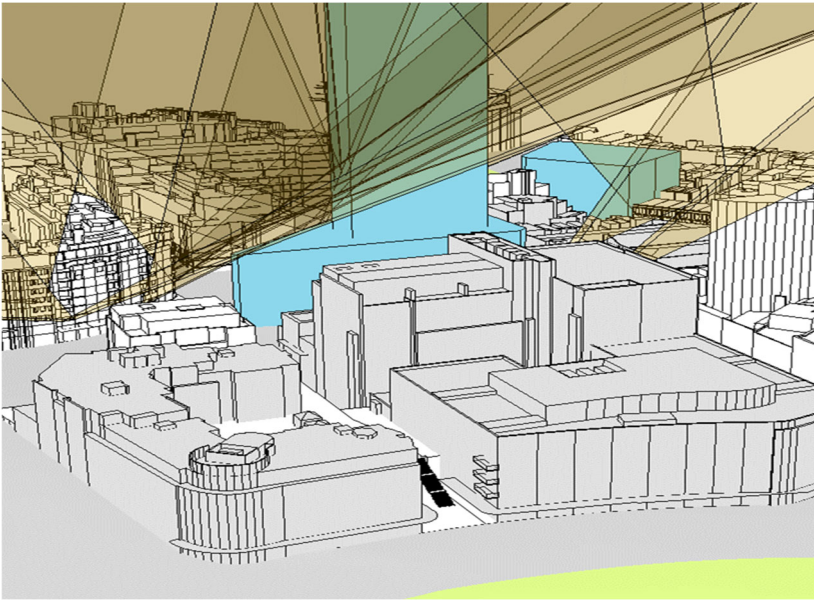


Figure 45 – solar access to adjoining residential properties

Proposed controls

For 1-27 Murray Street, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use controls have been reviewed to support provision of some additional commercial and residential floor space through an uplift in FSR and height. Alternative controls (as exhibited late 2024) incentivise a solely non-residential outcome.. The uplift in FSR is greater for the non-residential alternative as the building envelope can accommodate floor space more efficiently.

Controls for mixed use development

Changes to the existing controls for mixed use development are proposed that provide for an uplift in FSR and height while maintaining the existing land use. They allow for an FSR of 4.9:1 with a Design Excellence bonus, height limit set at RL90.0 (AHD) for 24 storeys; and a deep soil requirement for at least 15% of the site area. The proposed changes are summarised in Table 12 below. In addition to these changes there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed to complement proposed changes at 60 Union Street and 2 Edward St. Upper level setbacks and floor plates are designed to meet the amenity requirements for residential development in the ADG and good design for wind. Refer to Figure 47 and Figure 48.

Table 12 – alternative planning controls for mixed use at 1-27 Murray Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Residential	MU1 – Mixed use	MU1 - Mixed use
Floor space ratio	2.74 approx.	2.5	4.9 + DesEx
Height of building	22.5m	30m	RL90
Height in storeys	7	8	24^
Deep soil	0%	10%	15%

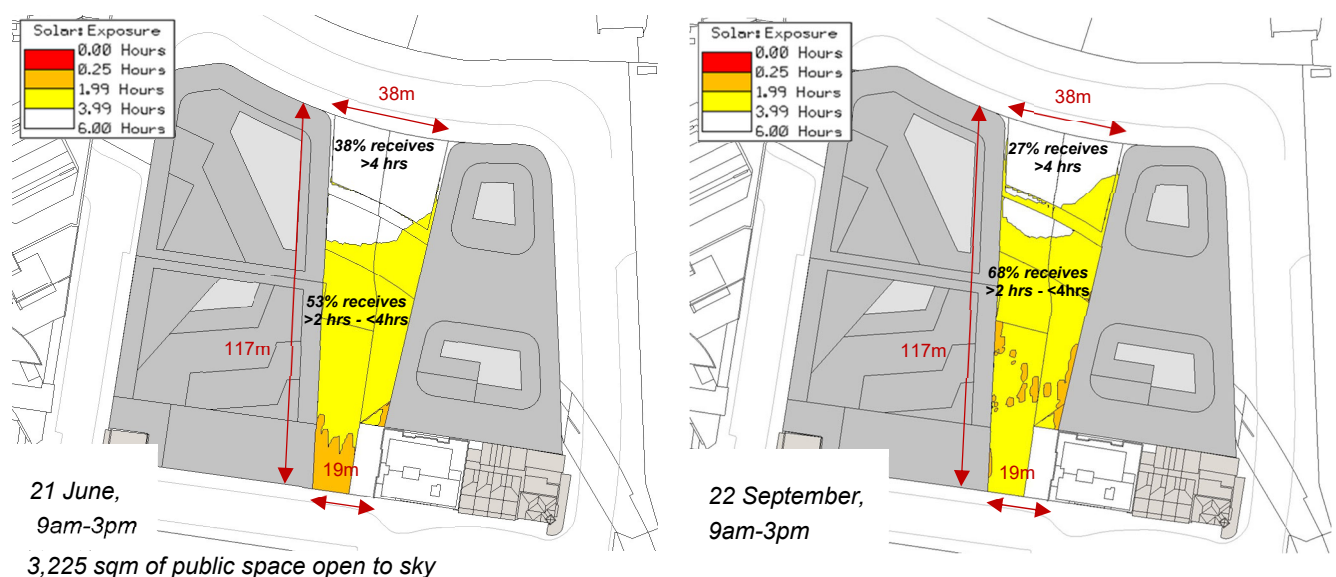


Figure 46 – solar insolation to public space resulting from proposed mixed use controls

Ultimo Pyrmont Urban Design Study

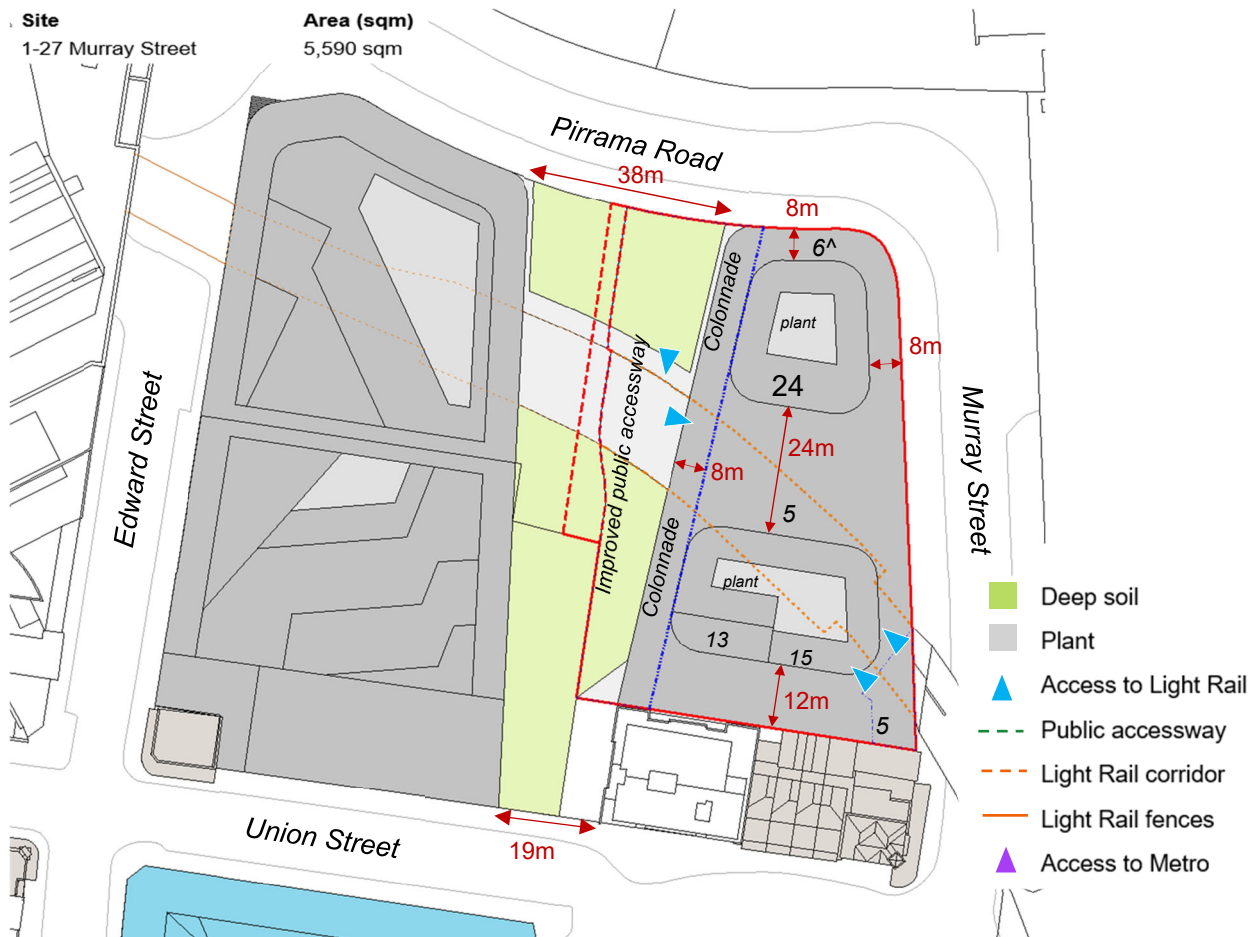


Figure 47 – site plan showing proposed controls for mixed use development at 1-27 Murray Street

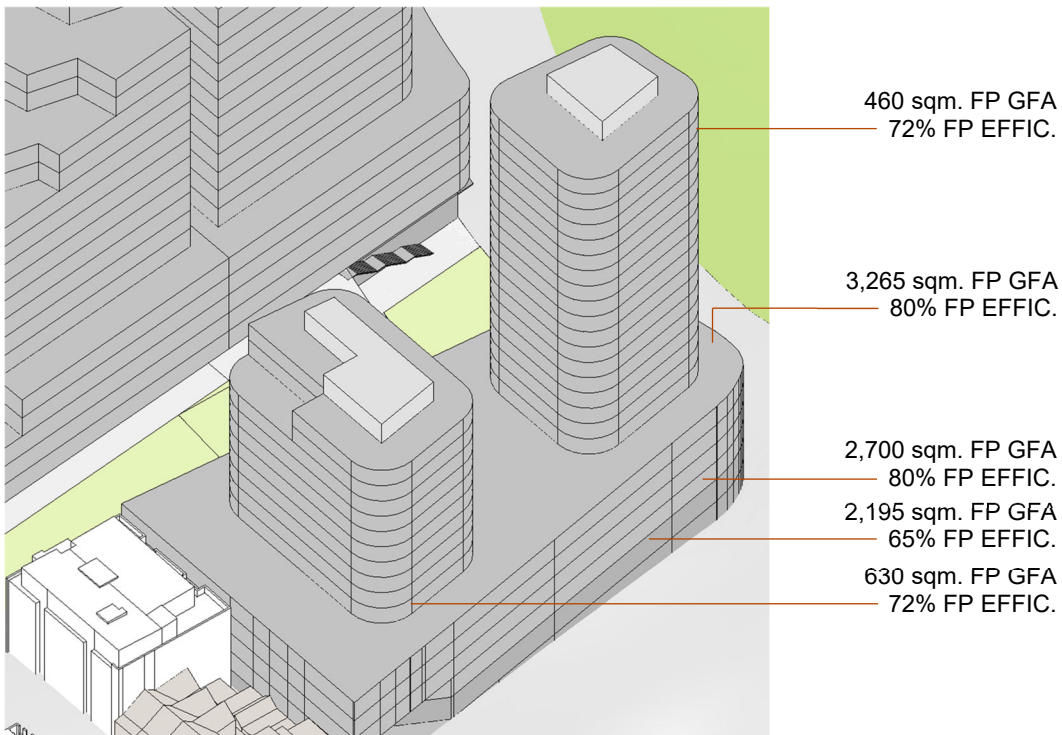


Figure 48 – aerial view showing proposed controls for mixed use development at 1-27 Murray Street

Alternative controls for non-residential development

The below controls for 1-27 Murray Street that were exhibited in late 2024 encourage a non-residential land use outcome. They provide for commercial floor space only with an FSR of 6.55:1 and a Design Excellence clause; a height limit of RL90 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. The proposed controls are summarised in Table 13 – alternative planning controls for commercial use at 1-27 Murray Street. Various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements are also proposed, as illustrated in Figure 49 and Figure 50.

Table 13 – alternative planning controls for commercial use at 1-27 Murray Street

	Existing building	Existing controls	Proposed alternative controls – non-residential use
Land use & zoning	Residential	MU1 – Mixed use	E2 – Commercial centre
Floor space ratio	2.74 approx.	2.5	6.55 + DesEx
Height of building	22.5m	30m	RL90
Height in storeys	7	8	21^
Deep soil	0%	10%	15%



Figure 49 –site plan showing proposed controls for mixed use at 1-27 Murray Street

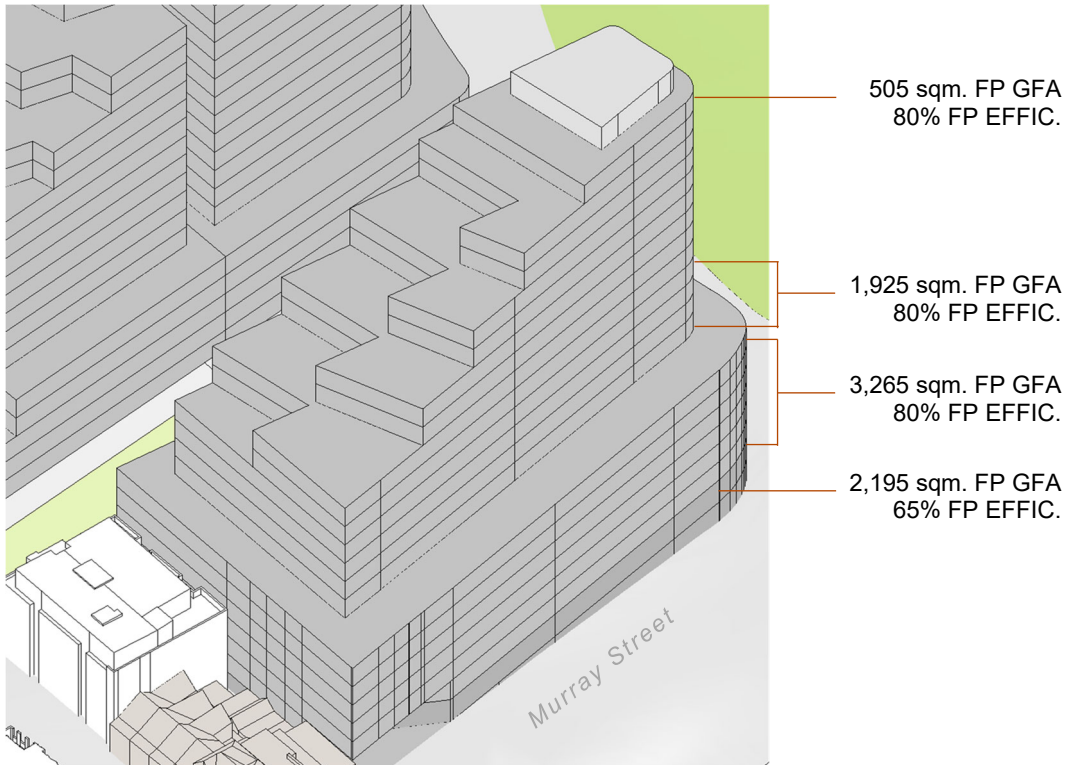


Figure 50 – floorplate diagram for 1-27 Murray Street showing alternative non-residential controls

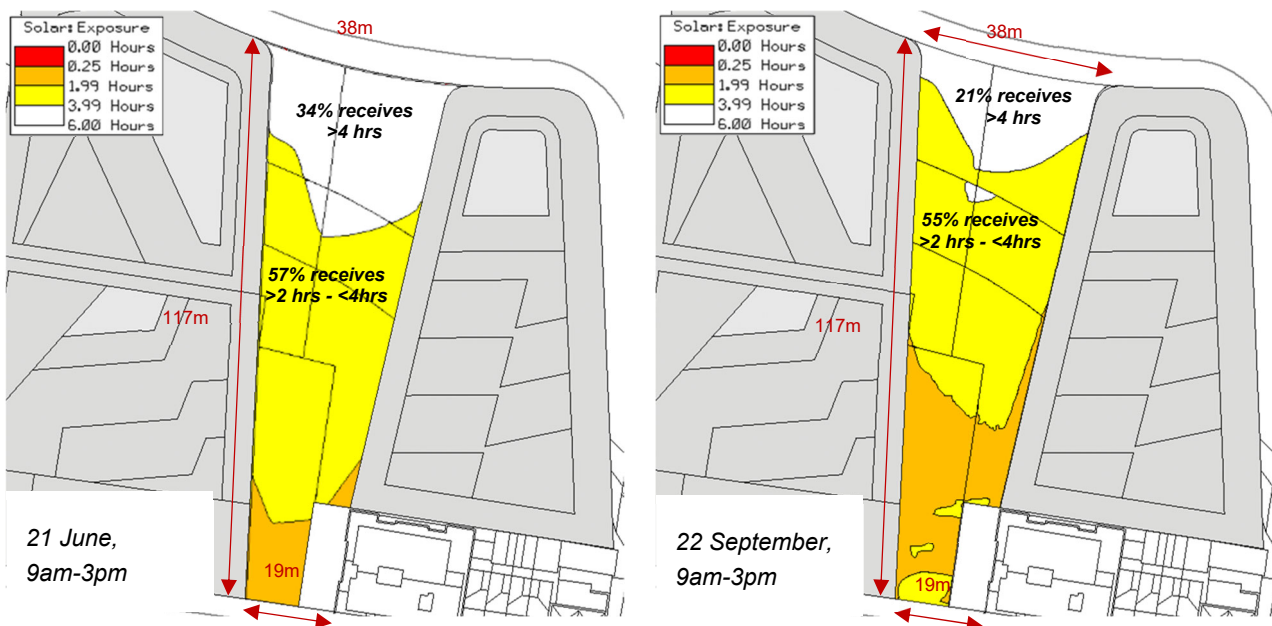


Figure 51 - solar insolation to public space resulting from alternative non-residential controls

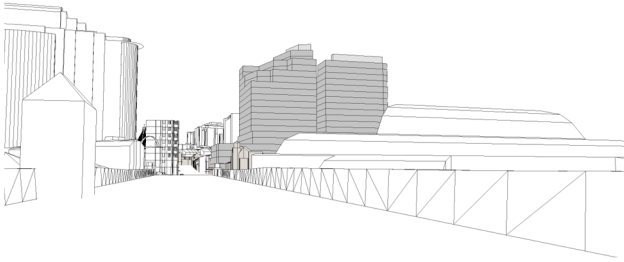
Visualisation



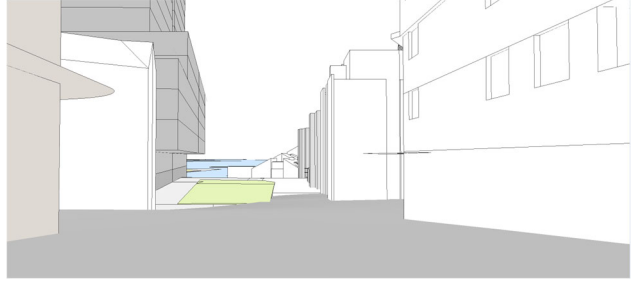
Figure 52 – view locations

Existing

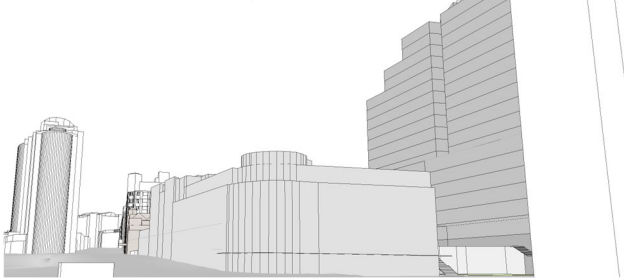
View west from centre of Pyrmont Bridge



View north down Harwood Street



View southwest from Google Wharf 7

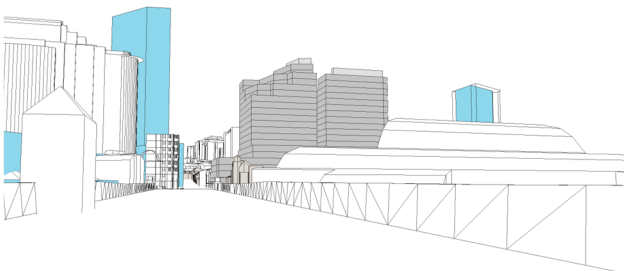


View south from Pyrmont Bay Park

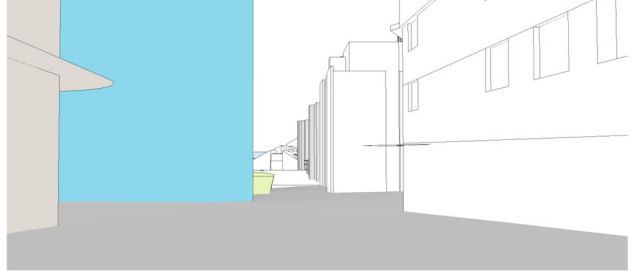


Existing + approved

View west from centre of Pyrmont Bridge



View north down Harwood Street



View southwest from Google Wharf 7

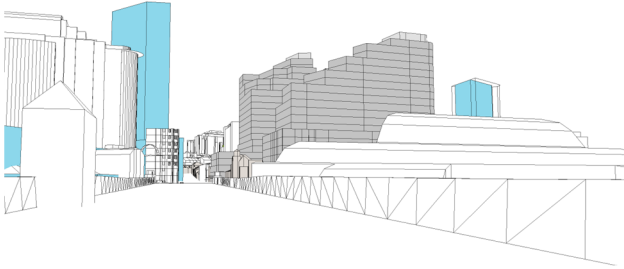


View south from Pyrmont Bay Park

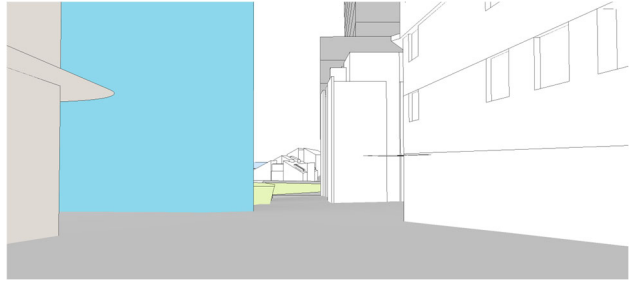


Alternative controls for commercial development

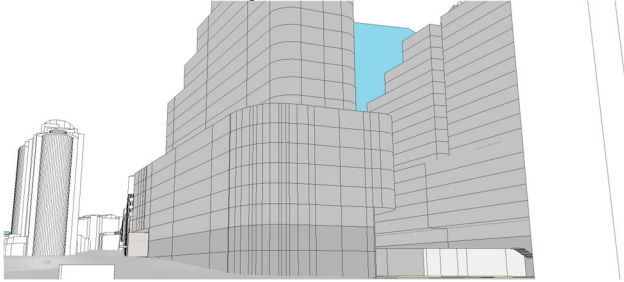
View west from centre of Pyrmont Bridge



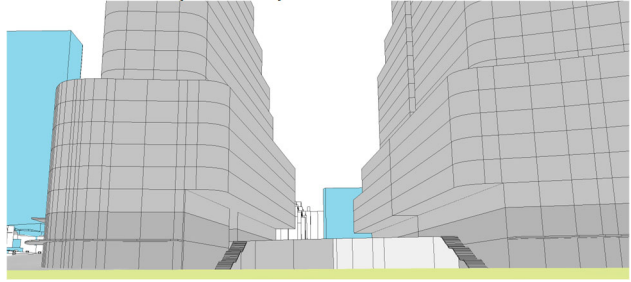
View north down Harwood Street



View southwest from Google Wharf 7

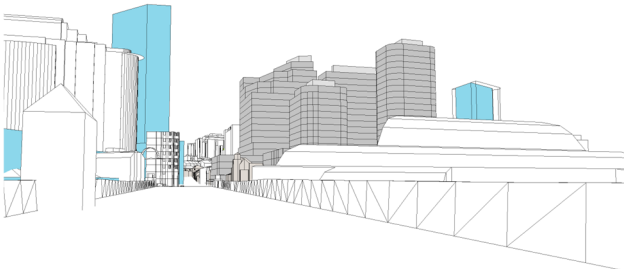


View south from Pyrmont Bay Park

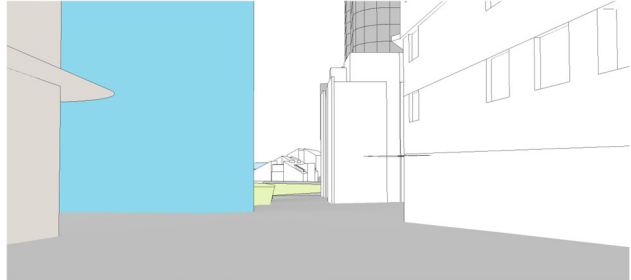


Proposed controls for mixed use development

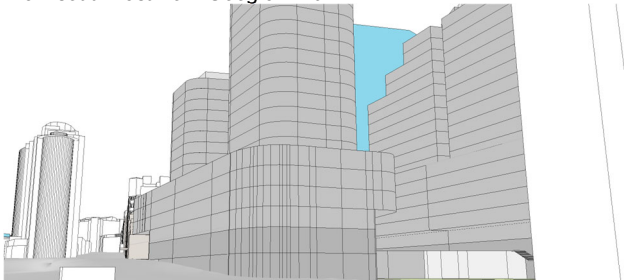
View west from centre of Pyrmont Bridge



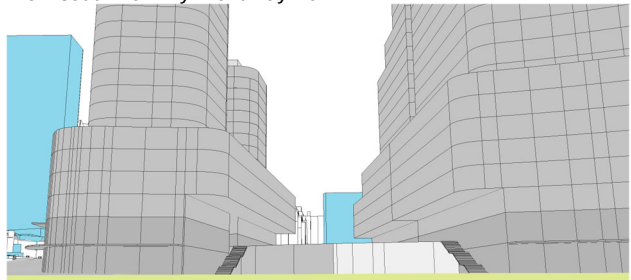
View north down Harwood Street



View southwest from Google Wharf 7



View south from Pyrmont Bay Park



13A-29 Union Street & 69-71 Edward Street

Overview

13A-29 Union Street & 69-71 Edward Street (Lot 1 DP 119654; and Lot 1 and Lot 2 DP 1076300) are located between (clockwise) Pyrmont Street, Union Street and Edward Street (refer Figure 53 and Figure 54).



Figure 53 – location plan of 13A-29 Union Street & 69-71 Edward Street



Figure 54 – oblique aerial of 13A-29 Union Street & 69-71 Edward Street

Background

13A-29 Union Street & 69-71 Edward Street were in the Department of Planning's initial study, along with the adjoining 102 Pyrmont Street. In this review they were given a blanket control of FSR 5.0, with a seven storey and 60m height limit, as can be seen in Figure 55. The study did not consider increasing deep soil, trees or open space, improving connections to the metro station, and effects of sunlight on surrounding sites. These controls can be seen in **Error! Reference source not found.** below.

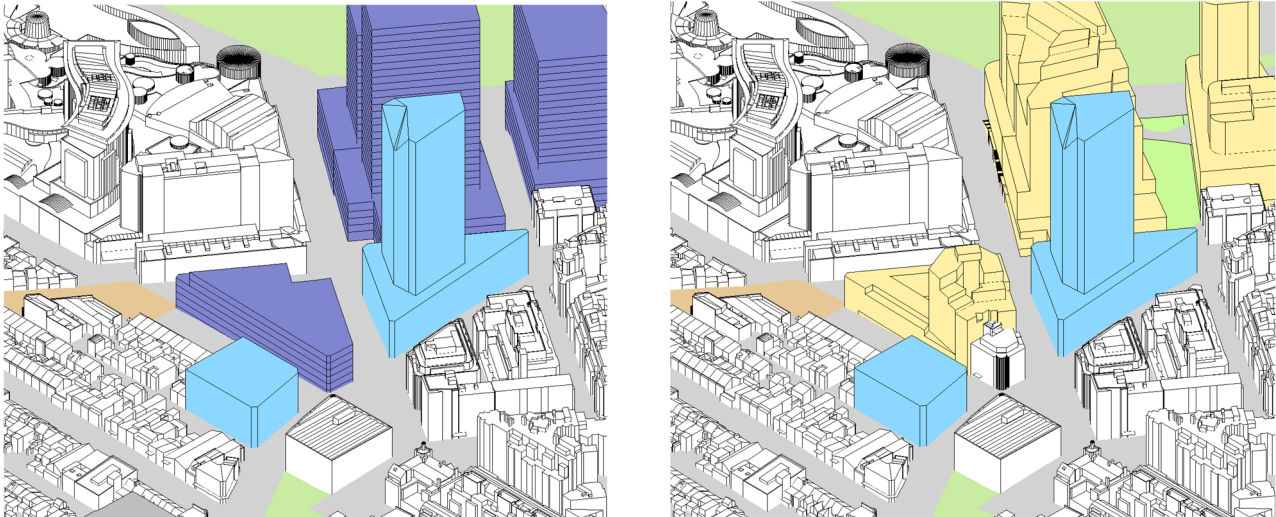


Figure 55 – comparison of Department of Planning's initial study and City of Sydney's study for mixed use at 13A-29 Union Street & non-residential use at 69-72 Edward Street

Table 14 – Department of Planning's initial study for 13A-29 Union Street & 69-71 Edward Street

Department of Planning's initial study			City of Sydney's study – mixed use	
	13A-29 Union	69-71 Edward	13A-29 Union	69-71 Edward
Gross floor area	11,955 sqm	1,384 sqm	9,710 sqm	2,070 sqm
Floor space ratio	5.0	5.0	3.73 + DesEx	5.67 + DesEx
Height of building	60m	60m	45m	38m
Height in storeys	7 (HiS not specified)	7 (HiS not specified)	14^	8^
Deep soil	0%	0%	15%	0%

Existing controls

13A-29 Union Street & 69-71 Edward Street are currently occupied by commercial uses. 13A-29 Union Street is a two-storey former warehouse with zero setbacks to its three street frontages, the building is currently used as a commercial office space. 69-72 Edwards Street is a four-storey commercial building, with zero setbacks to either Pymont or Edward Streets, these existing uses and controls can be seen in Table 15 below. The layout and position of the site can be seen in Figure 56.

Table 15 – existing building and existing planning controls for 13A-29 Union Street & 69-71 Edward Street

	<i>Existing building</i>	Existing controls
13A-29 Union Street		
Land use & zoning	<i>Commercial</i>	B4 – MU
Floor space ratio	<i>0.45 approx.</i>	3.5
Height of building	<i>11.5m</i>	24m
Height in storeys	2	5
Deep soil	<i>0%</i>	10%
69-71 Edward Street		
Land use & zoning	<i>Commercial</i>	B4 – MU
Floor space ratio	<i>3.18 approx.</i>	4.0
Height of building	<i>19m</i>	24m
Height in storeys	4	5
Deep soil	<i>0%</i>	10%



Figure 56 – existing site plan for 13A-29 Union Street & 69-71 Edward Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

On Pymont Street an area of deep soil of at least 15% of the site area is placed within the new publicly accessible space. This provides a substantial area of new tree planting.

More public space for more people – streets and open spaces –

On Pymont Street, at the least steep part of the street frontage is a triangular publicly accessible open space, its hypotenuse on the street side with an area at least 15% of the site area. On the other two sides of the triangle, through site links extend to Union and Edward Streets so that all people can pass through the site from each street to each of the other streets. The through site links enable better connections to and from the metro station entries and the surrounding areas.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 21).

Reinforce **'street wall' form** of most buildings –

The street wall height varies on each street frontage. Lower on Union Street there is general alignment with the buildings opposite and close to the height of the neighbouring heritage items. A higher street frontage on Pymont and Edward Streets fits with the surrounding buildings on these street frontages.

Conserve **heritage** values –

On Union Street the podium setback height and the gap for the through site link provides an appropriate setting for the neighbouring heritage items.

Good **design for wind and noise** –

The site is generally protected from winds by neighbouring developments.

The site is exposed to noise from the nearby late night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated commercial area that these sites are central to, produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

Consider **views** to and from public places –

The site is not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

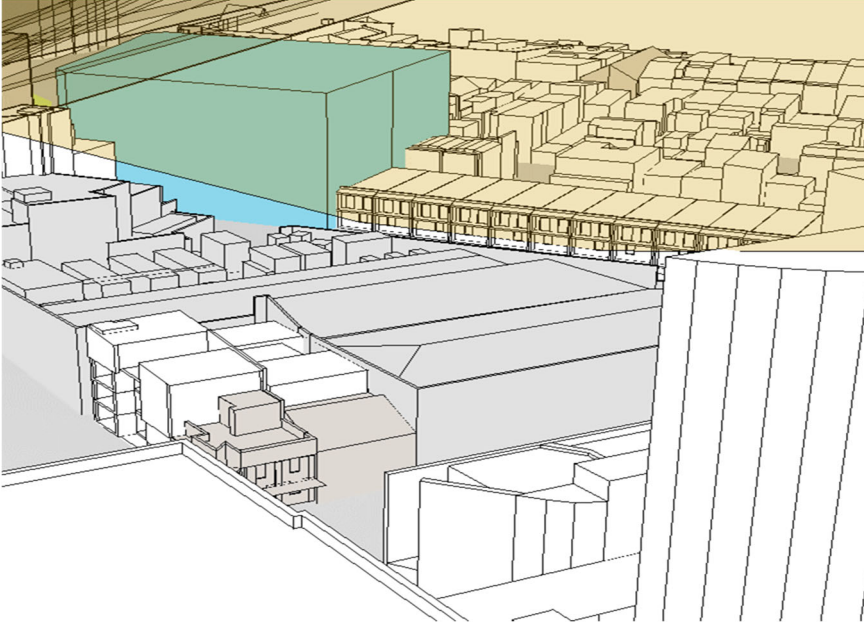


Figure 57 – solar access to adjoining residential properties

Proposed controls

For 13A-29 Union Street, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use controls have been reviewed to support provision of commercial and residential floor space through an uplift in FSR and height. Alternative controls (as exhibited late 2024) incentivise a solely non-residential outcome.. The uplift in FSR is greater for the non-residential alternative as the building envelope can accommodate floor space more efficiently.

For 69-71 Edward Street, the alternative controls exhibited in late 2024 will also incentivise a non-residential outcome through an uplift in FSR and height on this site. The existing mixed use provisions that apply to this site remain unchanged.

Mixed use controls

Changes to the existing controls for mixed use development apply to the site at 13A-29 Union Street only, supporting growth for residential floor space.

These controls propose an FSR of 3.73:1 with a Design Excellence clause, a height limit of 45 metres and 14 storeys, and a deep soil requirement of at least 15% of the site. Refer to Table 16 below. Street wall heights, upper level setbacks, and site layout requirements are designed to meet the requirements of the ADG. These are illustrated in Figure 58, Figure 59, and Figure 60.

Table 16 – proposed planning controls for 13A-29 Union Street & 69-71 Edward Street

	<i>Existing building</i>	Existing controls	Proposed controls
13A-29 Union Street			
Land use & zoning	<i>Commercial</i>	B4 – MU	Mixed use
Floor space ratio	<i>0.45 approx.</i>	3.5	3.73 + Des. Ex.
Height of building	<i>11.5m</i>	24m	45m
Height in storeys	2	5	14^
Deep soil	0%	10%	15%



Figure 58 – floorplate diagram for a mixed use outcomes at 13a-29 Union Street

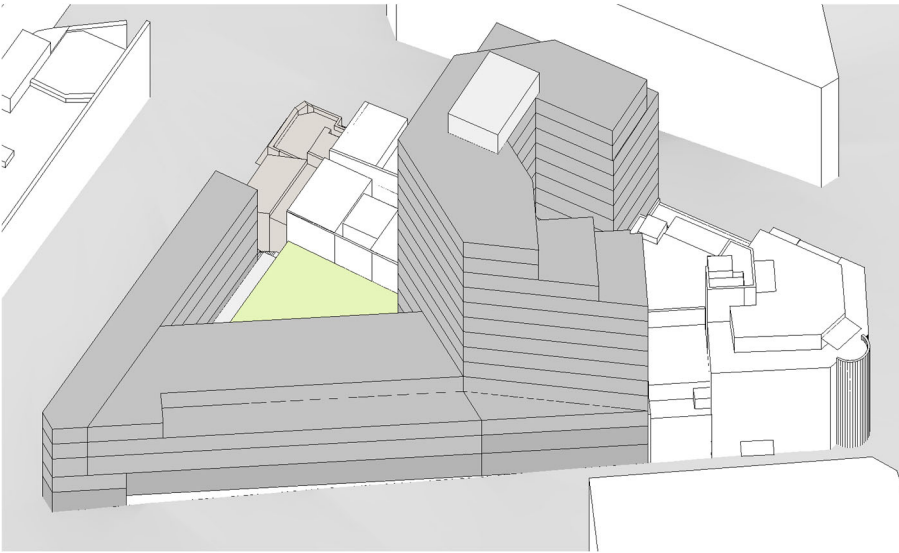


Figure 59 – aerial view from west of alternative mixed use scheme at 13a-29 Union Street

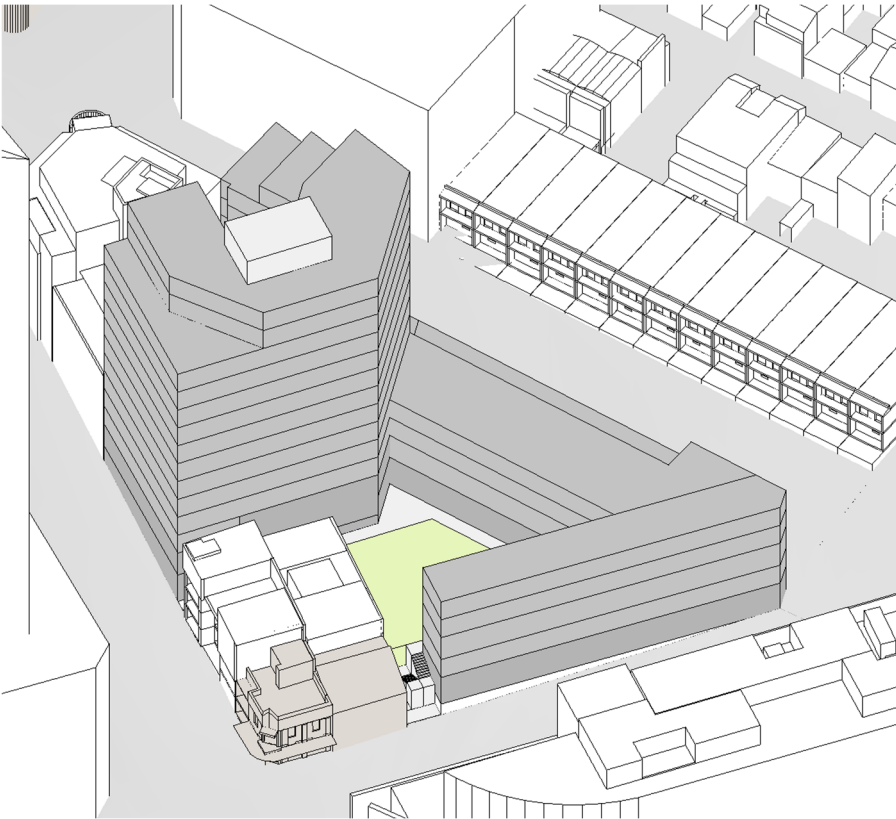


Figure 60 – aerial view from north of alternative mixed use scheme at 13a-29 Union Street

Alternative controls for non-residential development

The alternative controls that were exhibited in late 2024 encourage non-residential uses on both sites. 13A-29 Union Street is to have an FSR of 3.75:1 with a Design Excellence clause; a height limit of 45 metres and 10 storeys; and a deep soil requirement for at least 15% of the site. 69-71 Edward Street is to have an FSR of 5.67:1 with a Design Excellence clause; and a height limit of 38 metres and 8 storeys. These controls can both be seen in Table 17.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 61, Figure 62 and Figure 63.

Table 17 – proposed alternative controls for 13A-29 Union Street & 69-71 Edward Street

	<i>Existing building</i>	Existing controls	Proposed alternative controls – non-residential use
13A-29 Union Street			
Land use & zoning	<i>Commercial</i>	MU1 – Mixed use	commercial
Floor space ratio	<i>0.45 approx.</i>	3.5	4.0 + Des. Ex.
Height of building	<i>11.5m</i>	24m	50m
Height in storeys	2	5	11^
Deep soil	0%	10%	15%
69-71 Edward Street			
Land use & zoning	<i>Commercial</i>	MU1 – mixed use	E2 - Commercial
Floor space ratio	<i>3.18 approx.</i>	4.0	5.67 + DesEx
Height of building	<i>19m</i>	24m	38m
Height in storeys	4	5	8^
Deep soil	0%	10%	n/a

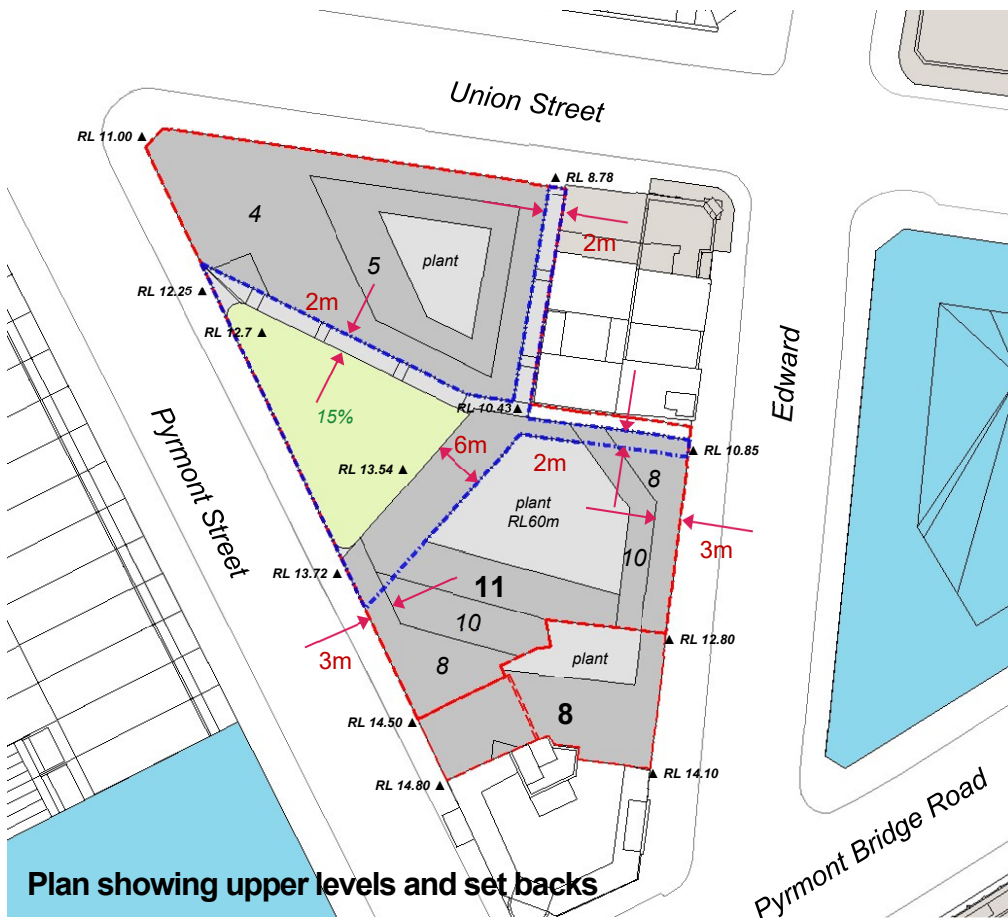


Figure 61 – proposed site plan for 13A-29 Union Street & 69-72 Edward Street

Ultimo Pymont Urban Design Study

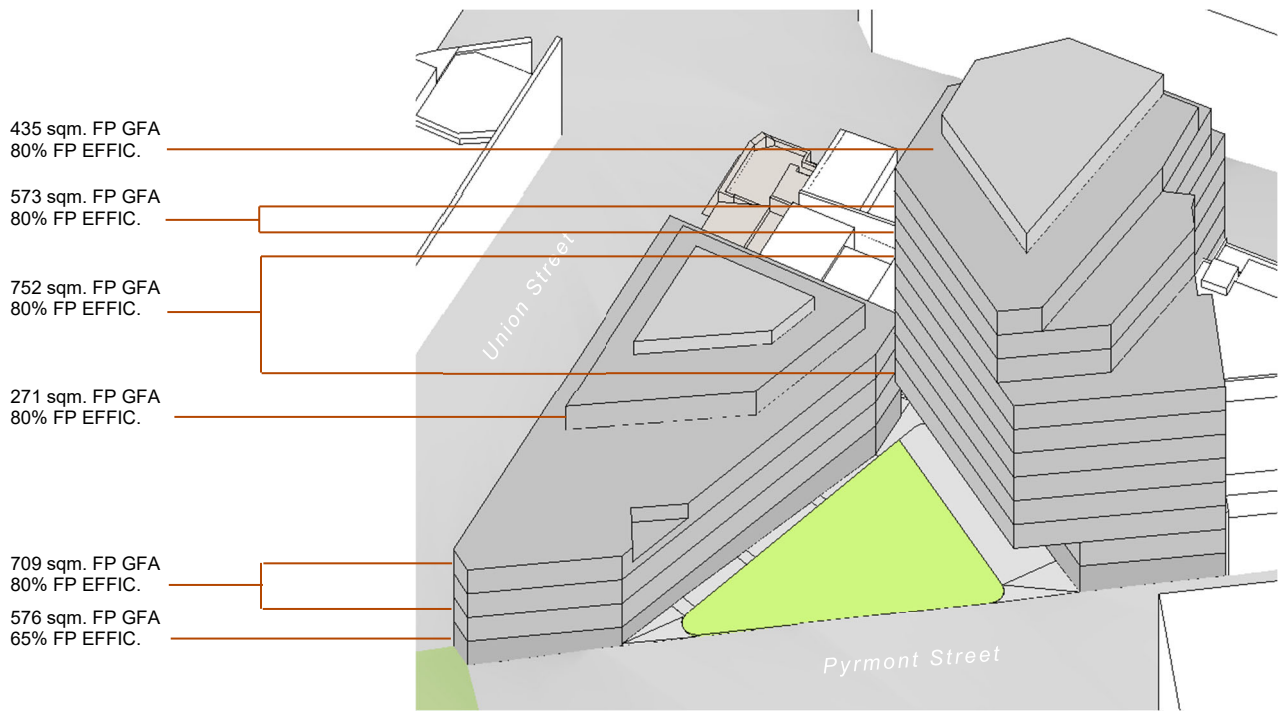


Figure 62 – floorplate diagram for 13A-29 Union Street

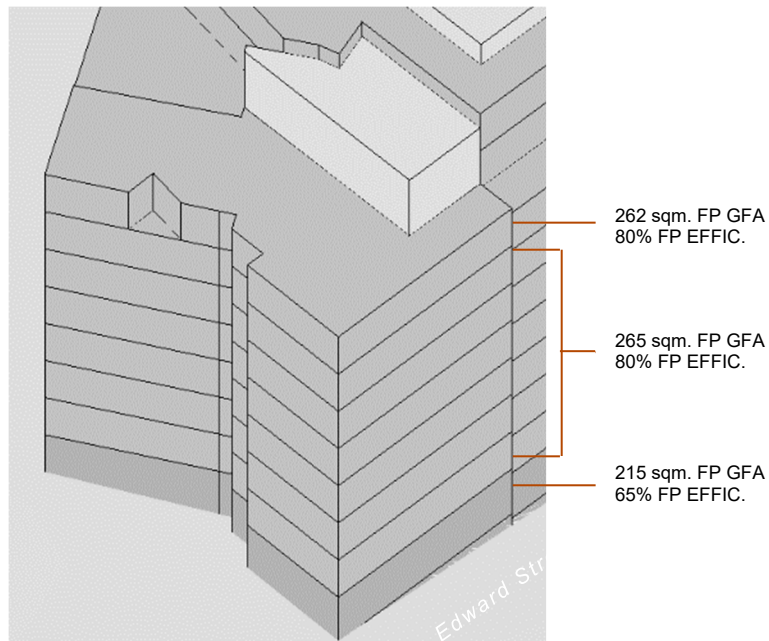
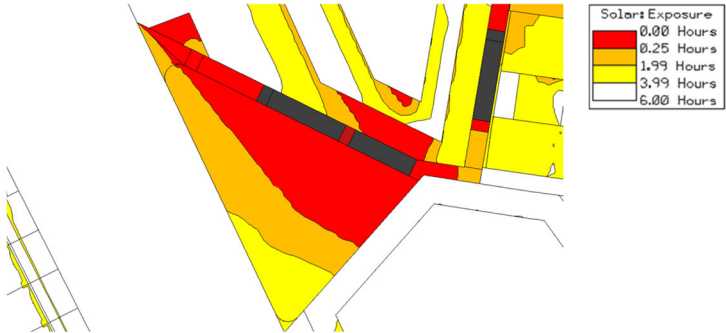


Figure 63 – floorplate diagram for 69-72 Edward Street

21 June, 9am-3pm

4 hrs+	2 hrs +
0%	14.9%



22 September, 9am-3pm

4 hrs+	2 hrs +
43.8%	72.7%

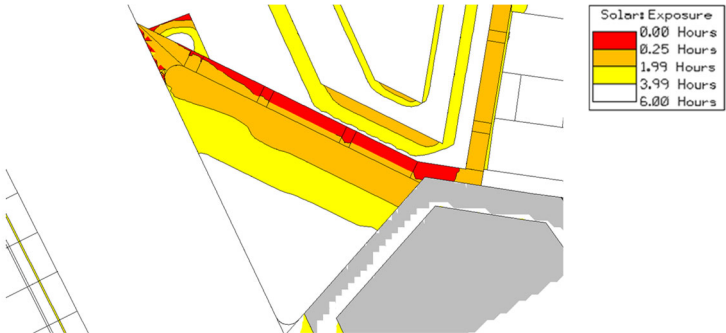


Figure 64 – solar insolation to publicly accessible open space in the scheme for non-residential floor space use at 13a-29 Union Street

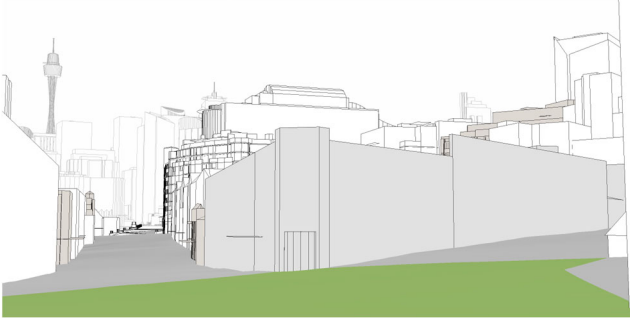
Visualisation



Figure 65 – view locations for 13A-29 Union Street & 69-72 Edward Street

Existing

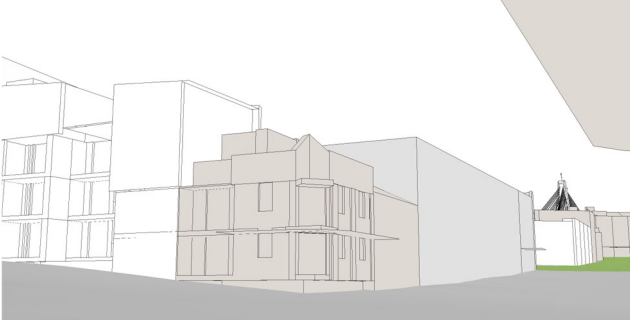
View east from Union Square



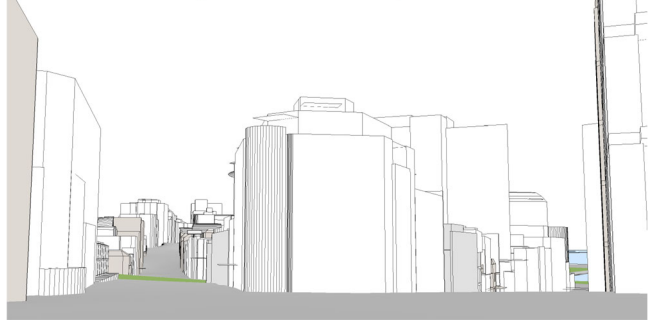
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

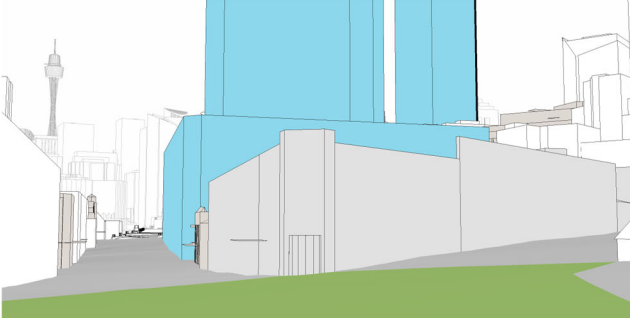


View north toward Pyrmont Street Civic Space

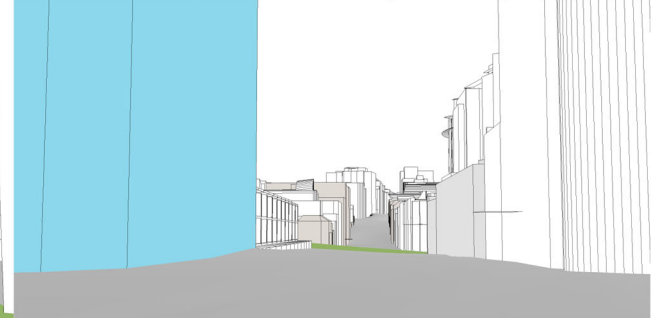


Existing + approved

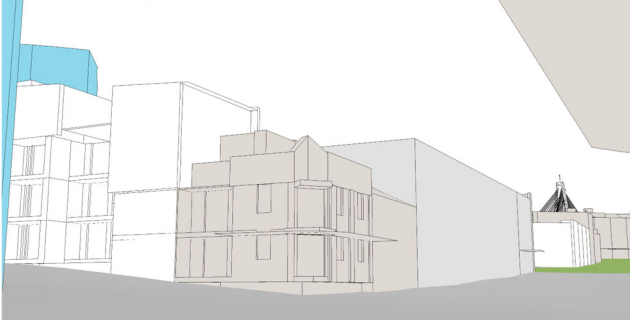
View east from Union Square



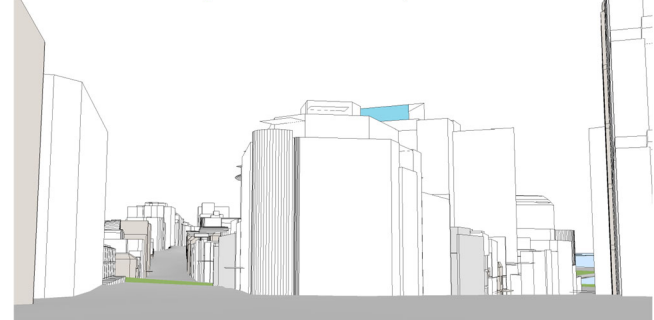
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

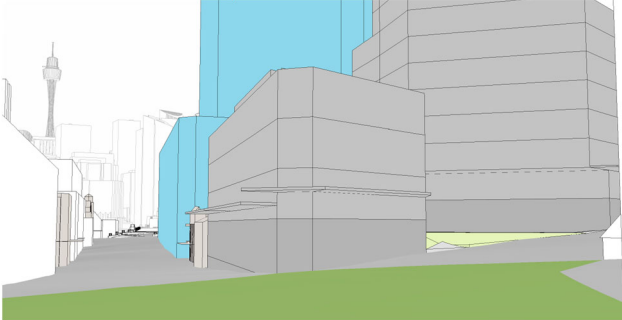


View north toward Pyrmont Street Civic Space

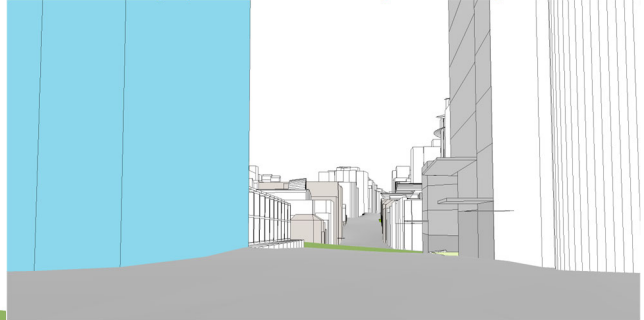


Alternative controls for non-residential development

View east from Union Square



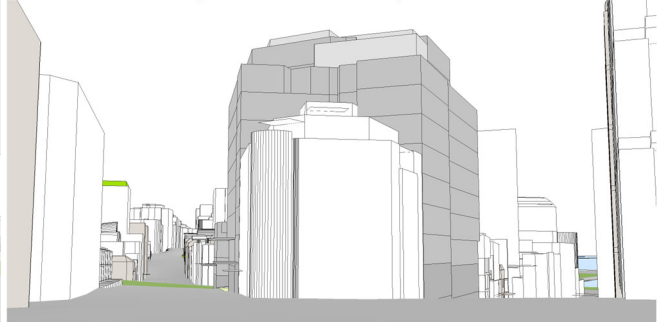
View north along Pymont Street from Pymont Bridge Road



View west along Union Street – 50mm lens

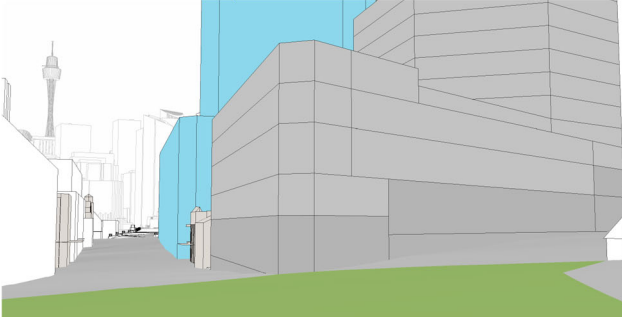


View north toward Pymont Street Civic Space

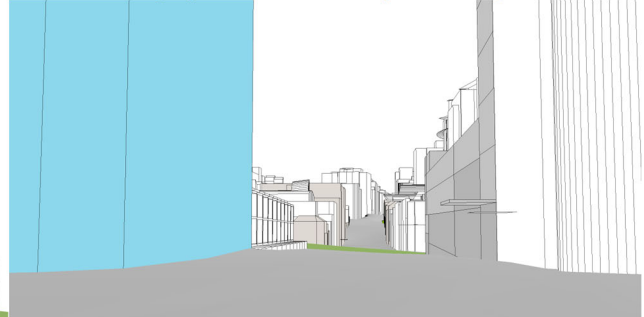


Proposed controls for mixed use development

View east from Union Square



View north along Pymont Street from Pymont Bridge Road



View west along Union Street – 50mm lens



View north toward Pymont Street Civic Space



55-65 Murray Street

Overview

55-65 Murray Street (Lot 14 DP 32575, Lot 15 DP 32575, Lot 16 DP 32575) is located between Murray Street and Harwood Lane, a short distance from the proposed Pyrmont Metro (refer Figure 67 and Figure 66).

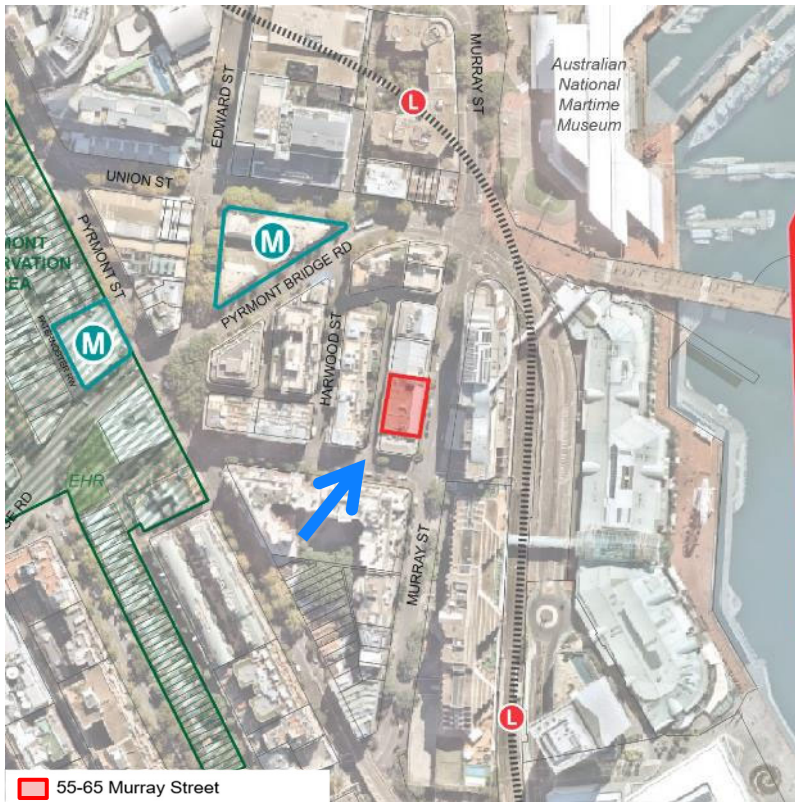


Figure 67 – location plan of 55-65 Murray Street



Figure 66 – oblique aerial of 55-65 Murray Street

Background

55-65 Murray Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 55-65 Murray Street was identified as a site capable of change.

Existing controls

55-65 Murray Street is currently occupied by a four-storey commercial building, with zero setbacks to either street frontage. The existing controls can be seen in Table 18, while the layout and position of the site can be seen in Figure 68.

Table 18 – existing building and existing planning controls for 55-65 Murray Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Commercial</i>	MU1 – MU
Floor space ratio	<3.46 approx.	4.0
Height of building	18m	30m
Height in storeys	4	8
Deep soil	0%	10%



Figure 68 – existing site plan for 55-65 Murray Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

On the western side of the site Harwood Lane is narrow without trees adjacent to the site. A six-metre deep soil strip alongside the lane will accommodate a row of trees to improve the street.

More public space for more people – streets and open spaces –

The strip of deep soil is open to and extends the publicly accessible open space of the street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 69).

Reinforce '**street wall**' form of most buildings –

The height of the street wall to Murray Street matches the existing building to its north, with setbacks for the upper levels.

Conserve **heritage** values –

The street wall and building form fits well amongst the neighbouring heritage items.

Good **design for wind and noise** –

The site is protected from winds by the surrounding development. The site is not exposed to noise being in a quiet street.

Match **land use** to place –

The residential use extends the neighbouring residential areas to the south and west.

Consider **views** to and from public places –

The site is not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

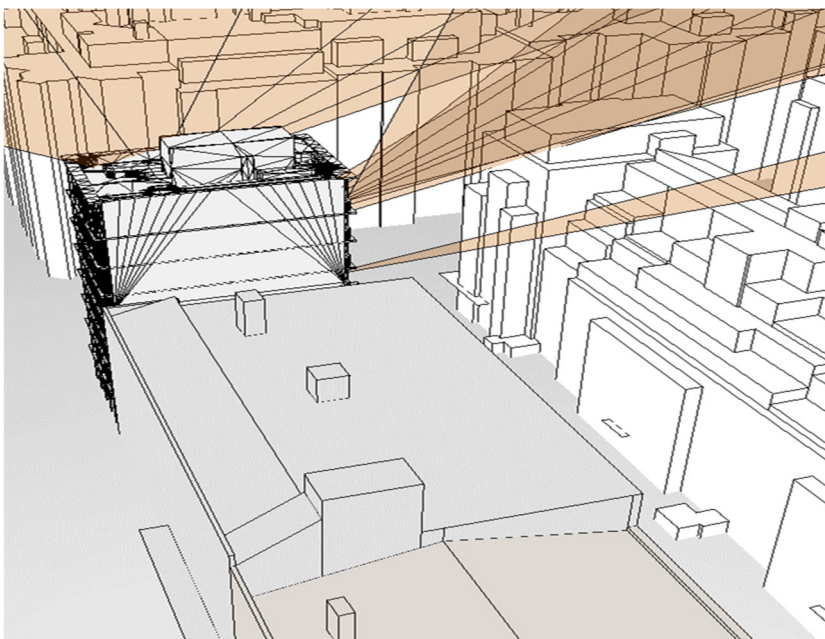


Figure 69 – solar access to adjoining residential properties

Proposed controls

For 55-65 Murray Street, the proposed controls are for a residential use, with ground floor retail uses to Murray Street. The site is to have an FSR of 4.83:1 with a Design Excellence clause; a height limit of 39 metres and 11 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 19 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 70.

Table 19 – proposed planning controls for 55-65 Murray Street

	<i>Existing building</i>	<i>Existing controls</i>	<i>Proposed controls</i>
Land use & zoning	<i>Commercial</i>	MU1 - MU	Residential
Floor space ratio	<3.46 approx.	4.0	4.83 + DesEx
Height of building	18m	30m	39m
Height in storeys	4	8	11^
Deep soil	0%	10%	15%

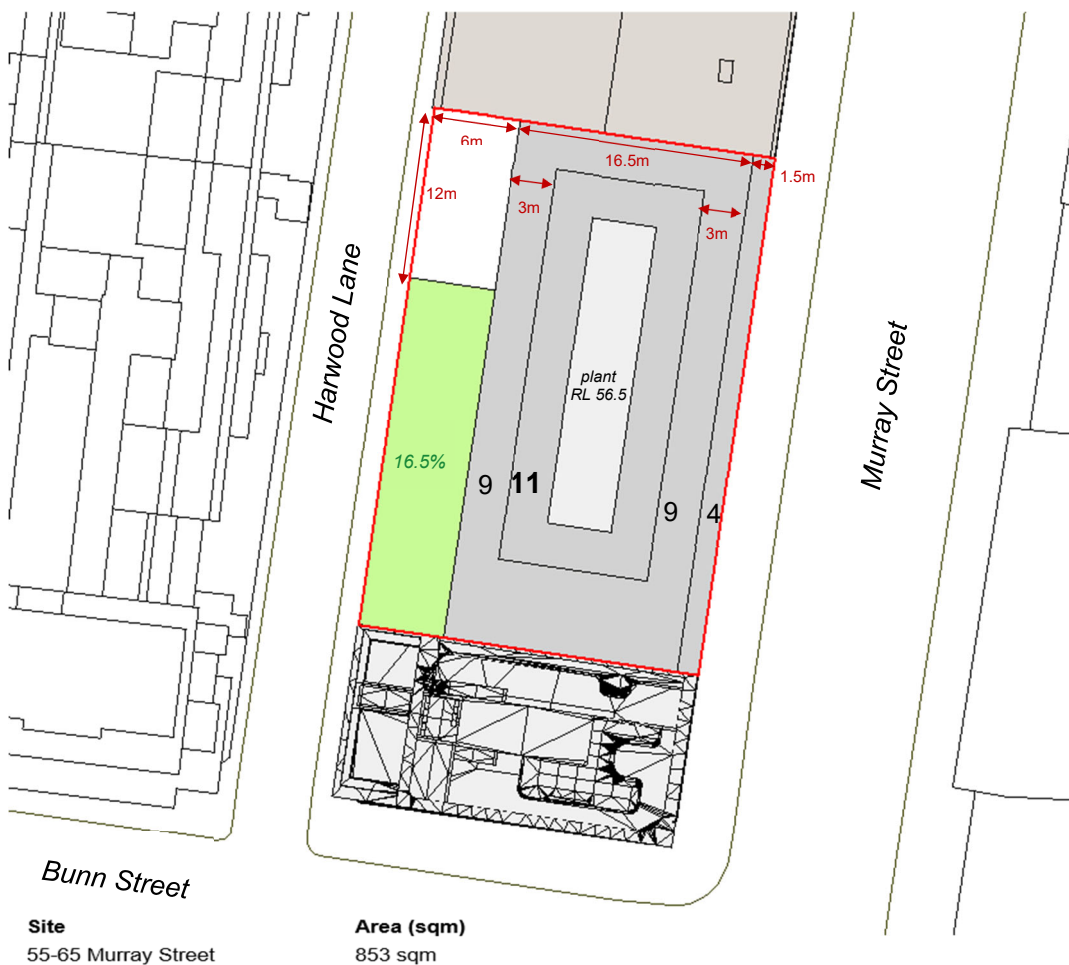


Figure 70 – proposed site plan for 55-65 Murray Street

Visualisation

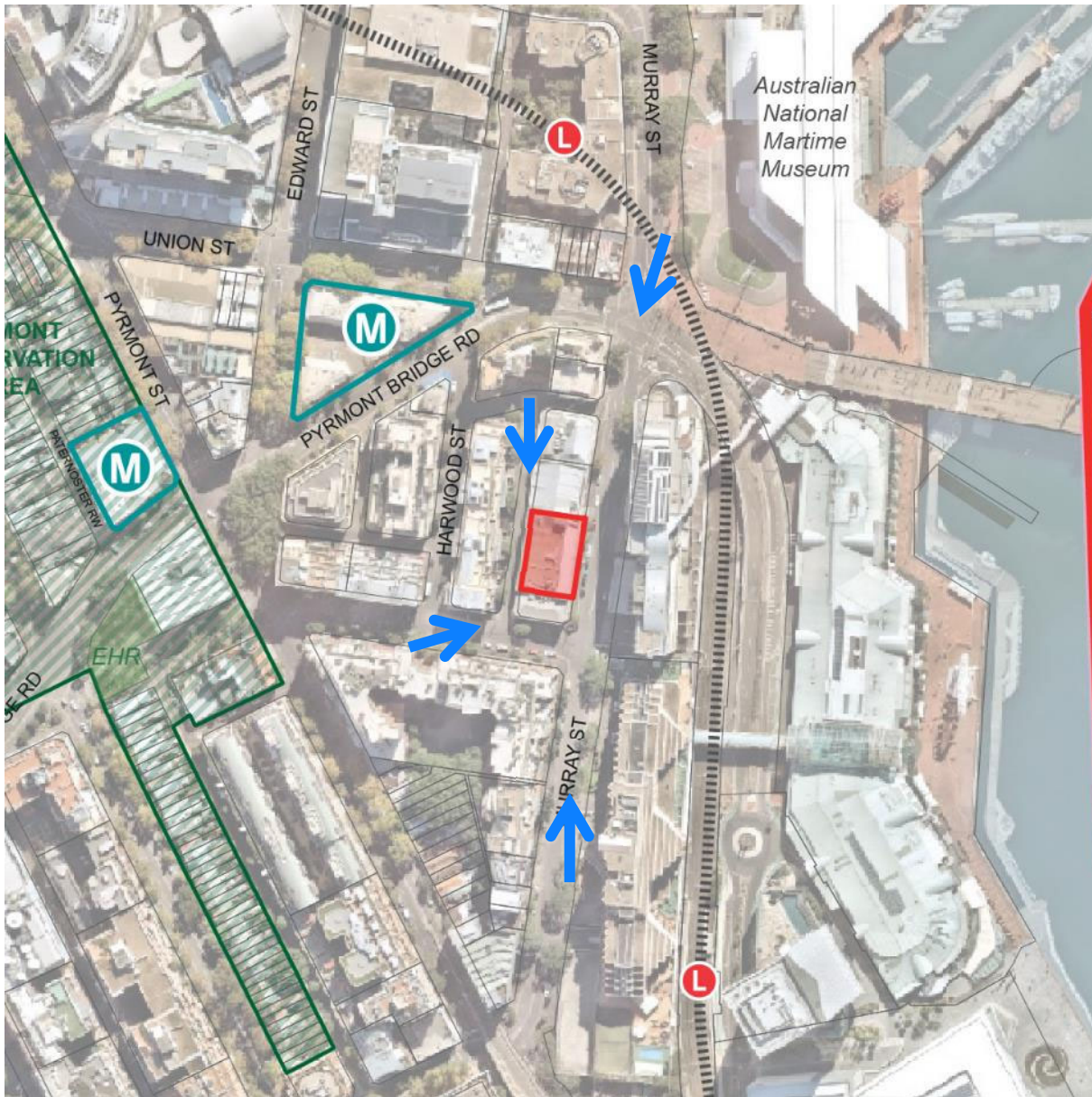


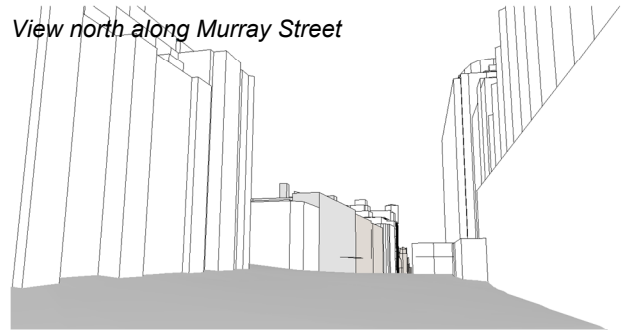
Figure 71 – view locations

Existing

View south along Murray Street



View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



Existing + approved

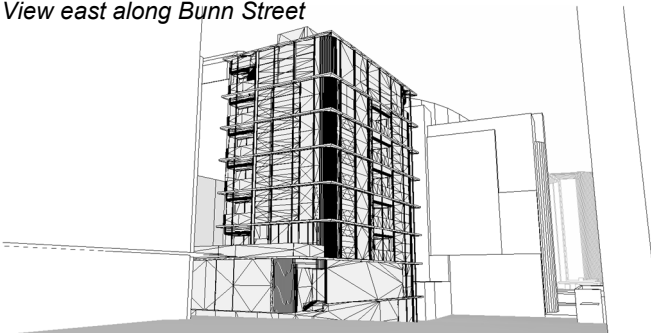
View south along Murray Street



View north along Murray Street



View east along Bunn Street

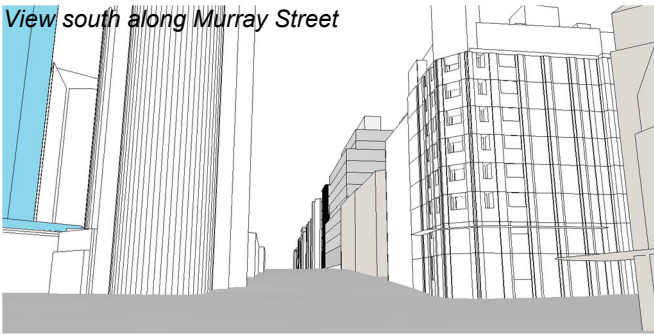


View south along Harwood Lane



Proposed

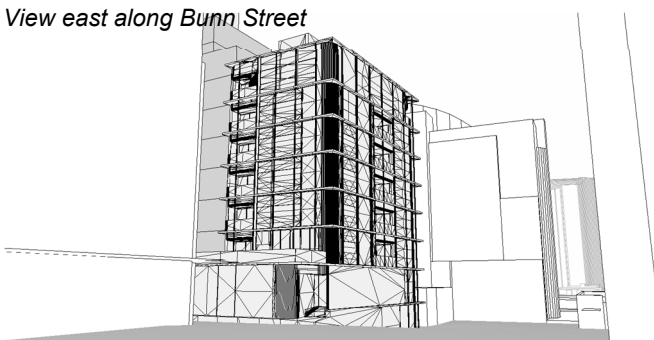
View south along Murray Street



View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



1-33 Saunders Street & 140-148 Bank Street

Overview

1-33 Saunders Street (Lot 101 DP 853704, Lot 102 DP 853704) & 140-148 Bank Street (Lot 1 DP 8205) are located adjacent the Anzac Bridge approach/Western Distributor, immediately north of the Blackwattle Bay SSP. The two sites are bound by (clockwise) Bank Street to the South, Quarry Master Drive to the west, Saunders Street to the north and a small section of Miller Street to the east (refer Figure 72 and Figure 73).

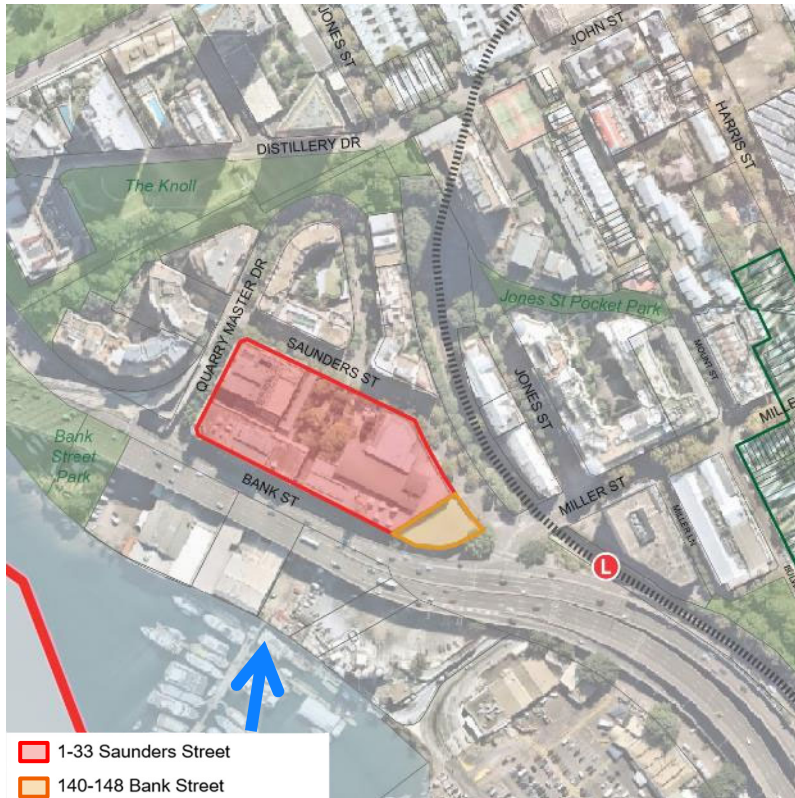


Figure 72 – location plan of 1-33 Saunders Street & 140-148 Bank Street



Figure 73 – oblique aerial of 1-33 Saunders Street & 140-148 Bank Street

Background

1-33 Saunders Street & 140-148 Bank Street were both included in the Department of Planning's initial study. In this review they were both given an FSR of 8.0 and an 85m height limit, though as shown in Figure 74 below, the envelopes produced do not match the height controls for 140-148 Bank Street. The study did not consider good design for wind and noise, the poor amenity of the existing streets and open space of the sites, the existing poor connections from across the sites, and effects of sunlight on surrounding sites. These controls can be seen in Table 20 below.

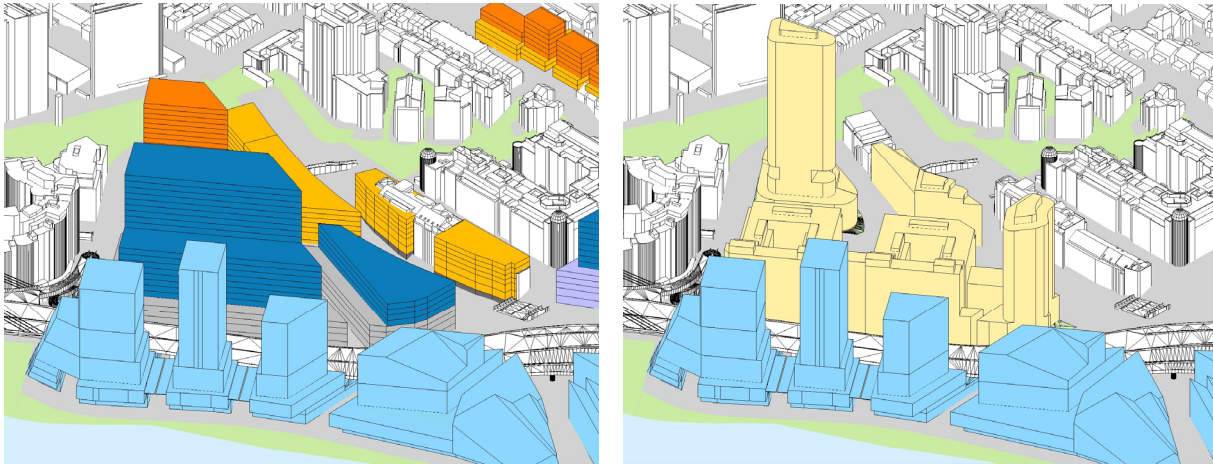


Figure 74 – comparison of Department of Planning's initial study and City of Sydney's study for 1-33 Saunders Street & 140-148 Bank Street

Table 20 – Department of Planning's initial study for 1-33 Saunders Street & 140-148 Bank Street

	Department of Planning's initial study		City of Sydney's study	
	1-33 Saunders	140-148 Bank	1-33 Saunders	140-148 Bank
Gross floor area	79,744 sqm	8,128 sqm	46,602 sqm	12,304 sqm
Floor space ratio	8.0	8.0	4.21 + DesEx	10.9 + DesEx
Height of building	85 m	85 m	54m	85m
Height in storeys	21 (HiS not specified)	8 (HiS not specified)	15^	21^
Deep soil	n/a	n/a	15%	15%

Existing controls

1-33 Saunders Street and 140-148 Bank Street are both currently used for commercial uses. 1-33 Saunders Street contains the 'City West' office park, a complex of three interconnected buildings up to nine-storeys in height, surrounding a central courtyard, fronting Saunders Street. Beyond the courtyard there are zero setbacks to the remainder of the three street frontages. 140-148 Bank Street is currently occupied by a two-storey commercial building with zero street setbacks. These controls can be seen in Table 21 below. The layout and position of the site can be seen in Figure 75.

Table 21 – existing building and existing planning controls for 1-33 Saunders Street & 140-148 Bank Street

	Existing building	Existing controls
1-33 Saunders Street		
Land use & zoning	<i>Commercial</i>	B3 – CC
Floor space ratio	<i>2.61 approx.</i>	4.0
Height of building	<i>35m</i>	33m
Height in storeys	<i>8</i>	9
Deep soil	<i>TBC</i>	10%
140-148 Bank Street		
Land use & zoning	<i>Commercial</i>	B3 – CC
Floor space ratio	<i>1.81 approx.</i>	4.0
Height of building	<i>11m</i>	33m
Height in storeys	<i>2</i>	9
Deep soil	<i>0%</i>	10%

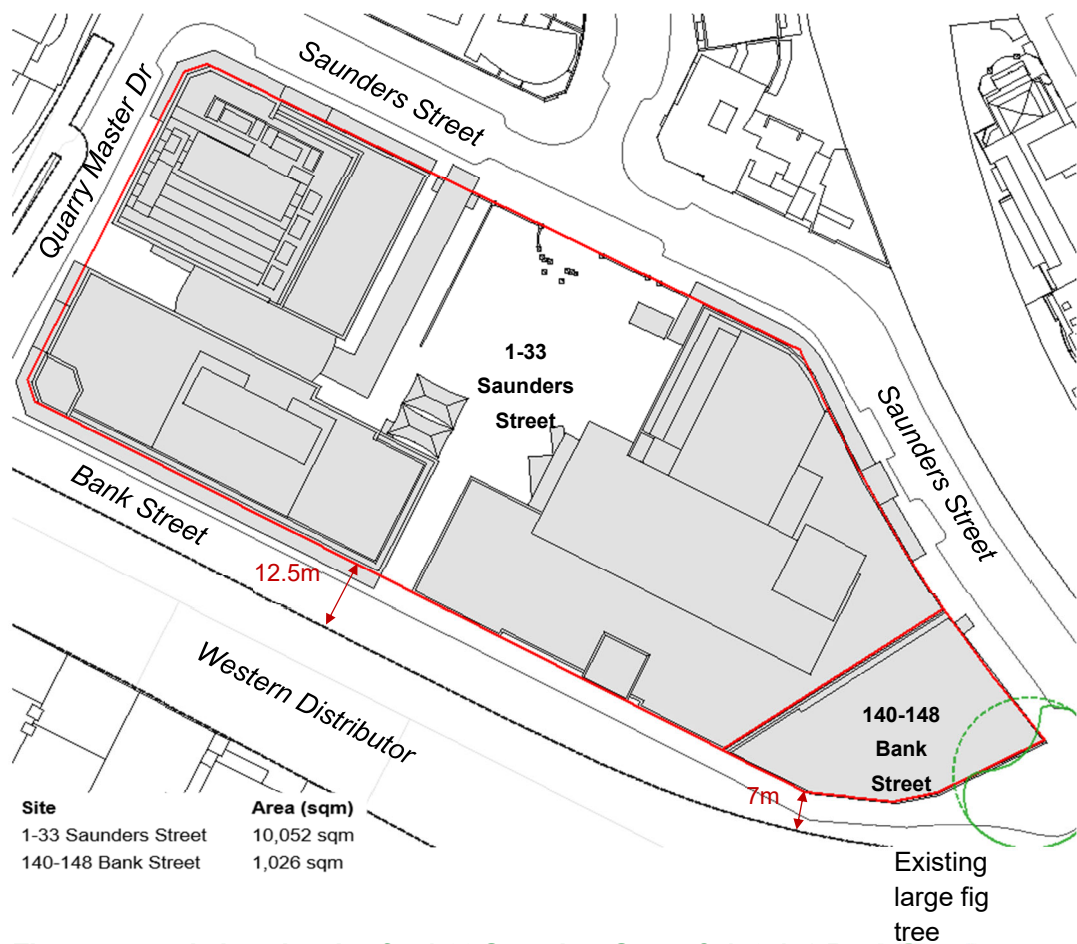


Figure 75 – existing site plan for 1-33 Saunders Street & 140-148 Bank Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

On the corner of Bank, Miller, and Saunders Streets is a large existing tree. The building form is setback around the existing tree to allow it to remain.

On Saunders Street, opposite the eastern leg of Quarry Master Drive, a square of deep soil can support a copse of trees and deep soil setbacks extend the width of the western leg of Quarry Master Drive, and alongside Saunders Street will support street planting to extend its canopy.

More public space for more people – streets and open spaces –

The square is a publicly accessible open space at the centre of the local area. It receives sunlight throughout the year and will be surrounded by active frontages, overlooked by apartments, protected from noise from the Anzac Bridge approach, and winds from the west and south.

Parallel to Bank and Saunders Streets is a six metre wide walkway that runs from Quarry Master Drive to Saunders Street near Miller Street. At the Miller Street end, accessible ramps connect Saunders Street to Bank Street. The walkway is lined with active frontages and is protected from noise and wind.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties, including the approved Blackwattle Bay planning envelopes, have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 79).

Reinforce '**street wall**' form of most buildings –

The height of the continuous street wall to Bank Street protects the area from noise from the Anzac Bridge approach and nearby concrete batching plant. The street wall form of the residential buildings form the square on Saunders Street. On the corner of Miller and Bank Streets the shape and size of the site does not suit a street wall form and instead a tower form is proposed.

Conserve **heritage** values –

There are no heritage items in the vicinity of these sites.

Good **design for wind and noise** –

The site is exposed to winds from the west, southwest, and south. The continuous building along Bank Street protects the local area from winds.

It is narrow and comb shaped in plan to allow apartment planning with habitable room openable windows to face away from the noise from the Anzac Bridge approach and concrete batching plant.

The commercial tower building is shaped with curved corners to minimise wind downdraft,

Match **land use** to place –

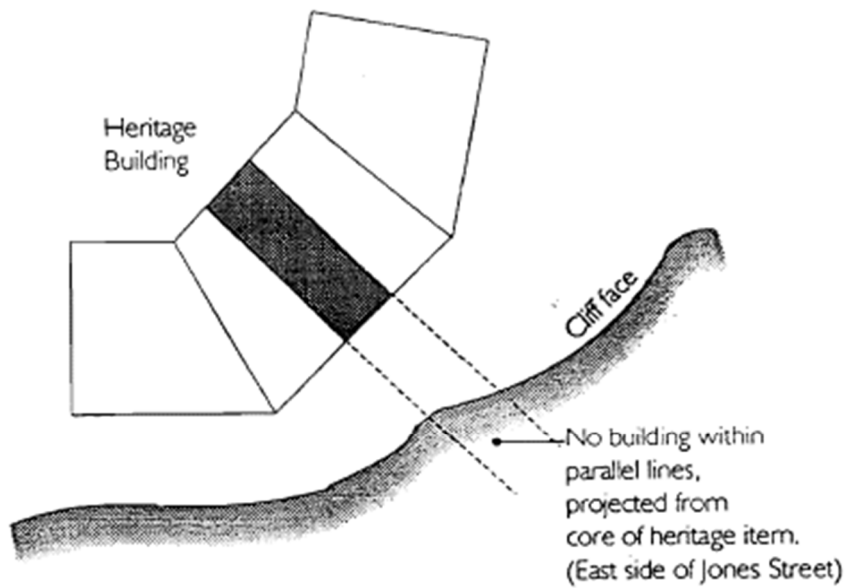
The residential use extends the neighbouring residential area to the north and east.

Consider **views** to and from public places –

A view corridor of the former CSR McCaffrey's building first found in planning controls late last century intersects the site and building heights and form is adjusted to maintain this view corridor (refer Figure 76 and Figure 77).

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.



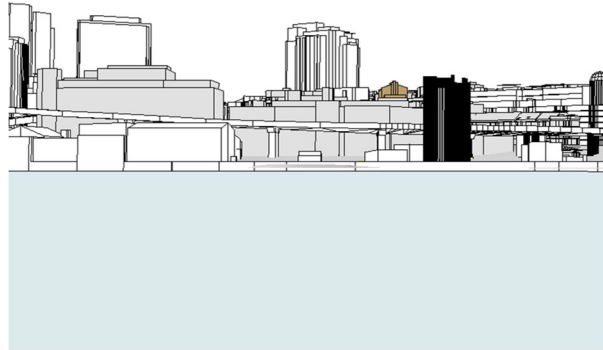
b) Development in respect of Heritage Building

To enable unobstructed views back to the central section of the heritage stables building on the cliff top, no building form (down to ground level on the eastern side of Jones Street) is to encroach into a direct line projected from the building. This view line also applies to the western side of Jones Street but a building form is permissible provided that it demonstrates an ability to maintain distant views from the cliff top walk. See **Figure 9b**.

Figure 76 – view corridor identified in the Ultimo-Pyrmont Precinct Urban Development Plan to the ‘Former CSR McCaffery’s Building’

Source: Ultimo-Pyrmont Precinct Urban Development Plan 1999 Update; Fig. 9. b) ‘Development in respect of heritage Building’, Page 93-94

Existing



Draft BWB LEP instrument



*Draft BWB LEP instrument &
140-148 Bank Street & 1-33 Saunders Street*

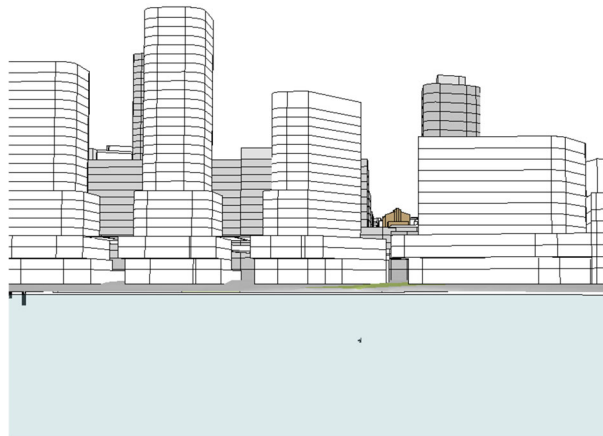
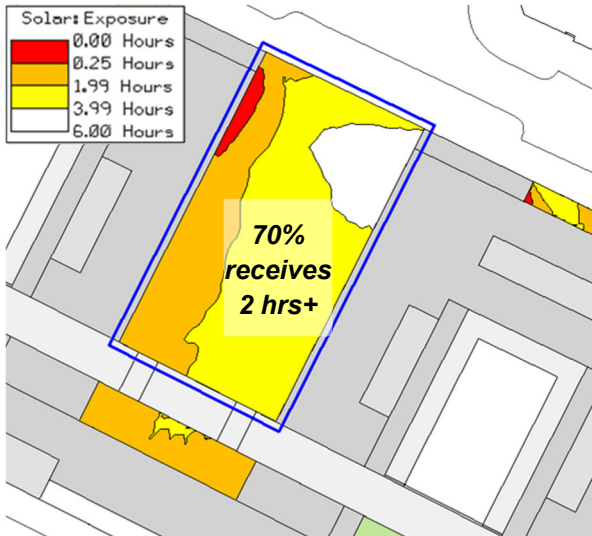
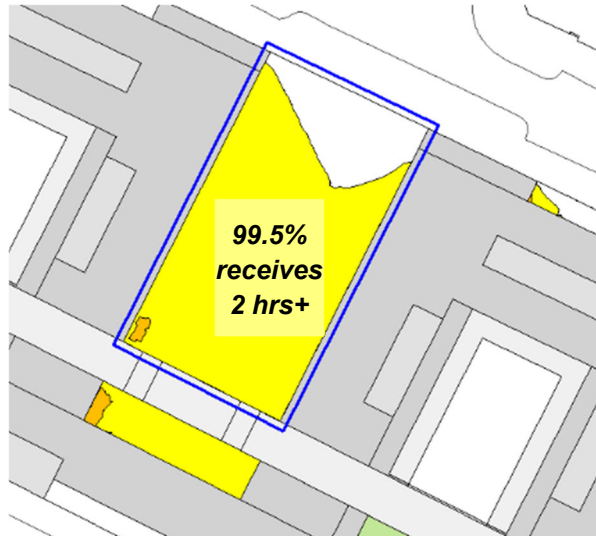


Figure 77 – view across Blackwattle Bay from the Glebe Foreshore Walk (Stage 5)

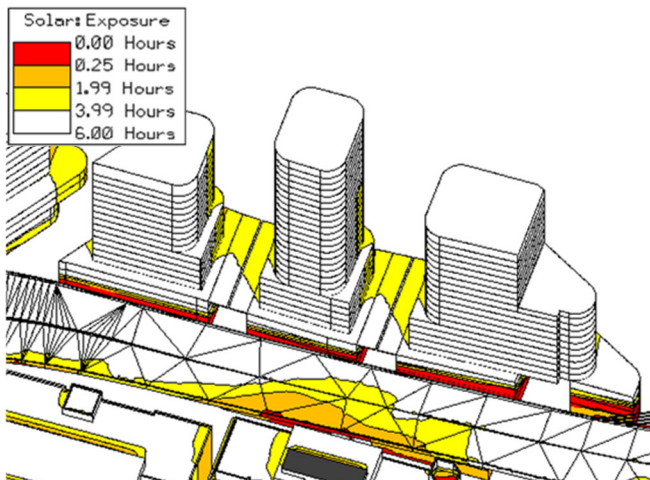


21 June, 9am-3pm

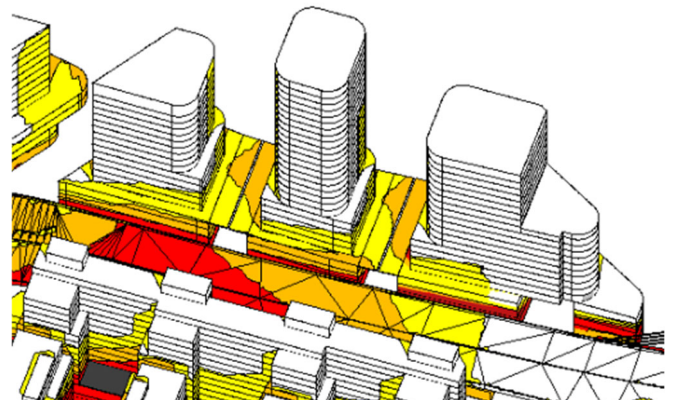


22 September, 9am-3pm

Figure 78 – solar access to public deep soil



21 June, 9am-3pm – BWB LEP



21 June, 9am-3pm – BWB LEP + **proposed**

Figure 79 – solar access to Blackwattle Bay LEP planning envelopes

The Blackwattle Bay Design Guidelines specify that a “*minimum of two hours sunlight at equinox is to be provided to 70% of the northern foreshore promenade between 8am and 4pm...*” (S3.3.3, p.25). As shown in Figure 80, the proposed controls for 1-33 Saunders Street and

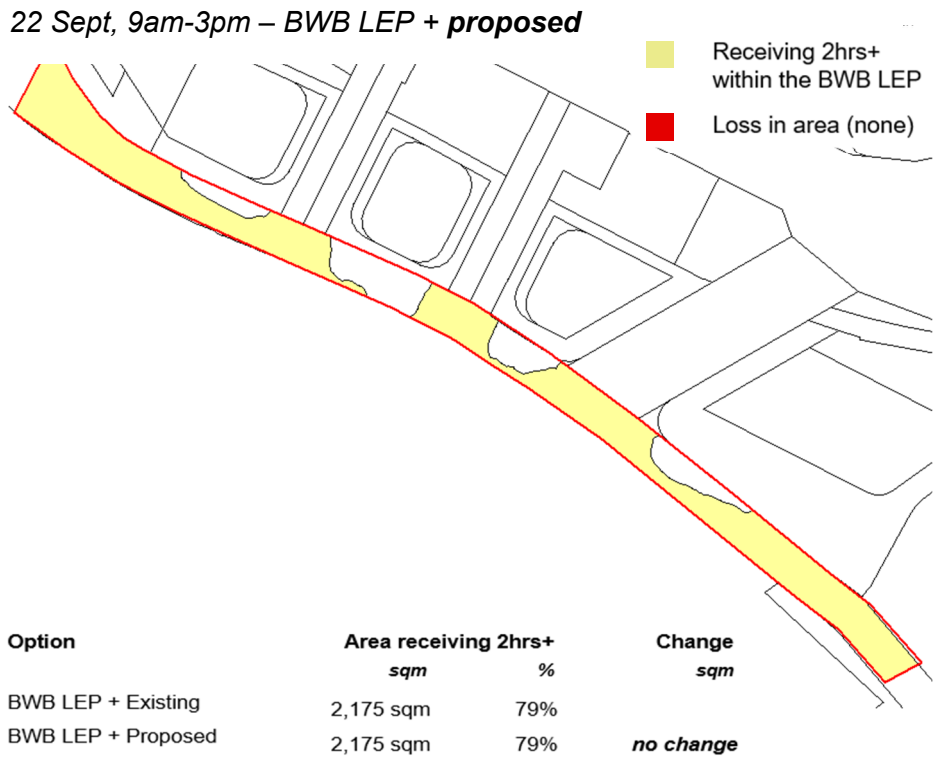


Figure 80 – solar insolation to the Blackwattle Bay northern foreshore promenade

Proposed controls

For 1-33 Saunders Street the proposed controls are for mixed use; with ground floor commercial and retail uses and residential uses above. The site is to have an FSR of 4.21:1 with a Design Excellence clause; a height limit of 54 metres and 15 storeys; and a deep soil requirement for at least 15% of the site. For 140-148 Bank Street the proposed controls are for commercial with an FSR of 10.9:1 with a Design Excellence clause; and a height limit of 85 metres and 21 storeys. These controls can both be seen in Table 22.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 81.

Table 22 – proposed planning controls for 1-33 Saunders Street & 140-148 Bank Street

	Existing building	Existing controls	Proposed controls
1-33 Saunders Street			
Land use & zoning	<i>Commercial</i>	B3 – CC	Mixed use
Floor space ratio	<i>2.61 approx.</i>	4.0	4.21 + DesEx 4.14 resi 0.49 non-res
Height of building	<i>35m</i>	33m	54m
Height in storeys	8	9	15^
Deep soil	0%	10%	15%
140-148 Bank Street			
Land use & zoning	<i>Commercial</i>	B3 – CC	Commercial
Floor space ratio	<i>1.81 approx.</i>	4.0	10.9 + DesEx
Height of building	<i>11m</i>	33m	85m
Height in storeys	2	9	21^
Deep soil	0%	10%	15%

Widen
narrow
footpath

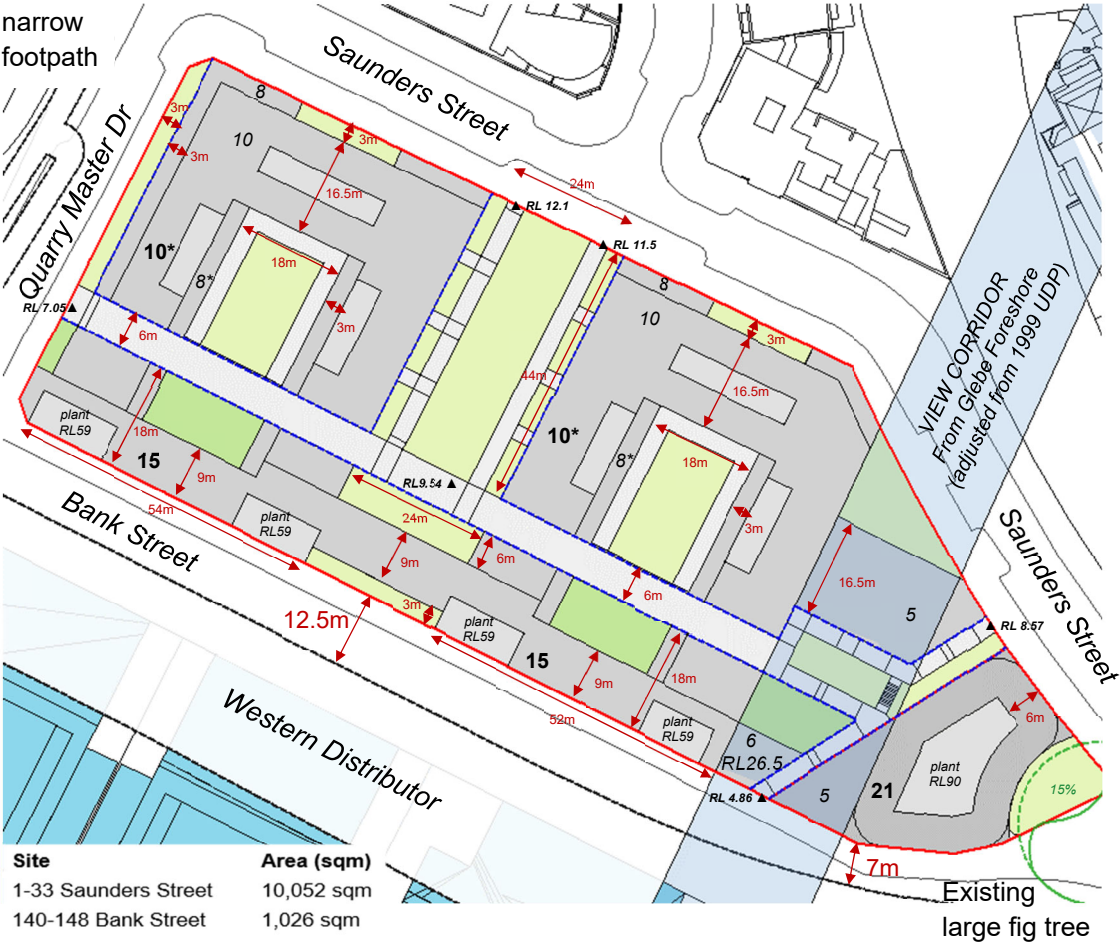


Figure 81 – proposed site plan for 1-33 Saunders Street & 140-148 Bank Street

Visualisation

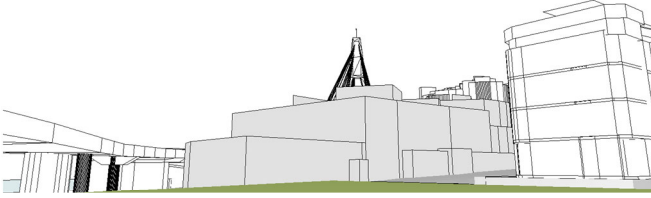


Figure 82 – view locations

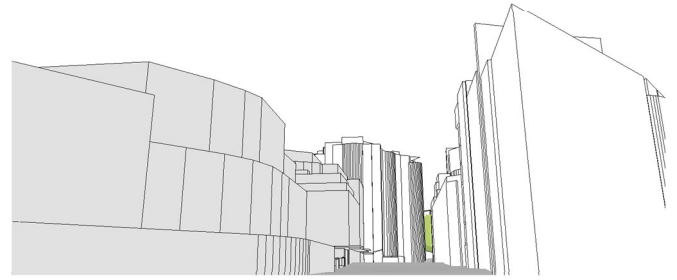
Ultimo Pyrmont Urban Design Study

Existing (35mm lens)

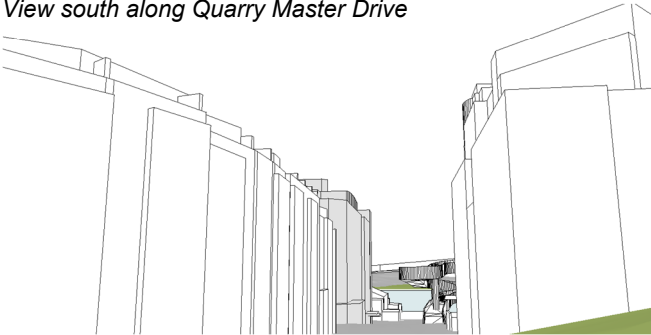
View west from Miller Street Civic Space



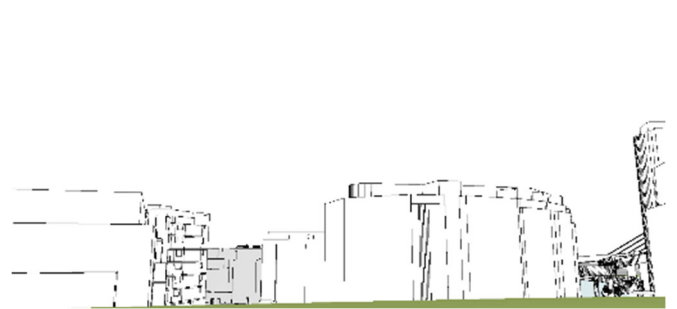
View west along Saunders Street



View south along Quarry Master Drive

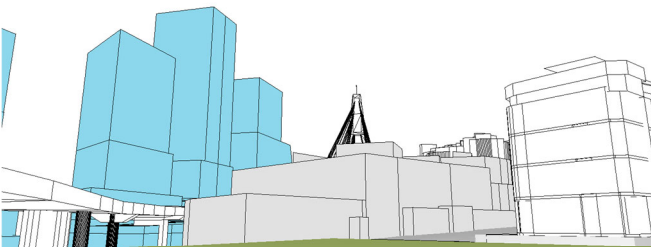


View south from Carmichael Park

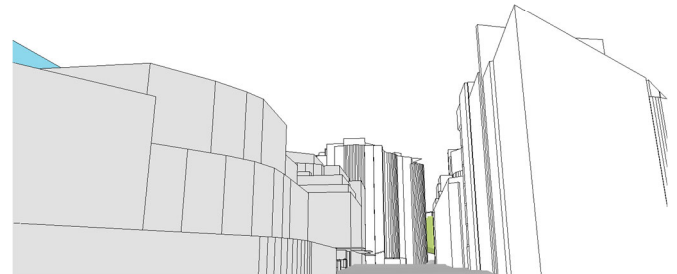


Existing + approved (35mm lens)

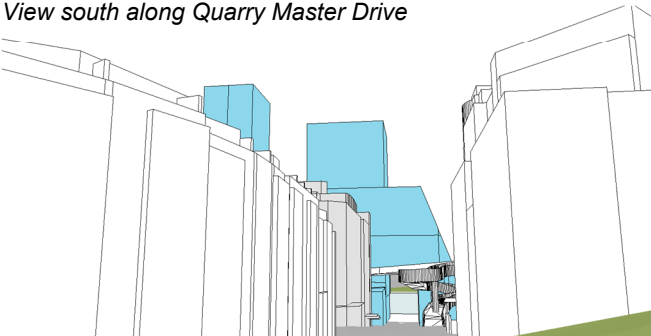
View west from Miller Street Civic Space



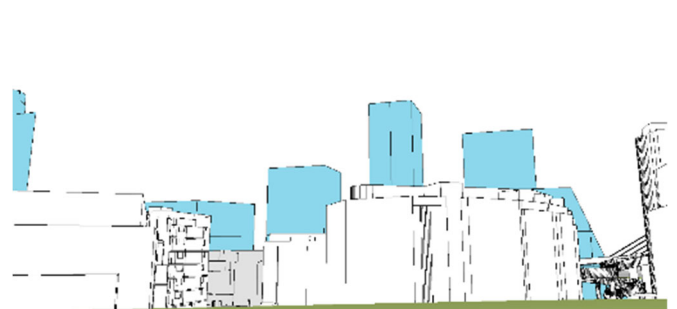
View west along Saunders Street



View south along Quarry Master Drive



View south from Carmichael Park



Proposed (35mm lens)

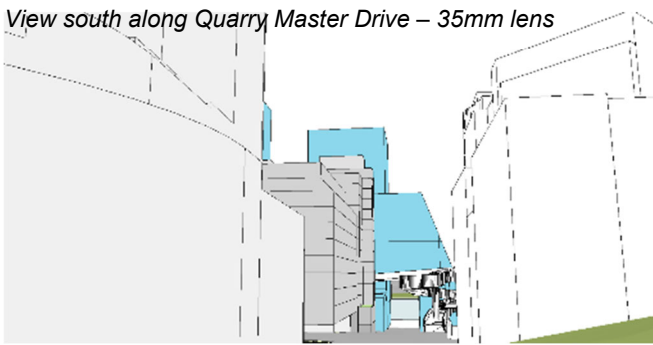
View west from Miller Street Civic Space



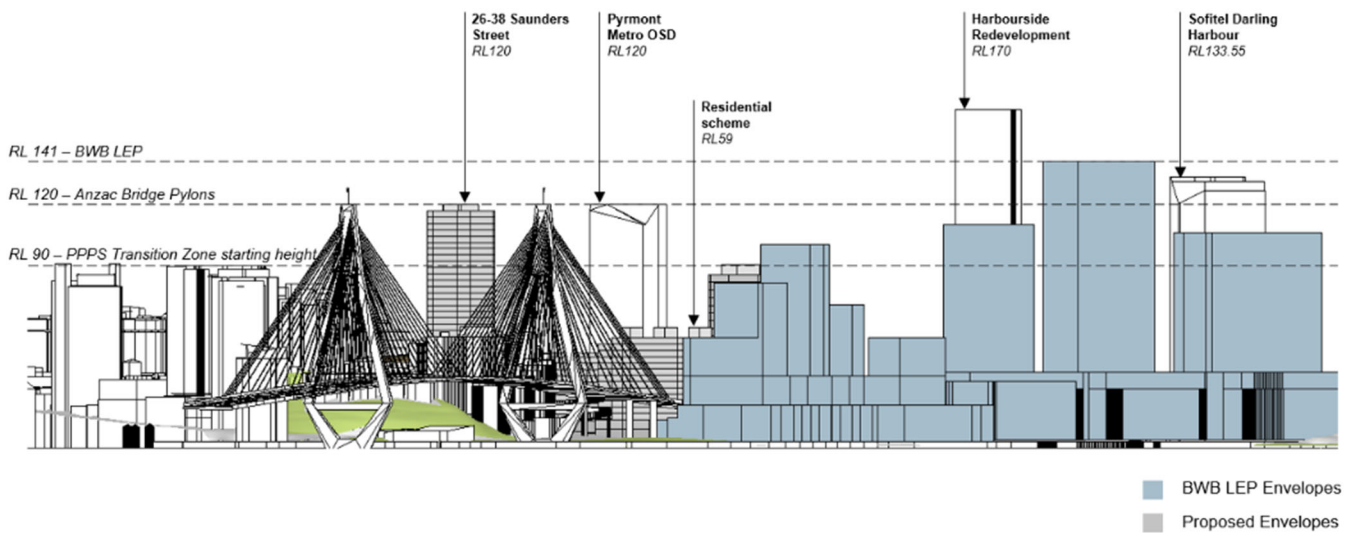
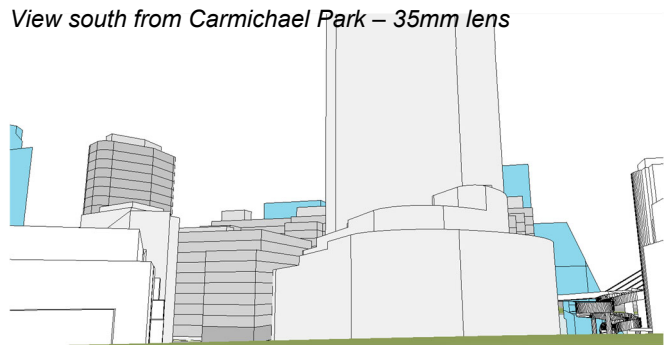
View west along Saunders Street



View south along Quarry Master Drive – 35mm lens



View south from Carmichael Park – 35mm lens



Elevation – looking east

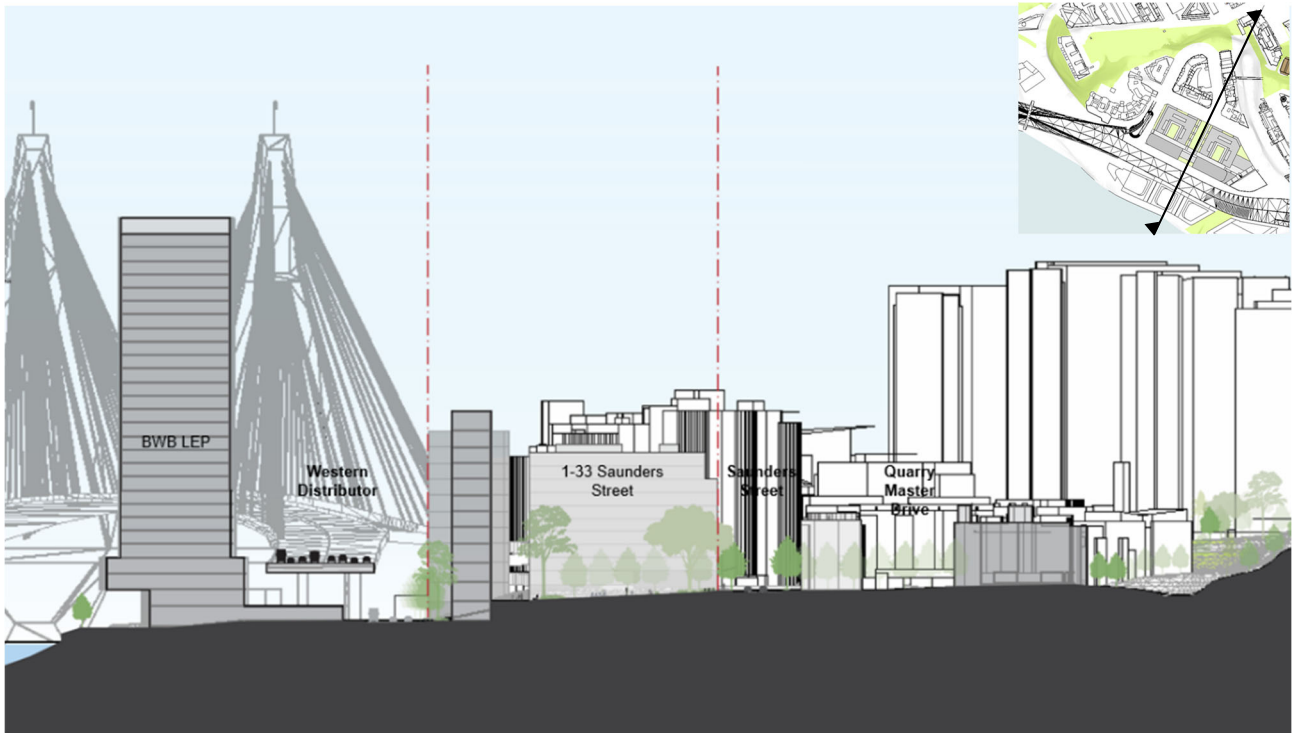


Figure 83 – Section of 1-33 Saunders Street and the Blackwattle Bay planning envelopes, looking west

26-38 Saunders Street

Overview

26-38 Saunders Street (Lot 31 DP 859243, Lot 20 SP 61725, Lots 1-18 SP 61725, Lots 22-33 SP 61725, Lots 35-64 SP 62121, Lots 65-66 SP 65131) is located between Distillery Hill/Jacksons Landing to the north and the Blackwattle Bay SSP to the south. It is bound by Saunders Street to the south, with Quarry Master Drive encircling the west, north and east of the site (refer Figure 84 and Figure 85).



Figure 84 – location plan of 26-38 Saunders Street

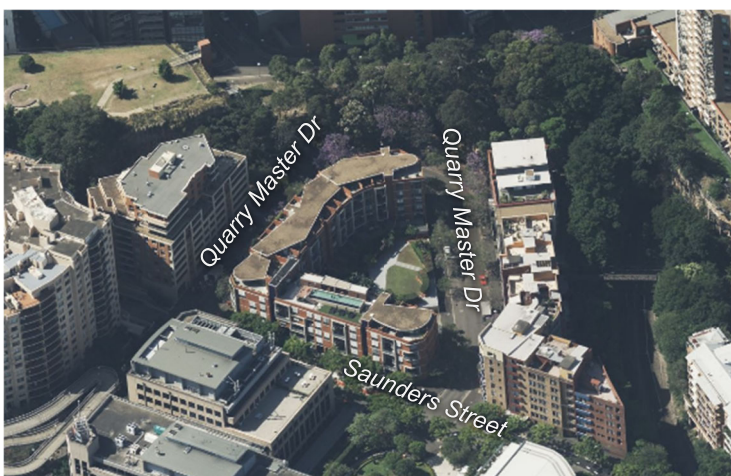


Figure 85 – oblique aerial of 26-38 Saunders Street

Background

26-38 Saunders Street was included in the Department of Planning's initial study. In this review it was given an FSR of 6.50 and a height of approximately 77m (measured off of the model), as shown in Figure 86. The study did not consider good design for wind, the poor amenity of the surrounding streets, and effects of sunlight on surrounding sites. These controls can be seen.

In response to feedback from the exhibition process, the City of Sydney modified its scheme for 26-38 Saunders Street to further account for wind challenges. The image at right in Figure 86 shows the modified tower form. Table 23 below summarises these modifications and detailed discussion is provided further on in this section.

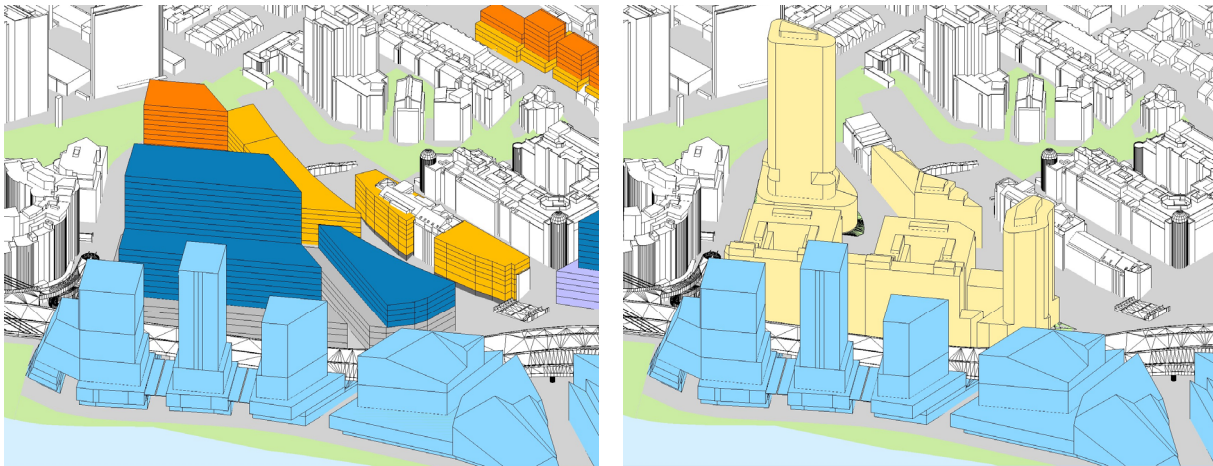


Figure 86 – comparison of Department of Planning's initial study and City of Sydney's updated study for 26-38 Saunders Street

Table 23 – Department of Planning's initial study for 26-38 Saunders Street

	Department of Planning's initial study	Proposed form
Gross floor area	20,254 sqm	23,100 sqm
Floor space ratio	6.5	7.0 + Des. Ex.
Height of building	77m (HoB not specified & plant excl.)	108m
Height in storeys	23 (HiS not specified)	36^
Deep soil	0%	15%

Existing controls

26-38 Saunders Street is currently occupied by a strata residential building. The building is generally built to the street frontage along Saunders Street and to the western and north frontages along Quarry Master Drive, with small sections of articulation. Along the eastern frontage to Quarry Master Drive is a central courtyard, primarily occupied by communal open space. The existing controls can be seen in Table 24 below. The layout and position of the site can be seen in Figure 87.

Table 24 – existing building and existing planning controls for 26-38 Saunders Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Residential</i>	R1 – GR
Floor space ratio	<i>2.56 approx.</i>	3.0
Height of building	<i>19.5m</i>	24m
Height in storeys	<i>6</i>	7
Deep soil	<i>TBC</i>	10%

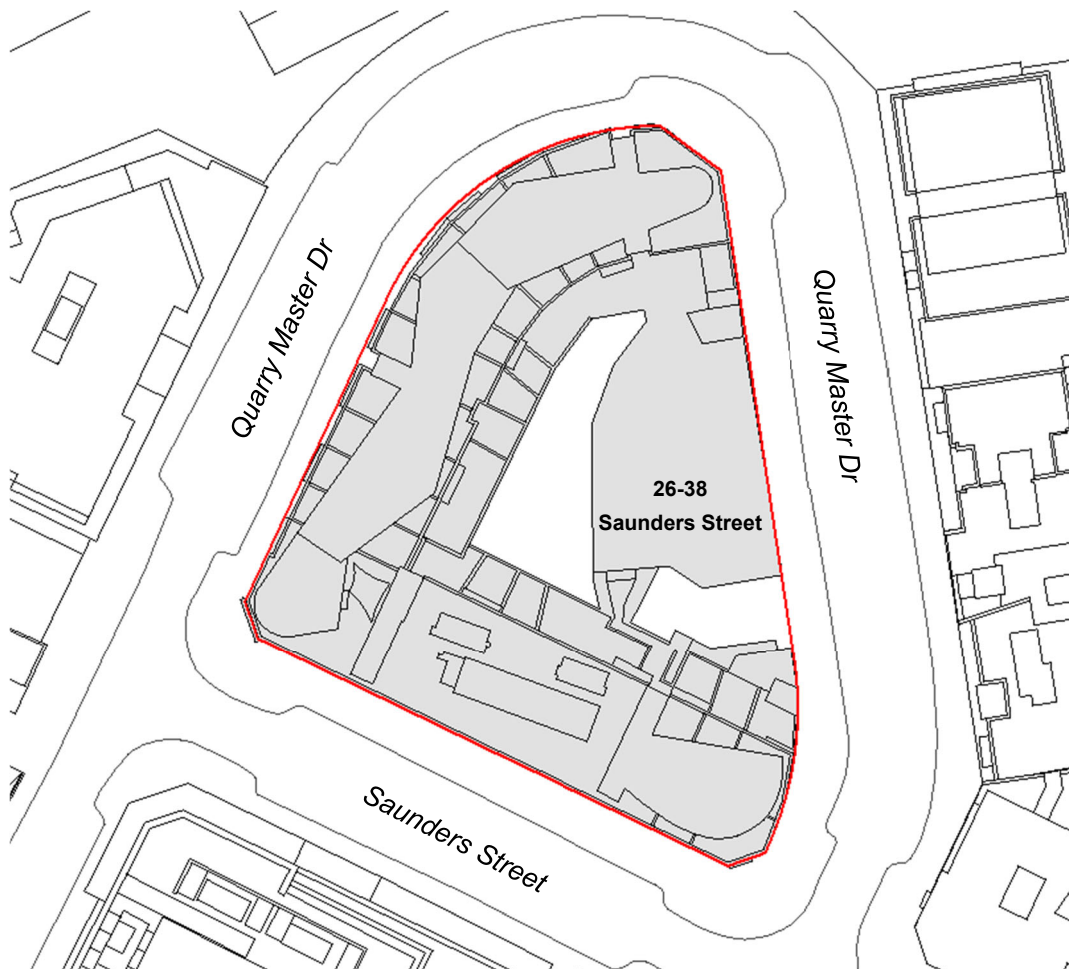


Figure 87 – existing site plan for 26-38 Saunders Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The building envelope is setback three metres from Quarry Master Drive with a deep soil area that provides for additional street tree canopy and plantings.

More public space for more people – streets and open spaces –

The strip of deep soil is open to the street and extends the publicly accessible area of Quarry Master Drive.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 88).

Reinforce **'street wall' form** of most buildings –

Along with the street setback, the height of the street wall to Quarry Master Drive provides additional sunlight into the street. Keeping the street wall low and setback for better street conditions results in the additional floor area being located in a tower form.

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

The site is exposed to winds from several directions. Curved corners, and podium setbacks seek to minimise the effects of downdrafts. Further study is required, and the building form may require further adjustments to ensure safety and comfort on surrounding footpaths and publicly accessible open space.

The site is not exposed to noise, being protected by buildings between Saunders and Bank streets from the noise of the Anzac Bridge approach.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

The street setbacks and tower placement have been carefully placed to allow more sunlight and light into the streets, see Figure 89, so that more than half the surrounding streets will now receive more than 2 hours sunlight in midwinter.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

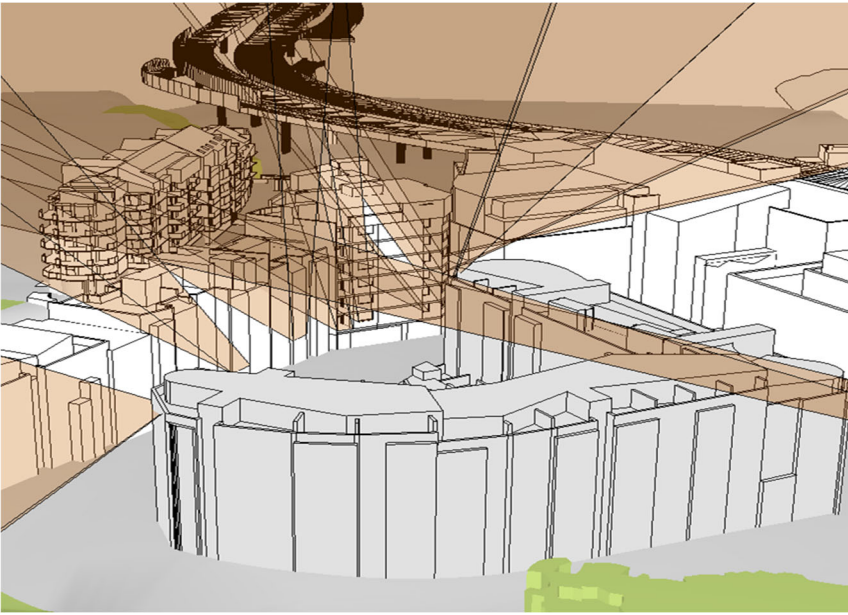


Figure 88 – solar access to adjoining residential properties

Ultimo Pyrmont Urban Design Study



Area of street surface receiving	less than 15 min	15min-2hrs	more than 2 hrs
Existing condition	15%	35%	51%
Exhibited scheme	11%	35%	54%
Modified scheme	11%	36%	53%

Figure 89 – solar access to streets around 26-38 Saunders Street, from 9am – 3pm, June 21

Ultimo Pyrmont Urban Design Study

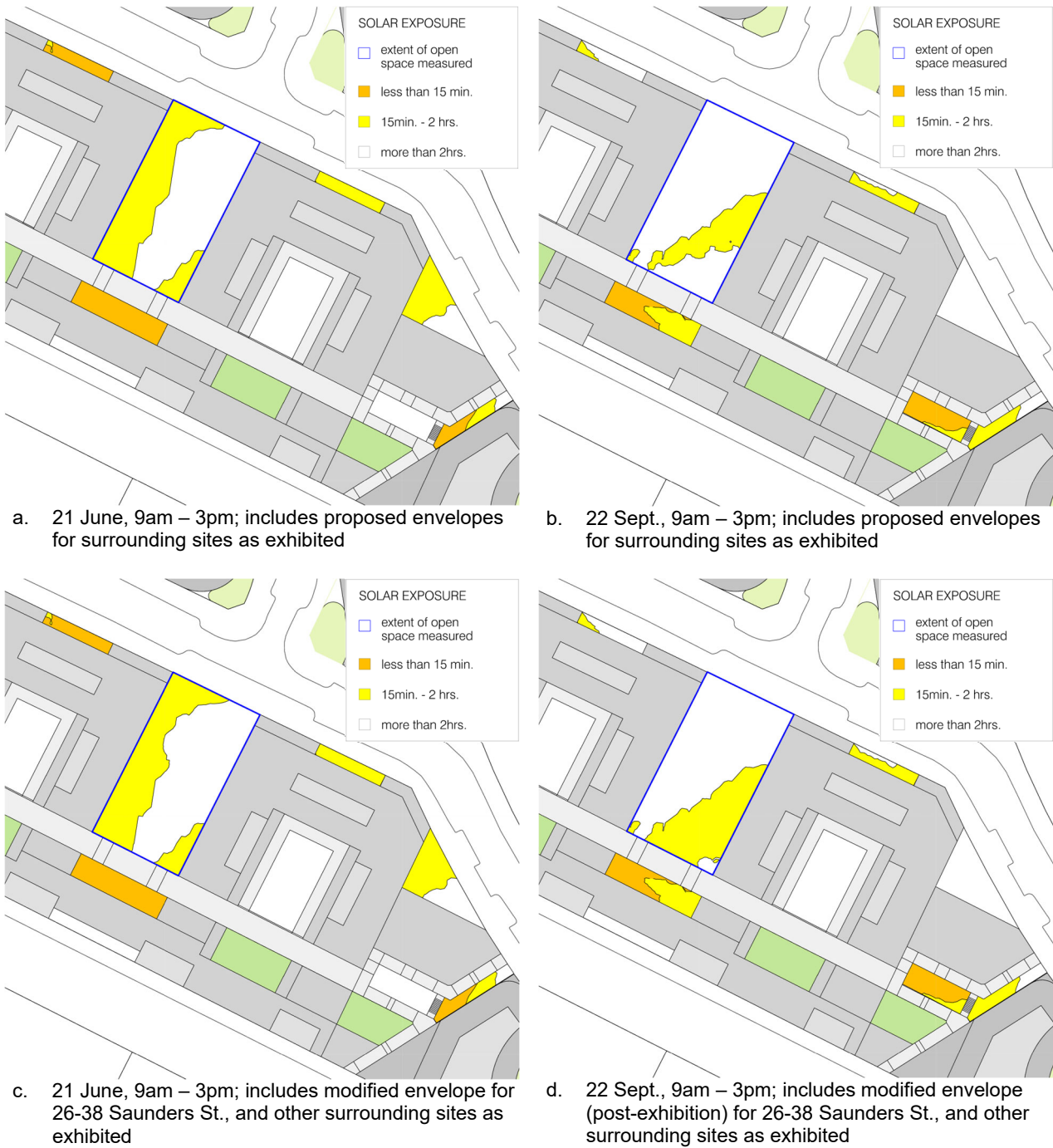


Figure 90 – solar access to square at 1-33 Saunders Street

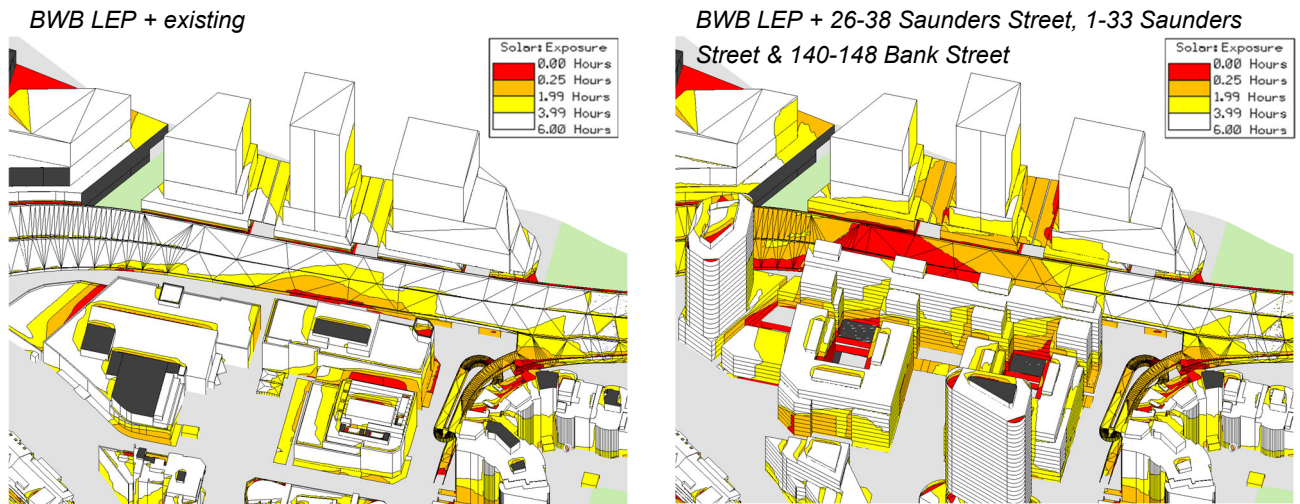


Figure 91 – Solar access to Blackwattle Bay planning envelopes, 21 June, 9am – 3pm

Proposed controls

The building form for this site comprises a podium with upper level setbacks to a tower form above. These setbacks are intended to ameliorate the impacts of wind at street level. Feedback received during the exhibition process indicated that despite these setbacks, wind speeds would continue to be a challenge in the vicinity.

In response, modifications to the tower form are proposed to address these challenges. They include adding a 'wind void' level above the podium at the base of the tower. The footprint of the floor plate at this level is recessed to allow relief from down wash effects of wind hitting the tower and affecting conditions at the street level.

Changes to the proposed controls include an FSR of 7:1 with a Design Excellence clause; a height limit of 123 metres (RL 135 m) and 36 storeys. The requirements for deep soil, setbacks at street level and upper levels, and street wall heights around the podium remain unchanged. The modified controls are summarised in Table 25 below. Details of heights, setbacks, etc. are indicated in Figure 92 and Figure 93.

Table 25 – proposed planning controls for 26-38 Saunders Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	R1 – GR	Mixed Use
Floor space ratio	<i>2.56 approx.</i>	3.0	7.0+ Des. Ex.
Height of building	<i>19.5m</i>	24m	123m (<i>RL 135m</i>)
Height in storeys	<i>6</i>	7	36^
Deep soil	<i>n/a</i>	10%	15%

Details of the 'wind void' storey at the base of the tower are illustrated in Figure 93 below. This 'wind void' storey must provide a clear horizontal break in the building form that:

- is located at least above the level of any upper level setback to the building podium;
- is a minimum of 9 metres in height to minimise wind downdraft at street level;
- allows access only for maintenance; and
- minimises physical elements in the break other than vertical circulation, structural columns, and plant equipment.



Figure 92 – site plan of modifications to proposed controls for 26-38 Saunders Street

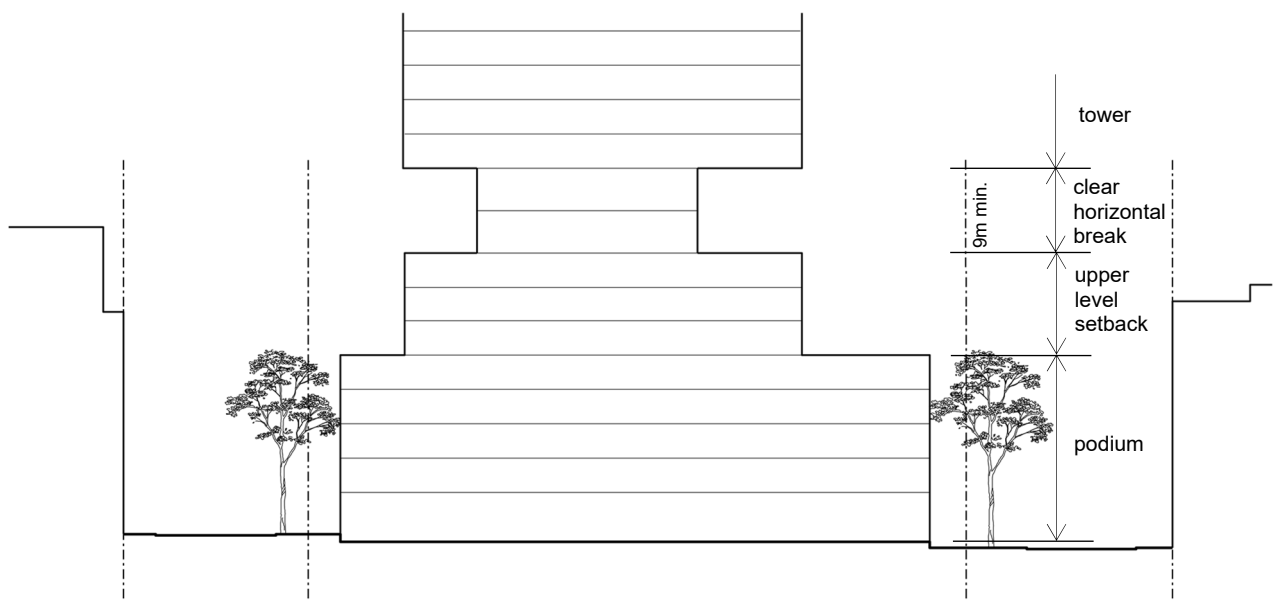


Figure 93 – cross section showing the 'wind void' storey providing a clear horizontal break in the tower form to manage wind impacts

Visualisation



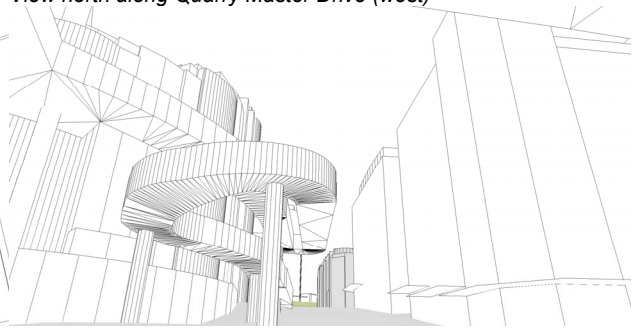
Figure 94 – view locations

Existing (28 mm lens - wide angle view)

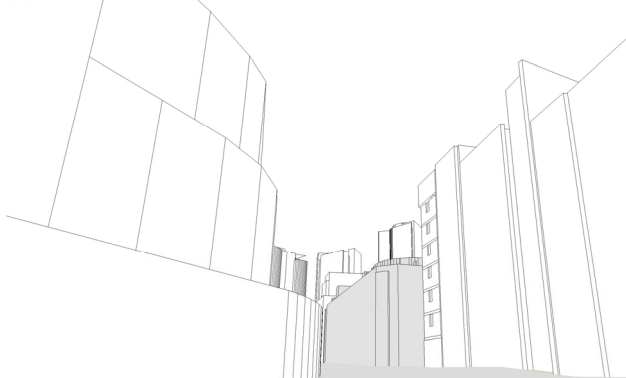
View north along Quarry Master Drive (east)



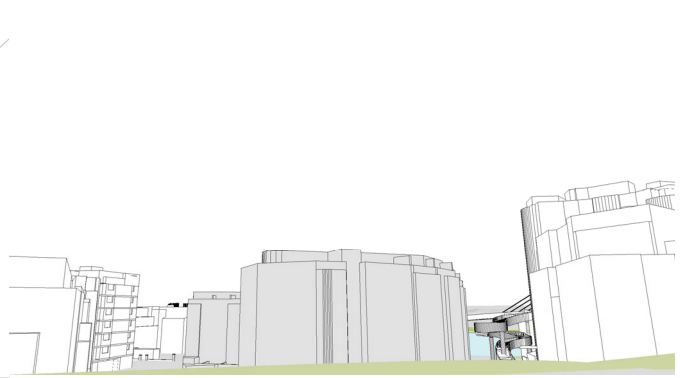
View north along Quarry Master Drive (west)



View west along Saunders Street

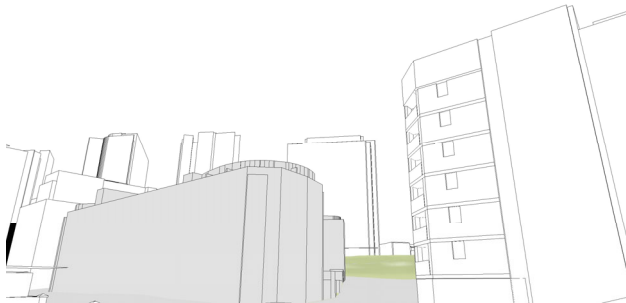


View south from Carmichael Park

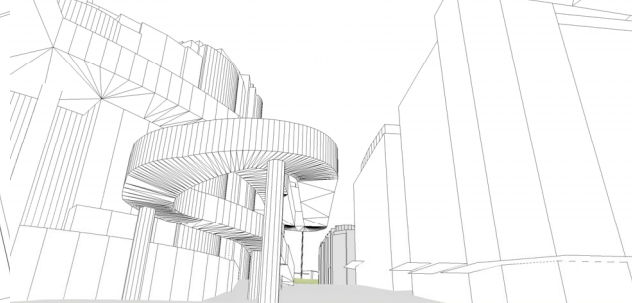


Existing + approved (28 mm lens - wide angle view)

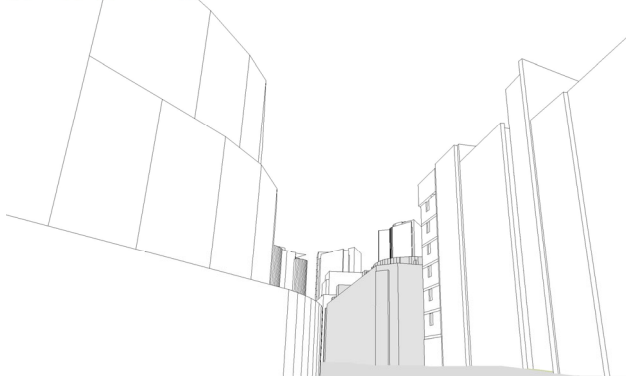
View north along Quarry Master Drive (east)



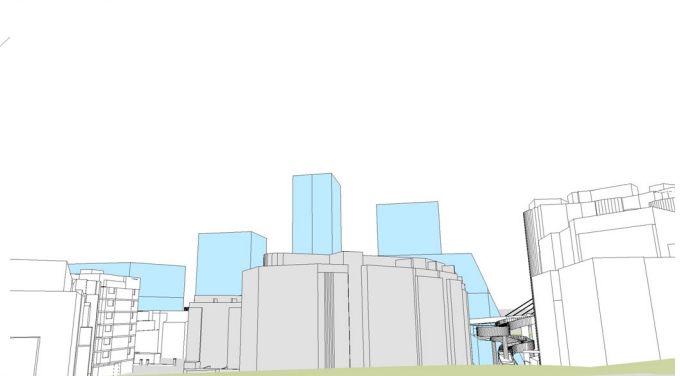
View north along Quarry Master Drive (west)



View west along Saunders Street

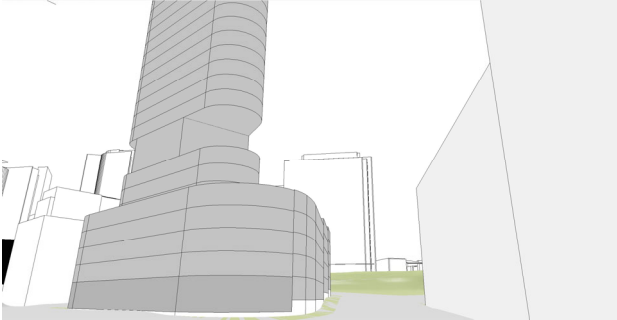


View south from Carmichael Park

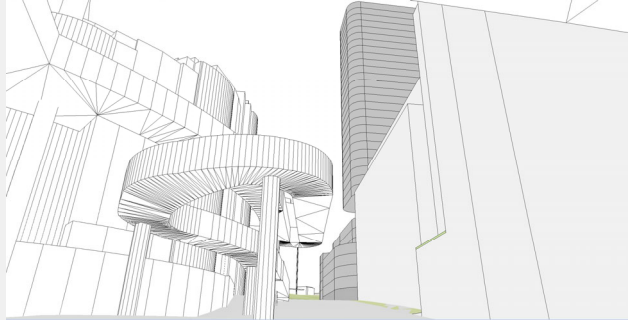


Proposed (28 mm lens - wide angle view)

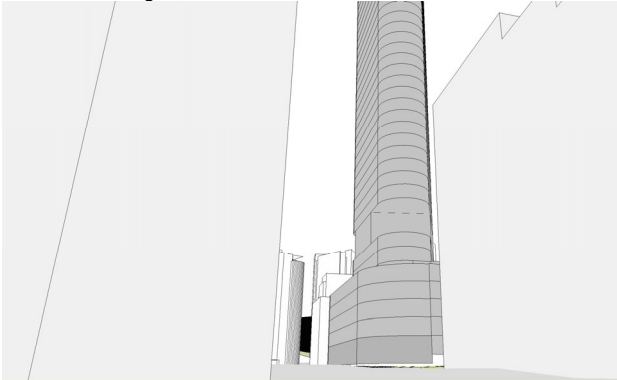
View north along Quarry Master Drive (east)



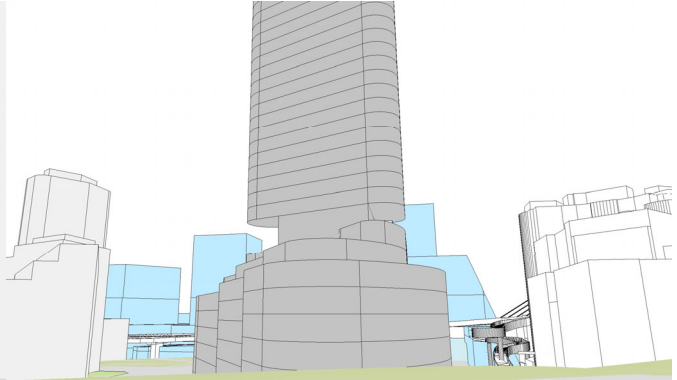
View north along Quarry Master Drive (west)



View west along Saunders Street



View south from Carmichael Park



Elevation – looking east

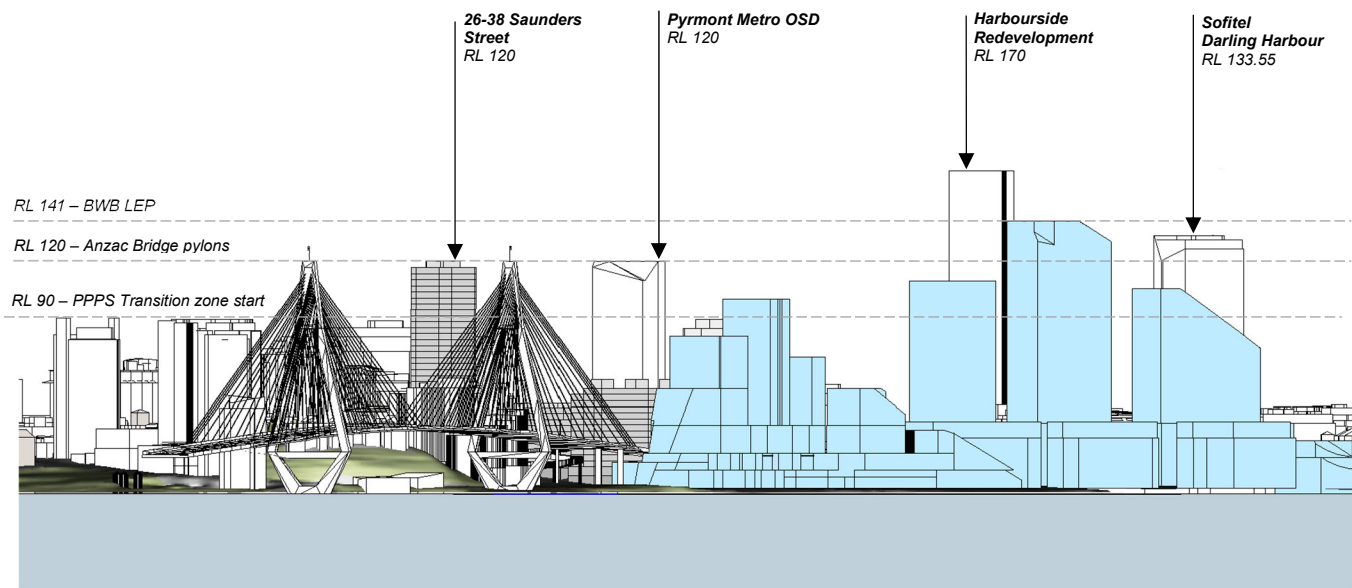


Figure 95 – building envelopes as exhibited late 2024

- building envelopes in BWB LEP
- envelopes proposed by CoS

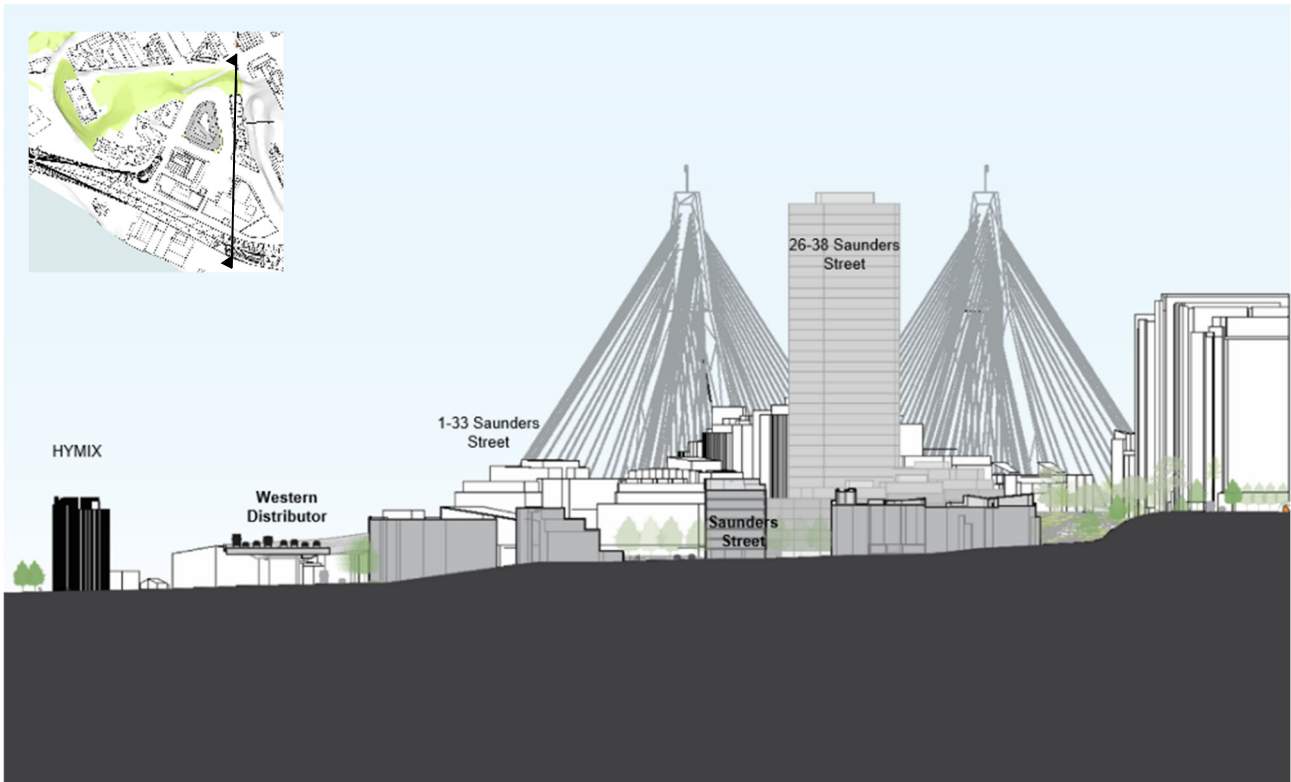


Figure 96 - cross section looking west showing 26-38 Saunders St envelope as exhibited late 2024

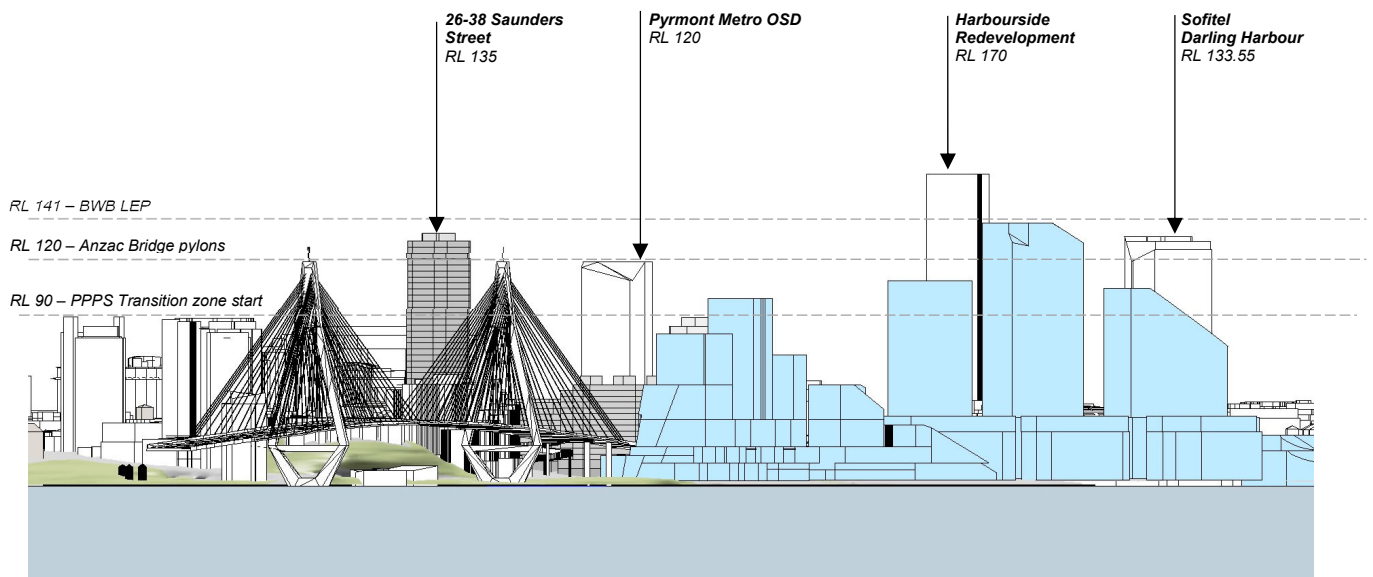


Figure 97 - building envelopes as modified after exhibition

- building envelopes in BWB LEP
- envelopes proposed by CoS

14 Quarry Master Drive

Overview

14 Quarry Master Drive (Lot 98 DP 1013159, Lots 1-21 SP 70798, Lots 23-63 SP 71480) fronts (clockwise) Quarry Master Drive to the west, a light rail corridor to the east and Saunders Street to the south. Within the northern section of the site is a small pedestrian arcade that connects to a bridge across the light rail cutting, connecting to the Jones Street Pocket Park (refer Figure 98 and Figure 99).

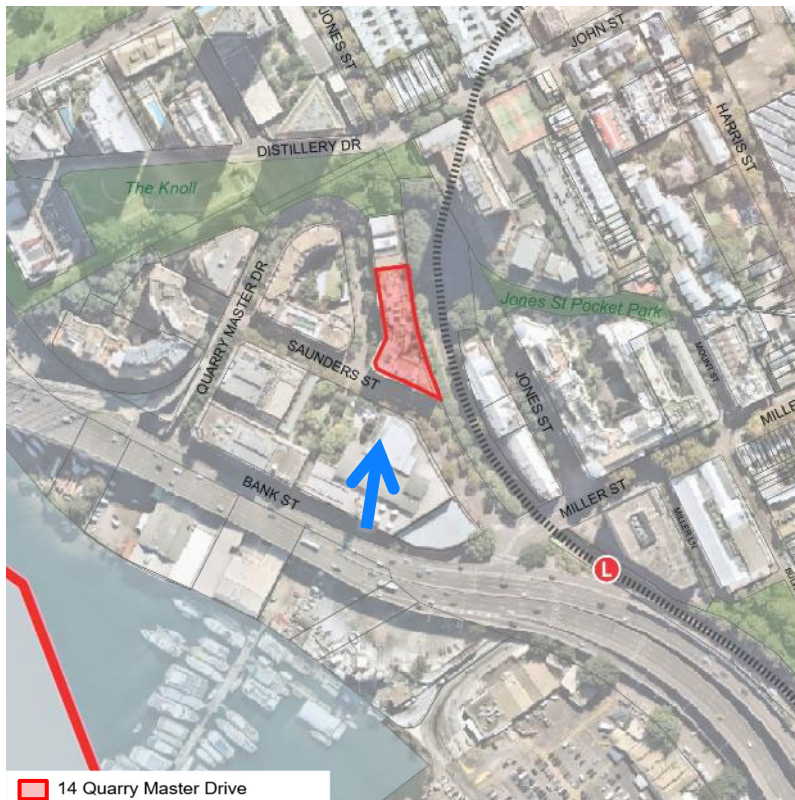


Figure 98 – location plan of 14 Quarry Master Drive

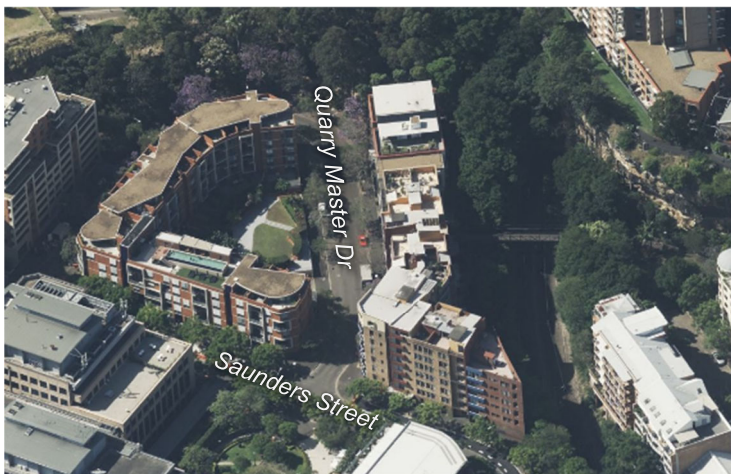


Figure 99 – oblique aerial of 14 Quarry Master Drive

Background

14 Quarry Master Drive was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of 35m. The study did not consider the poor connections to existing open space to the east of the site, the existing poor connections of the streets, and effects of sunlight on surrounding sites. These envelopes and corresponding controls can be seen in Figure 100 and Table 26, respectively.

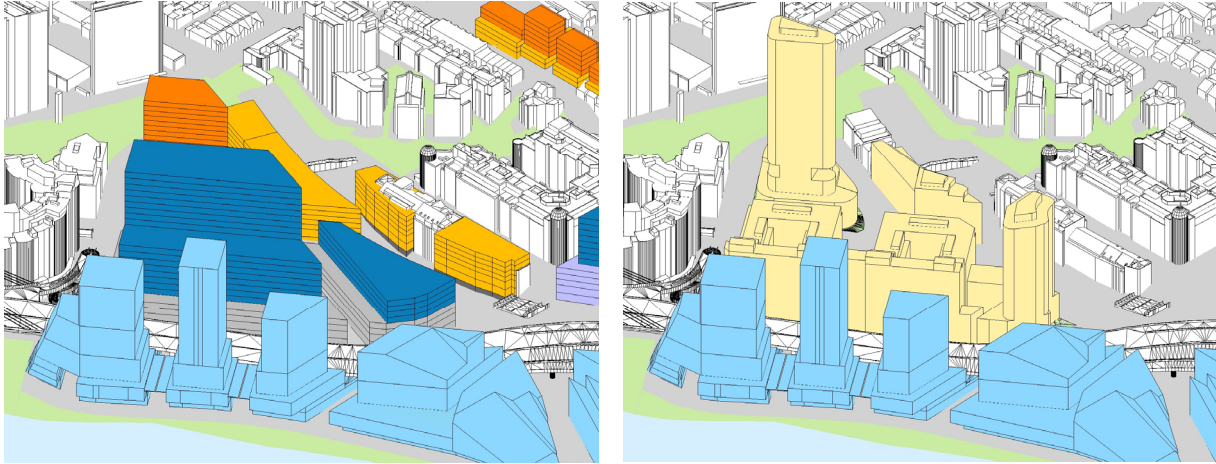


Figure 100 – comparison of Department of Planning's initial study and City of Sydney's study for 14 Quarry Master Drive

Table 26 – Department of Planning's initial study for 14 Quarry Master Drive

	Department of Planning's initial study	City of Sydney's study
Gross floor area	12,166 sqm	7,409 sqm
Floor space ratio	7.0	3.88 + DesEx
Height of building	35m	35m
Height in storeys	8 (<i>HiS not specified</i>)	10
Deep soil	7.5% (<i>DS not specified</i>)	15%

Existing controls

14 Quarry Master Drive is currently occupied by an eight-storey residential building, with a small retail use on the corner of Saunders Street and Quarry Master Drive. The building is generally built to the street frontages, with minor setbacks and areas of articulation, there is an approximately three metre setback to the light rail corridor. The existing controls and layout of the site can be seen in Table 27 and Figure 101, respectively.

Table 27 – existing building and existing planning controls for 14 Quarry Master Drive

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Residential</i>	R1 – GR
Floor space ratio	<i>TBC</i>	3.5
Height of building	<i>26.5m</i>	27m
Height in storeys	8	8
Deep soil	<i>TBC</i>	10%

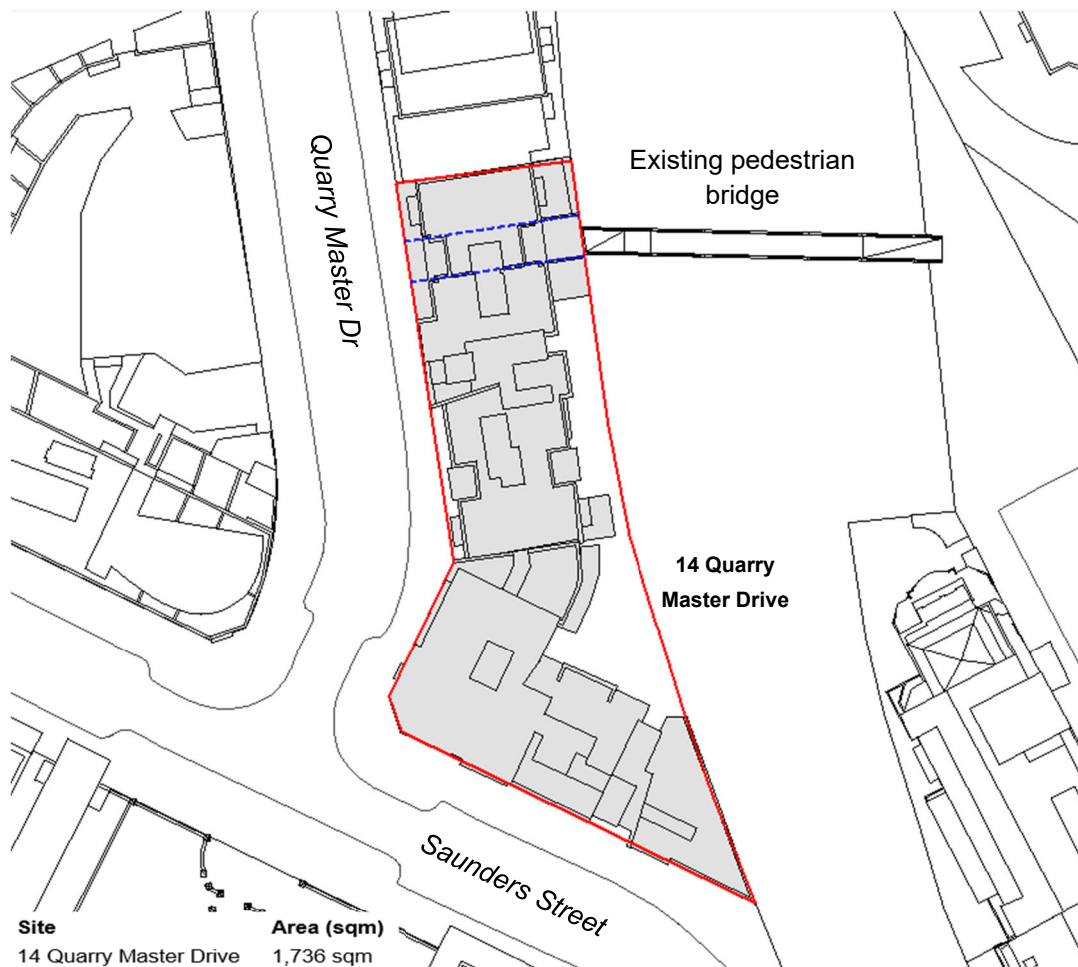


Figure 101 – existing site plan for 14 Quarry Master Drive

Urban design principles

More deep soil for **more trees** and cool green spaces –

The building envelope is setback three metres from the light rail corridor; a larger setback on the corner of Quarry Master Drive and Saunders Street; and a wider, open to the sky, connection to the bridge over the light rail line; with deep soil areas that will accommodate additional street tree canopy and plantings.

More public space for more people – streets and open spaces –

The setback on the corner of Quarry Master Drive and Saunders Street; and the wider, open to the sky, connection to the bridge over the light rail line open to and extends the publicly accessible areas of the locale.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 102).

Reinforce **'street wall' form** of most buildings –

Along with the street setback, the height of the street wall to Quarry Master Drive provides additional sunlight into the street.

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is not exposed to noise being protected by buildings between Saunders and Bank streets from the noise of the Anzac bridge approach.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

The street setbacks have been carefully placed to allow more sunlight and light into the streets, see figure 80, so that more than half the surrounding streets will now receive more than 2 hours sunlight in midwinter.

Maximise development within constraints –

Within the limits set by other urban design principles described above the potential floor area is maximised.

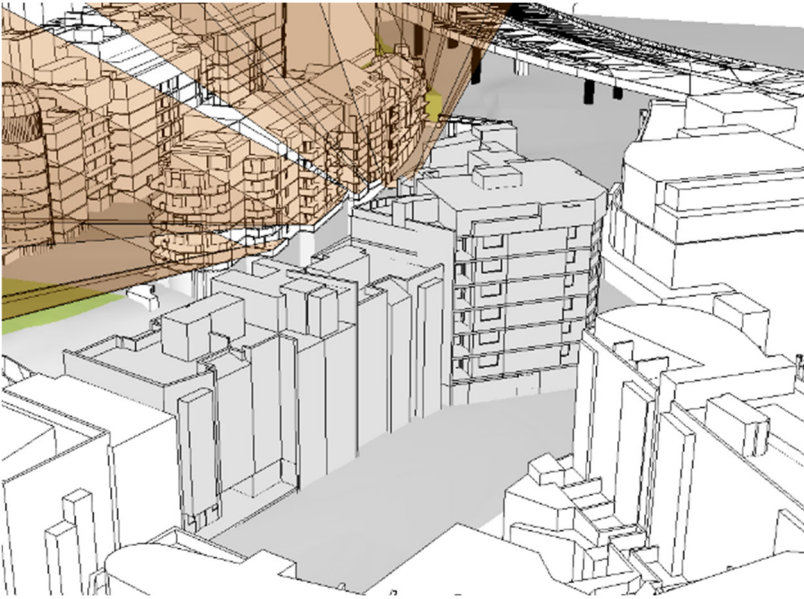


Figure 102 – solar access to adjoining residential properties

Proposed controls

For 14 Quarry Master Drive, the proposed controls are for a residential use, with ground floor retail fronting Saunders Street. There is an FSR of 3.88:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 28 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 103.

Table 28 – proposed planning controls for 14 Quarry Master Drive

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	R1 – GR	Mixed Use
Floor space ratio	<i>TBC</i>	3.5	3.88 + DesEx
Height of building	<i>26.5m</i>	27m	35m
Height in storeys	8	8	10
Deep soil	<i>TBC</i>	10%	15%



Figure 103 – proposed site plan for 14 Quarry Master Drive

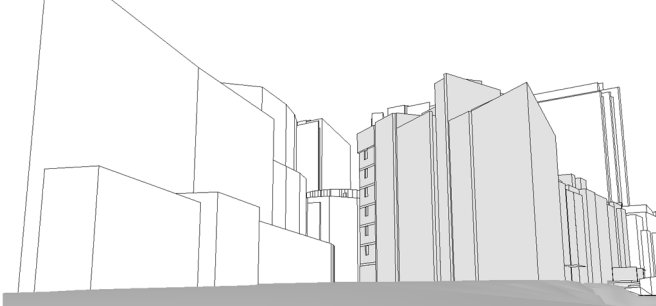
Visualisation



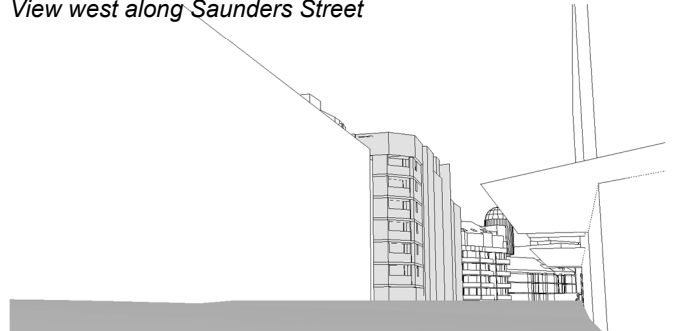
Figure 104 – view locations

Existing

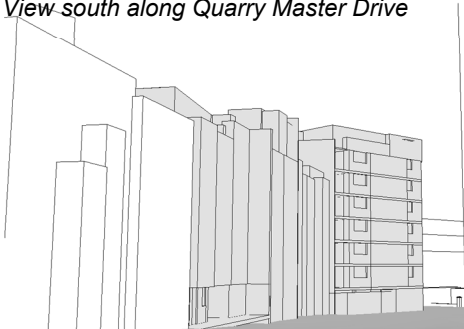
View north along Saunders Street



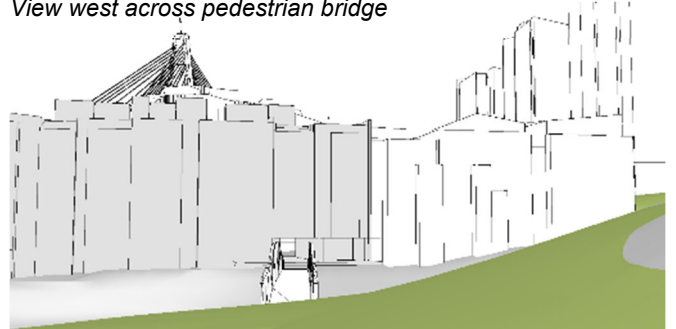
View west along Saunders Street



View south along Quarry Master Drive

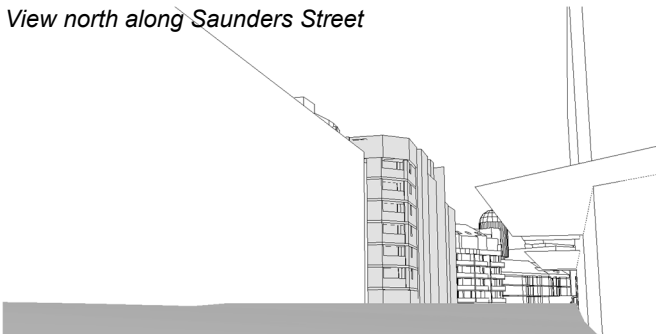


View west across pedestrian bridge

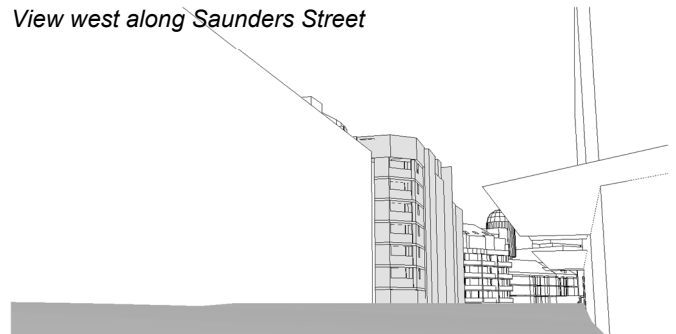


Existing + approved

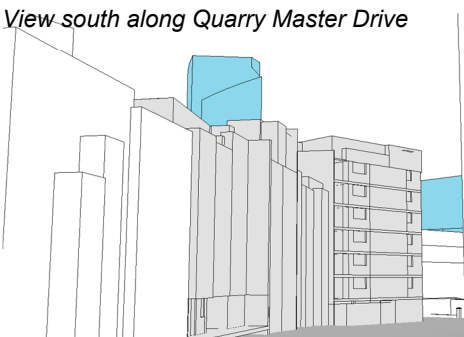
View north along Saunders Street



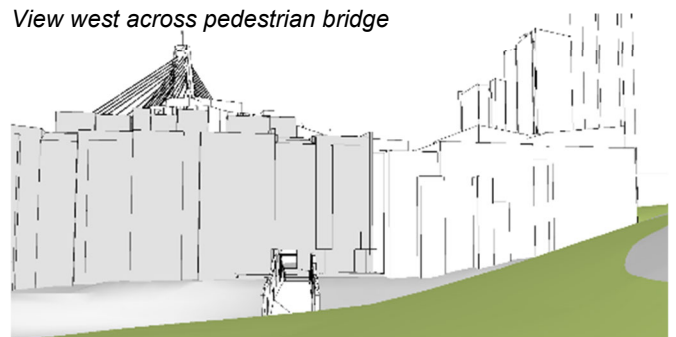
View west along Saunders Street



View south along Quarry Master Drive

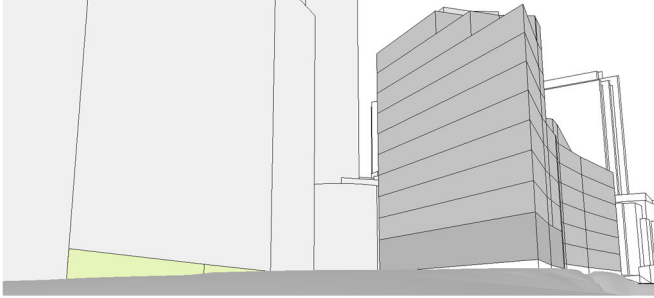


View west across pedestrian bridge

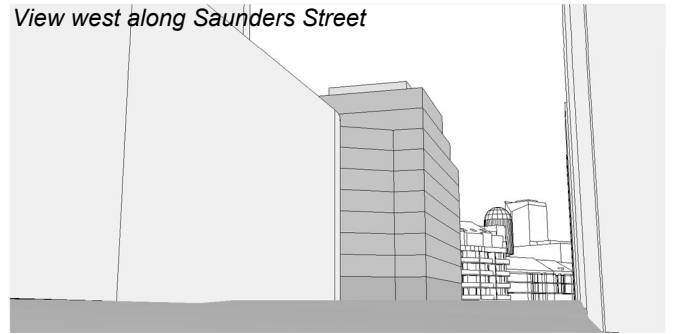


Proposed

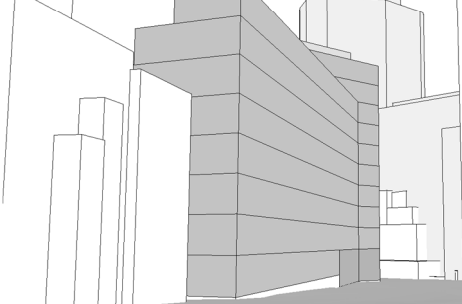
View north along Saunders Street



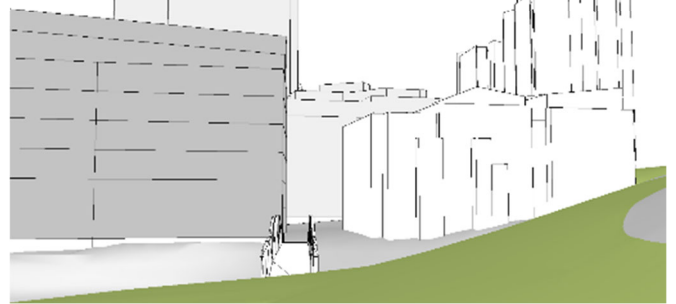
View west along Saunders Street



View south along Quarry Master Drive



View west across pedestrian bridge

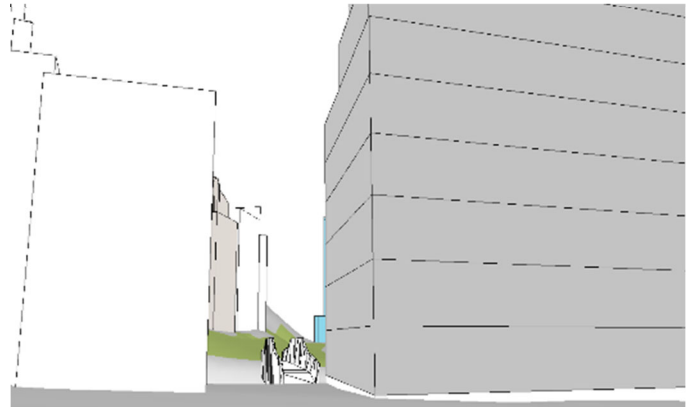


Proposed connection to light rail overbridge

Existing view east from Quarry Master Drive (35mm)



Proposed view east from Quarry Master Drive (35mm)



80-84 Harris Street

Overview

80-84 Harris Street ((Lot D DP 50010; Lot 1 DP 131342; and Lot 31 DP 1109942, Lots 1-10 SP 79258) are three adjoining sites located towards the northern end of Harris Street, in close proximity to the John Street Square light rail station (refer Figure 105 and Figure 106).



Figure 105 – location plan of 80-84 Harris Street



Figure 106 – oblique aerial of 80-84 Harris Street

Background

80-84 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 80-84 Harris Street was identified as a site capable of change.

Existing controls

80-84 Harris is currently occupied by three separate buildings. 80 Harris Street and 82 Harris Street both contain heritage listed two-storey commercial buildings, occupied by retail and commercial uses. 84 Harris Street contains a four-storey residential building with a ground floor retail tenancy, held in a strata. These controls and the layout and position of the site can be seen in Table 29 and Figure 107, respectively.

Table 29 – existing building and existing planning controls for 80-84 Harris Street

	Existing building	Existing controls
Land use & zoning	<i>Commercial & Residential</i>	<i>MU1 – MU</i>
Floor space ratio	<i>2.13 approx.</i>	<i>1.25</i>
Height of building	<i>15m</i>	<i>9m</i>
Height in storeys	<i>4^</i>	<i>2</i>
Deep soil	<i>TBC</i>	<i>10%</i>



Figure 107 – existing site plan for 80-84 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear courtyard provides for a substantial piece of deep soil suitable for tree planting that will add shade to the interior of the block.

More public space for more people – streets and open spaces –

The conservation of heritage significant buildings and their street wall setting means that additional publicly accessible open space is not possible on this site.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 108).

Reinforce '**street wall**' **form** of most buildings –

The Harris Street street wall is maintained with the conserved and new buildings. The rear taller building is well setback from the street wall.

Conserve **heritage** values –

The buildings at 80 and 92 Harris Street are conserved. The new building at 84 Harris Street aligns with the existing heritage buildings to appropriate to their setting.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is not exposed to noise.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

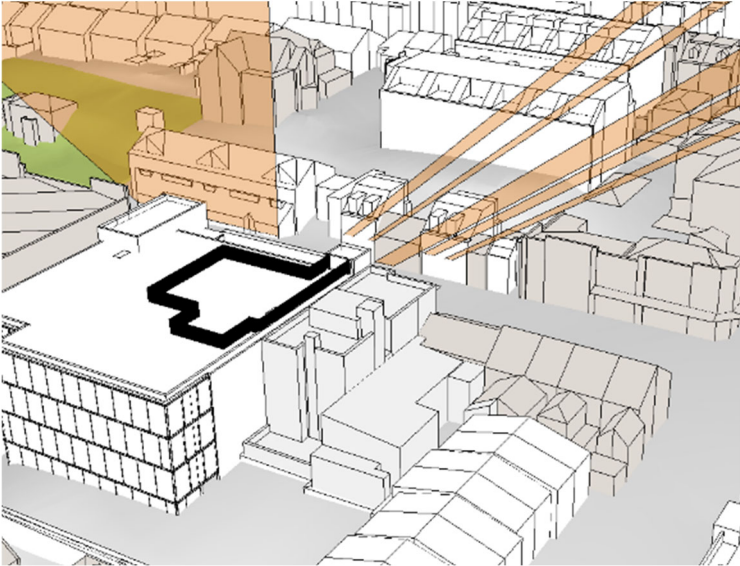


Figure 108 – solar access to adjoining residential properties

Proposed controls

For 80-84 Harris Street, the proposed controls are for a residential uses above lower-level retail and commercial uses with an FSR of 3.0:1; a height limit of 32 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 30 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 109.

Table 30 – proposed planning controls for 80-84 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Comm & Residential</i>	<i>MU1 – MU</i>	<i>Mixed use</i>
Floor space ratio	<i>2.13 approx.</i>	<i>1.25</i>	<i>3.0</i>
Height of building	<i>15m</i>	<i>9m</i>	<i>32m</i>
Height in storeys	<i>4^</i>	<i>2</i>	<i>8^</i>
Deep soil	<i>TBC</i>	<i>10%</i>	<i>10%</i>



Figure 109 – proposed site plan for 80-84 Harris Street

Visualisation



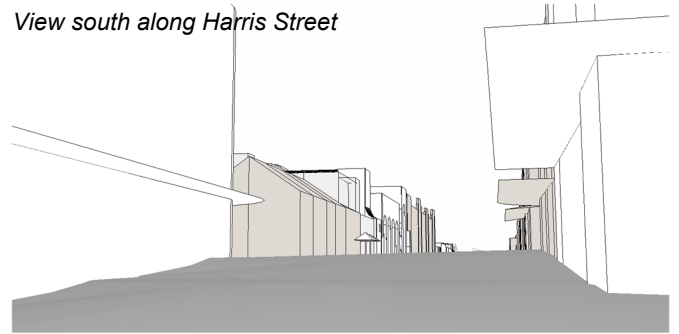
Figure 110 – view locations

Existing

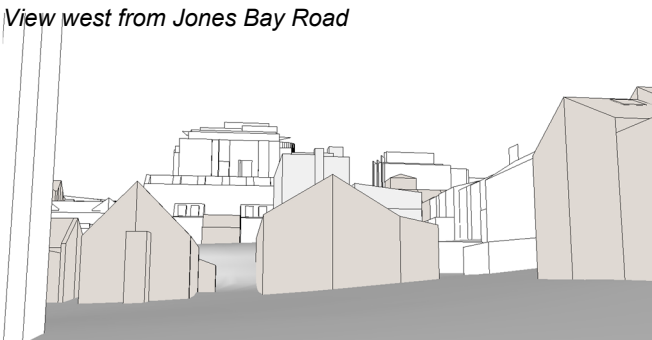
View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street



Existing + approved

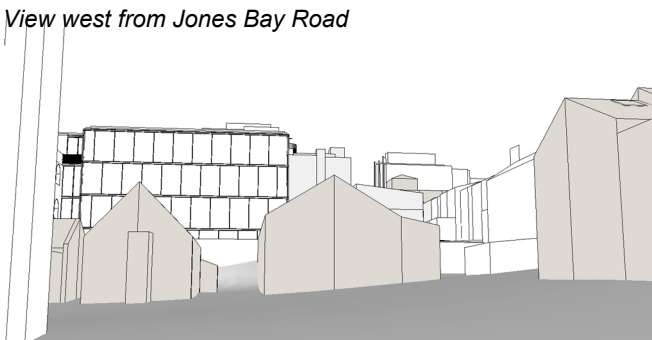
View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street

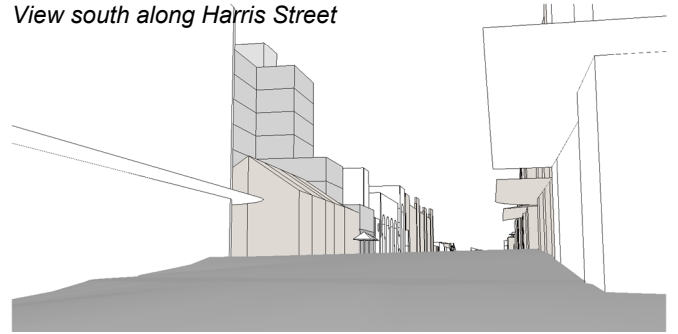


Proposed

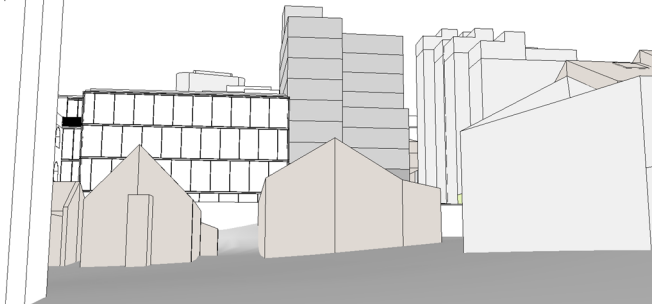
View north along Harris Street



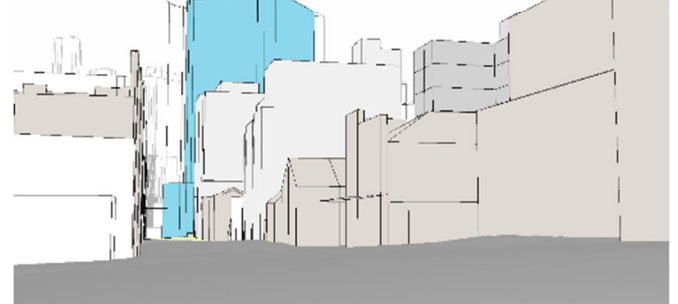
View south along Harris Street



View west from Jones Bay Road



View east along John Street



79-93 John Street

Overview

79-93 John Street contain eight separate lots on the southern side of John Street, between Harris Street and Pymont Street, as follows:

- 79 John Street (Lot 11 DP 1007905)
- 81 John Street (Lot 10 DP 1007905)
- 83 John Street (Lot 1 DP 611040)
- 85 John Street (Lot 301 DP 232783)
- 87 John Street (Lot 1 DP 567806)
- 89 John Street (Lot 21 DP 1123226)
- 91 John Street (Lot 22 DP 1123226)
- 93 John Street (Lot 23 DP 1123226)

The location and existing buildings can be seen in Figure 111 and Figure 112 below.



Figure 111 – location plan of 79-93 John Street



Figure 112 – oblique aerial of 79-93 John Street

Background

79-93 John Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 79-93 John Street was identified as a site capable of change.

Existing controls

79-93 John Street are currently occupied by eight terrace houses, formed in pairs of two. Each terrace was originally two storeys, however at least one has added a third level through an attic conversion. The existing site controls can be seen in Table 31 below, while the layout and position of the buildings can be seen in Figure 113.

Table 31 – existing building and existing planning controls for 79-93 John Street

	Existing building	Existing controls
79-81 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.15	1.25
Height of building	8m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
83-85 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	8m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
87-89 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	9m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
91-93 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	9m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.



Figure 113 – existing site plan for 79-93 John Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The small lots contain appropriately sized deep soil gardens at their rears and where there is existing substantial street trees setbacks protect their canopy and contain deep soil for additional planting.

More public space for more people – streets and open spaces –

The small lot frontage and setbacks mean that there is no opportunity to provide publicly accessible open space on these sites.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 114).

Reinforce '**street wall**' form of most buildings –

The buildings combine to form a street wall similar in height to the buildings opposite on John Street.

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

The sites are not exposed to winds as it is protected by surrounding development.

The sites are not exposed to noise.

Match **land use** to place –

The residential use is maintained on these sites.

Consider **views** to and from public places -

The site is not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

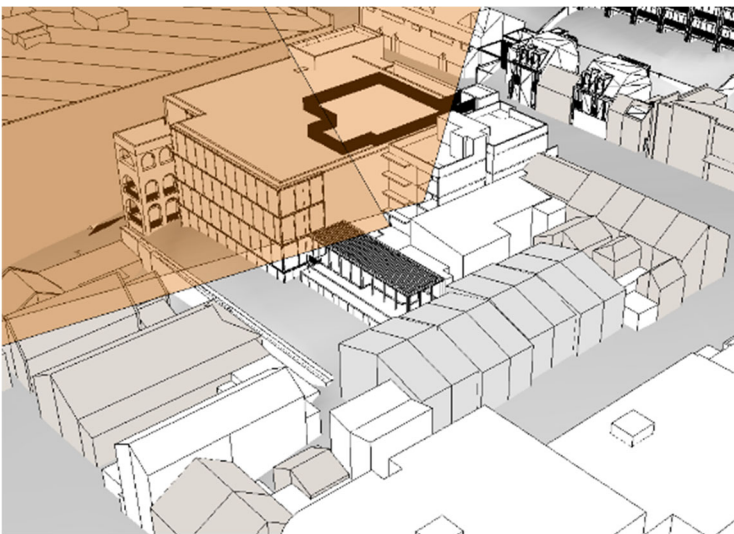


Figure 114 – solar access to adjoining residential properties

Proposed controls

For 79-93 John Street, the proposed controls are for residential uses, with ground floor retail uses to John Street for 79-81 and 83-85 John Street. As shown Table 32, a different FSR and height has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 115

Table 32 – proposed planning controls for 79-93 John Street

	<i>Existing building</i>	Existing controls	Proposed controls
79-81 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Mixed use
Floor space ratio	1.15	1.25	3.04
Height of building	8m	9m	28m
Height in storeys	2	2	7
Deep soil	-	16m ² min.	15%
83-85 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Mixed use
Floor space ratio	1.03	1.25	2.71
Height of building	8m	9m	25m
Height in storeys	2	2	6
Deep soil	-	16m ² min.	15%
87-89 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Residential
Floor space ratio	1.03	1.25	2.52
Height of building	9m	9m	25m
Height in storeys	2	2	6
Deep soil	-	16m ² min.	15%
91-93 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Residential
Floor space ratio	1.03	1.25	2.02
Height of building	9m	9m	22
Height in storeys	2	2	5
Deep soil	-	16m ² min.	15%



NOTE: 87-89 John Street currently have the same owner

Figure 115 – proposed site plan for 79-93 John Street

Visualisation



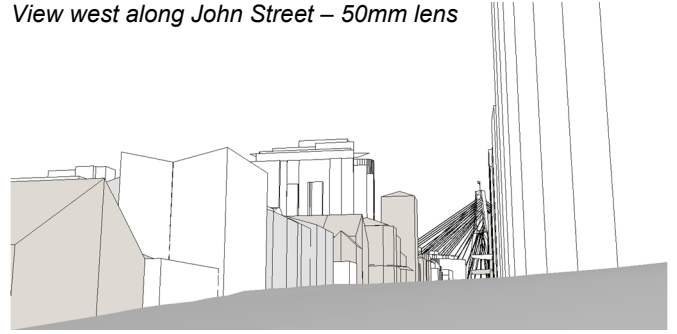
Figure 116 – view locations

Existing

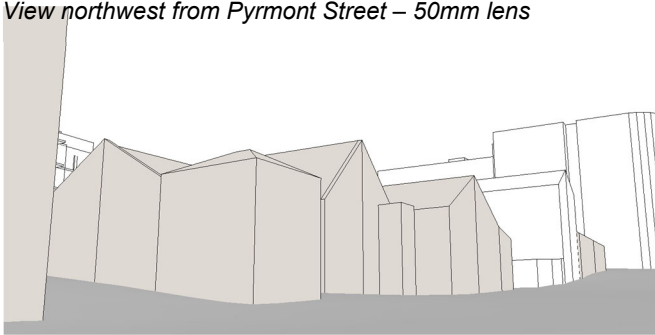
View east along John Street – 50mm lens



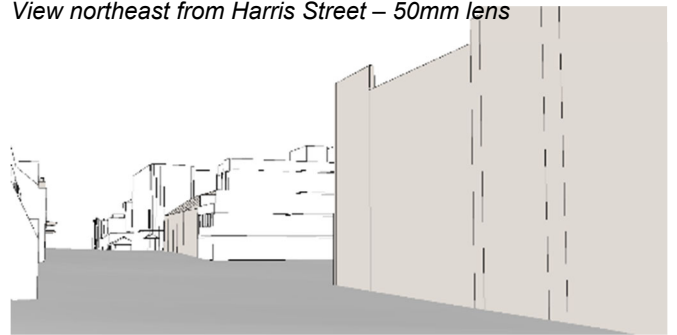
View west along John Street – 50mm lens



View northwest from Pymont Street – 50mm lens



View northeast from Harris Street – 50mm lens



Existing + approved

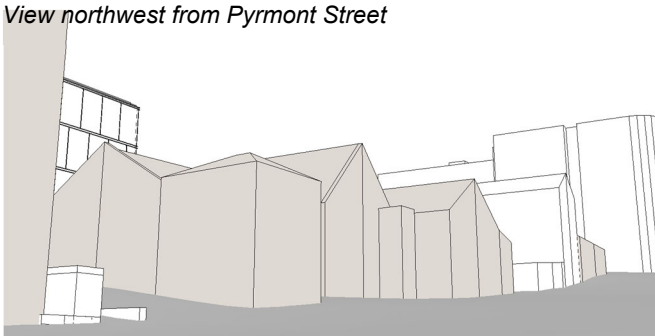
View east along John Street



View west along John Street



View northwest from Pymont Street



View northeast from Harris Street



Proposed

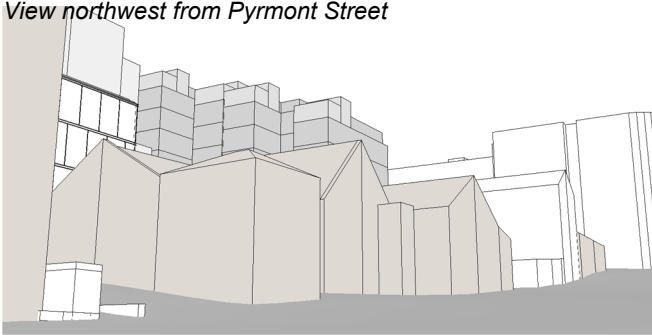
View east along John Street



View west along John Street



View northwest from Pymont Street



View northeast from Harris Street



12 Pymont Street

Overview

12 Pymont Street (Lot 1 – 8 DP 1118495, and Lot 1 – 7 DP 4520) is located on the northern side of the junction of Pymont Street and Jones Bay Road. The site contains frontages to both streets, however, excludes the smaller corner sites which contain three heritage-listed terrace houses (refer Figure 118 and Figure 118).



Figure 117 – location plan of 12 Pymont Street

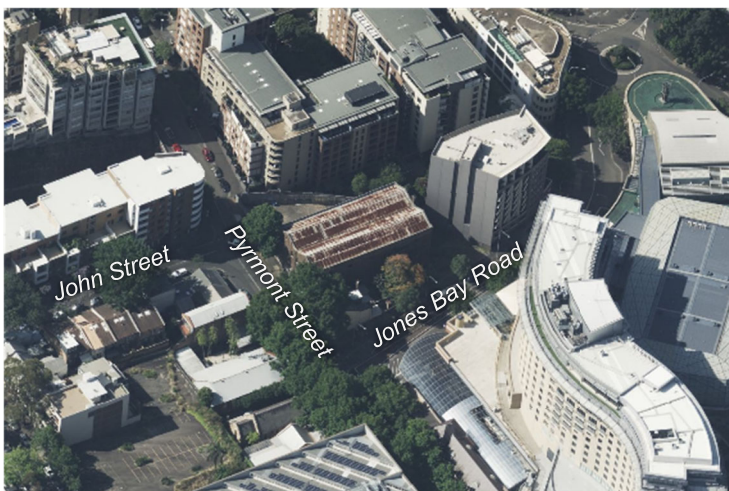


Figure 118 – oblique aerial of 12 Pymont Street

Background

12 Pymont Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 12 Pymont Street was identified as a site capable of change.

Existing controls

12 Pymont Street is currently occupied by the heritage listed 'Slades Building'; a three storey Federation style warehouse. The building (predating the current site configuration), fronts Pymont Street with no setback, with two irregular parcels of land to its north along Pymont Street and south along Jones Bay Road. The building is presently vacant and in very poor condition. The existing controls and the layout and position of the site can be seen in Table 33 and Figure 119 respectively.

Table 33 – existing building and existing planning controls for 12 Pymont Street

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Unoccupied</i>	B3 – CC
Floor space ratio	<i>0</i>	1.75
Height of building	<i>17m</i>	22m
Height in storeys	<i>3</i>	-
Deep soil	<i>N/A</i>	10%



Figure 119 – existing site plan for 12 Pymont Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

An existing large tree near Jones Bay Road has a canopy that extends over the site and will be preserved with deep soil under it for additional planting (refer Figure 122). The John Street view corridor is maintained as deep soil and is available for tree planting.

More public space for more people – streets and open spaces –

The view corridor is publicly accessible open space extending the public space of John Street into the site, allowing for tree planting and the site for future heritage interpretation.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan

Reinforce '**street wall**' form of most buildings –

The height of the building along street wall along Jones Bay Road responds to and extends the existing street wall.

Conserve **heritage** values –

The existing heritage significant building on the site is conserved and carefully built up to and above by new construction, its walls becoming a feature of the new interiors. Its form and material construction remain visible from the surrounding streets. The new building sits back from the street over the existing building in geometrical alignment with it.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

The John Street view corridor extends through the site north of the heritage significant building. This area of the site was formerly part of John Street, and the maintenance of the view corridor assists the interpretation of the heritage building as a corner building as it was when originally constructed. Residential apartments north of the site are designed with the view corridor in place and have taken advantage of outlook and light from it based on the reasonable expectation that the view corridor will be maintained (refer Figure 120 and Figure 121). The view corridor opens up views from Darling Island to the Anzac Bridge and along John Street towards the harbour and city beyond.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

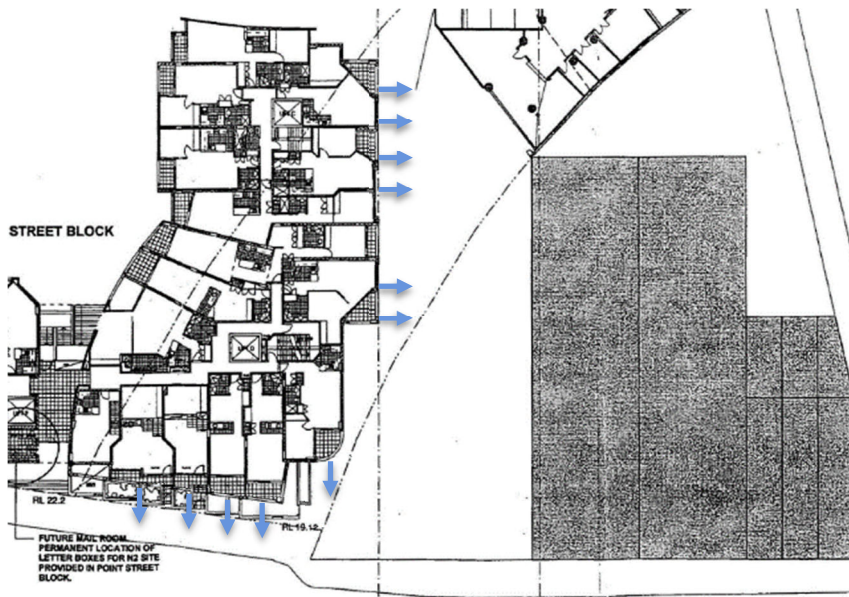


Figure 120 – Watermark Apartments at 26-28 Point Street are oriented towards the view corridor and Point Street (Source: P2001/00306 - CS237006)



Figure 121 – Watermark Apartments, overlooking the view corridor (source: Google StreetView)



Figure 122 – Established tree at 16 Pymont Street (source: Google StreetView)

Proposed controls

For 12 Pymont Street, the proposed controls are for a commercial use with an FSR of 3.50:1 with a Design Excellence clause; a height limit of 52 metres and 11 storeys; and a deep soil requirement for at least 20% of the site, as shown in Table 34 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 123, Figure 124 and Figure 125.

Table 34 – proposed planning controls for 12 Pymont Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Unoccupied</i>	B3 – CC	Commercial
Floor space ratio	0	1.75	3.50 + DesEx
Height of building	17m	22m	52m
Height in storeys	3	-	11^
Deep soil	<i>TBC</i>	10%	Min. 20%



Figure 123 – proposed site plan for 12 Pymont Street

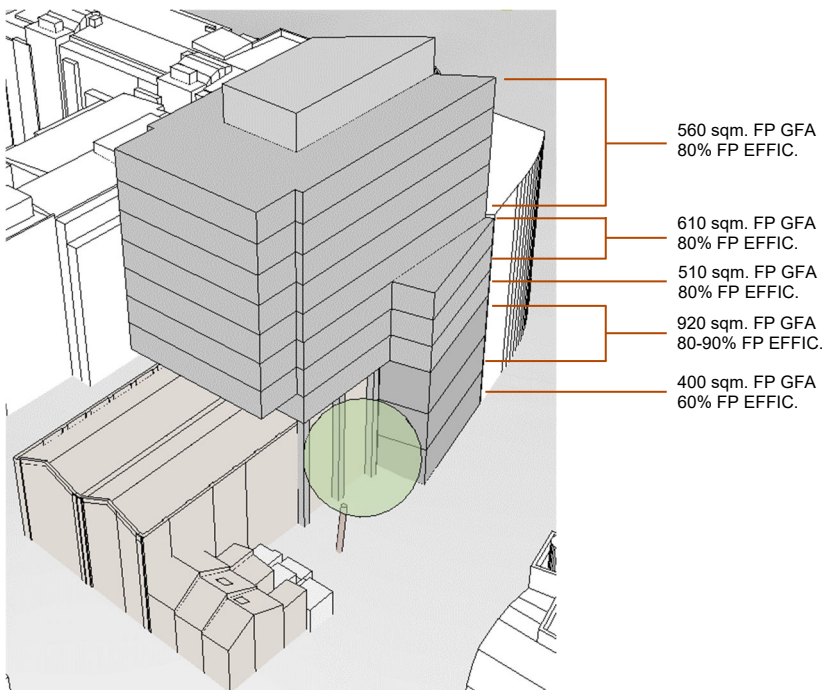


Figure 124 – floorplate diagram for 12 Pymont Street

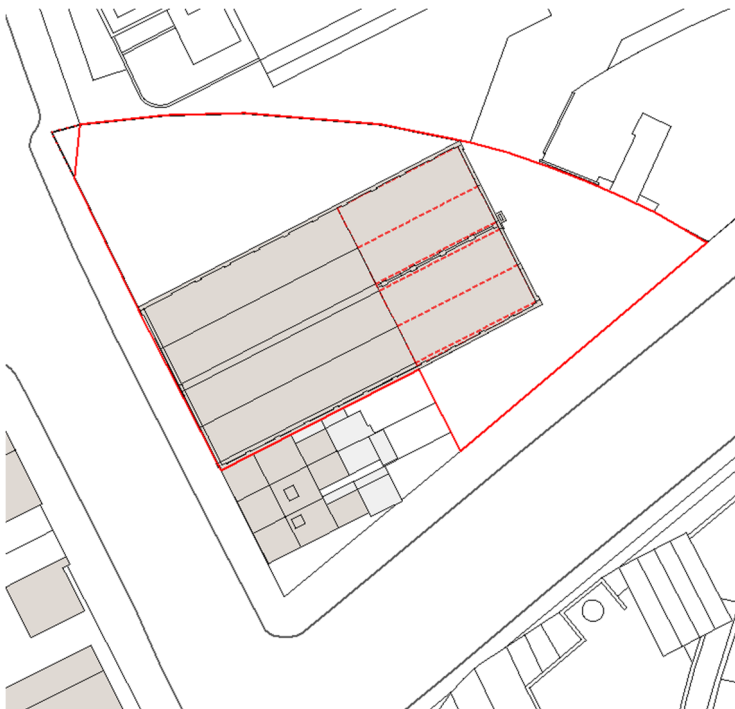


Figure 125 – demolition plan for 12 Pymont Street

Visualisation

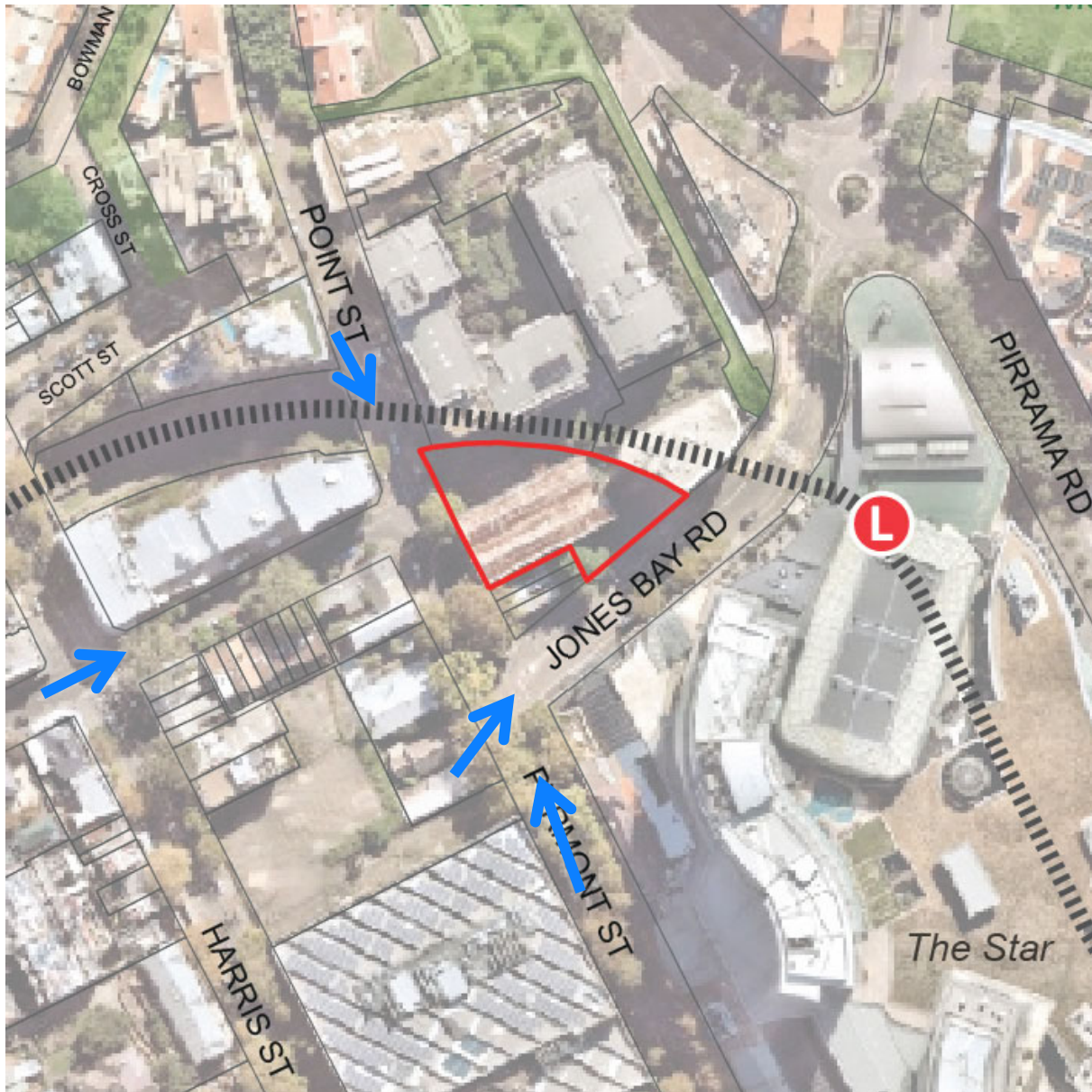
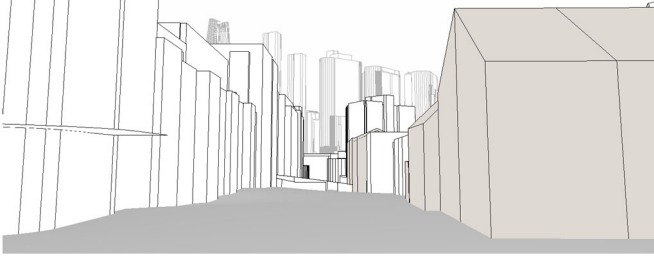


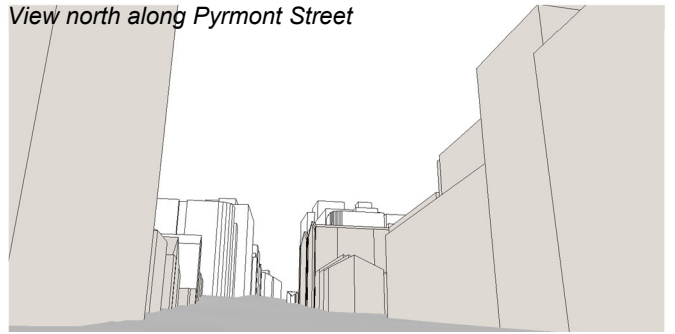
Figure 126 – view locations

Existing

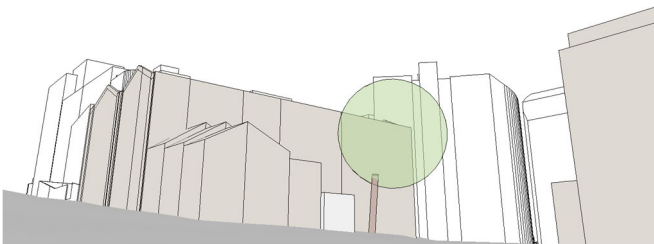
View east along John Street from Harris Street



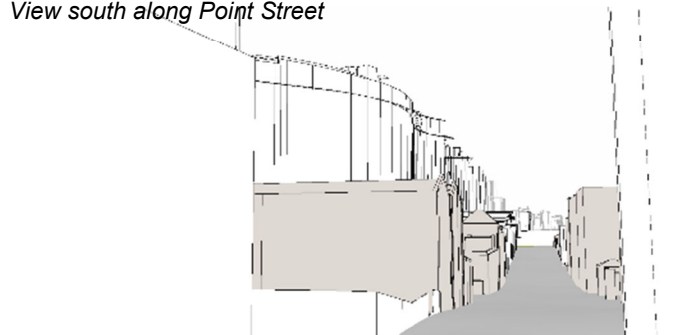
View north along Pymont Street



View east along Jones Bay Road

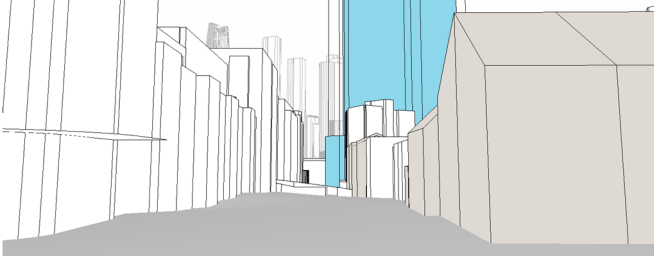


View south along Point Street

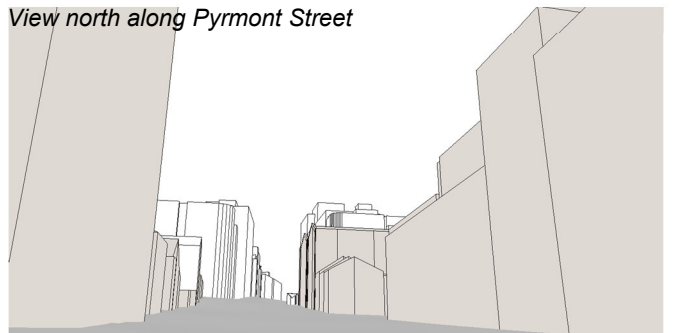


Existing + approved

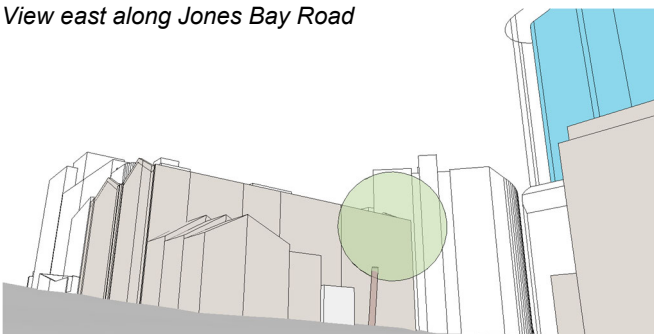
View east along John Street from Harris Street



View north along Pymont Street



View east along Jones Bay Road



View south along Point Street

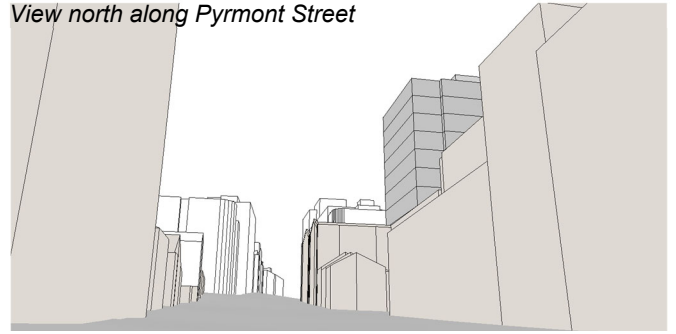


Proposed

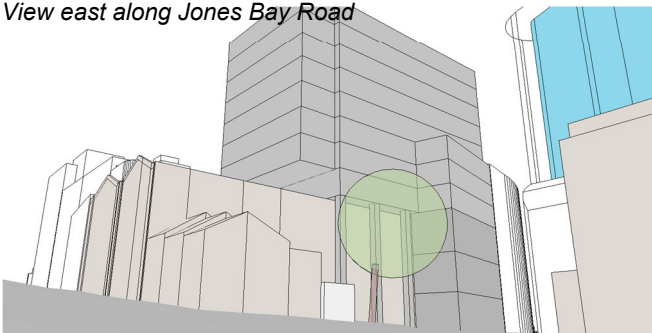
View east along John Street from Harris Street



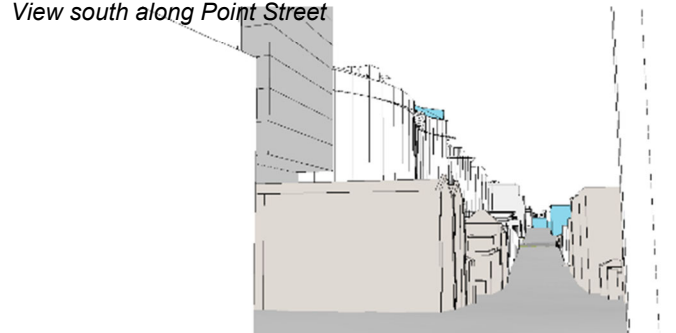
View north along Pyrmont Street



View east along Jones Bay Road



View south along Point Street



48 Pirrama Road

Overview

48 Pirrama Road (Lot 1012 DP 1145894) is located adjacent to the Star Casino, at the southern end of Darling Island. The site fronts (clockwise) Darling Island Road to the west, Trouton Place to the north, the Pyrmont Bay foreshore walk to the east and Pirrama Road to the south (refer Figure 127 and Figure 128).

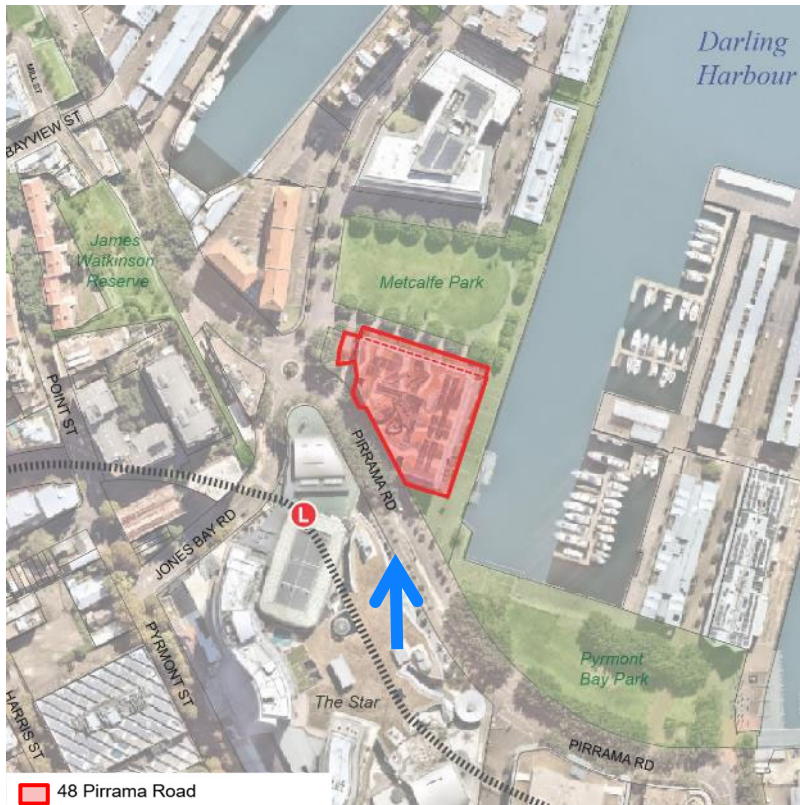


Figure 127 – location plan of 48 Pirrama Road



Figure 128 – oblique aerial of 48 Pirrama Road

Background

48 Pirrama Road was included in the Department of Planning's initial study. In this review it was given an FSR of 5.5:1 and a height of 60m, as shown in Figure 129. The study did not allow for an atrium or courtyard needed by deep floorplate buildings and did not consider the effects of the John Street view corridor on the site. The associated controls can be seen in Table 35 below.

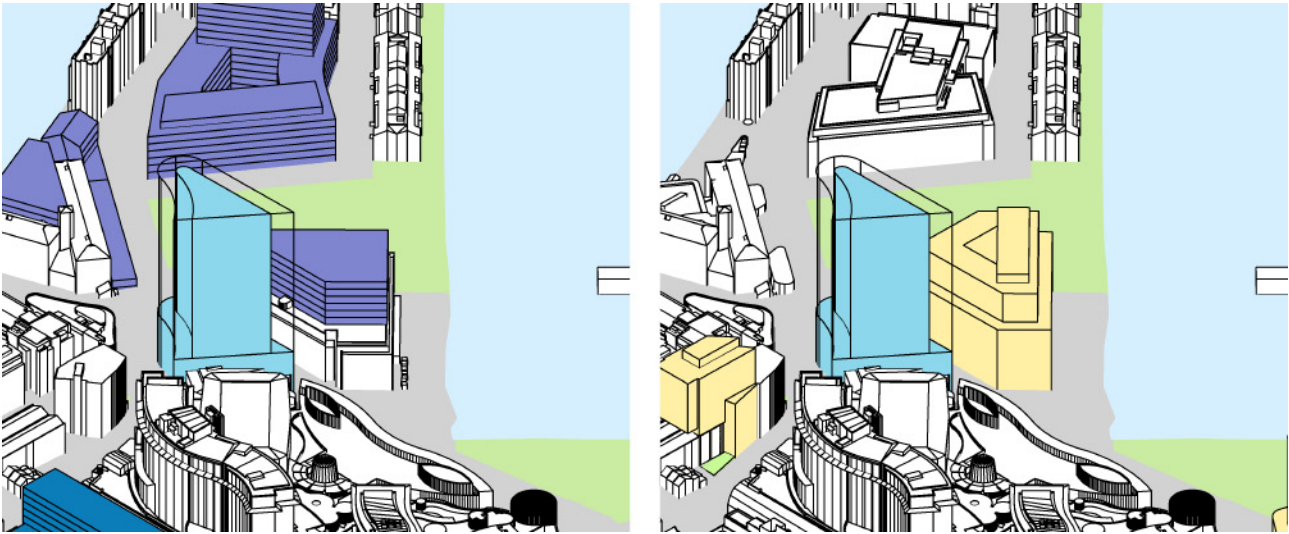


Figure 129 – comparison of Department of Planning's initial study and City of Sydney's study for 48 Pirrama Road

Table 35 – Department of Planning's initial study for 48 Pirrama Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	28,506 sqm	28,066 sqm
Floor space ratio	5.5	4.5 + DesEx
Height of building	60 m	52 m
Height in storeys	12 (<i>HiS not specified</i>)	12 [^]
Deep soil	0%	15%

Existing controls

48 Pirrama Road is currently occupied by six storey commercial building. The building is built to the Pirrama Road frontage, and the easement line of the Trouton Place frontage, with setbacks to the Pymont Bay foreshore walk and small entry plaza at the southeast corner of the site. These controls, along with the layout and position of the site can be seen in Table 36 and Figure 130, respectively.

Table 36 – existing building and existing planning controls for 48 Pirrama Road

	Existing building	Existing controls
Land use & zoning	<i>Commercial</i>	<i>B3 – CC</i>
Floor space ratio	<i>3.66 approx.</i>	<i>4.5</i>
Height of building	<i>27m</i>	<i>24m</i>
Height in storeys	<i>6^</i>	<i>5^</i>
Deep soil	<i>0%</i>	<i>10%</i>

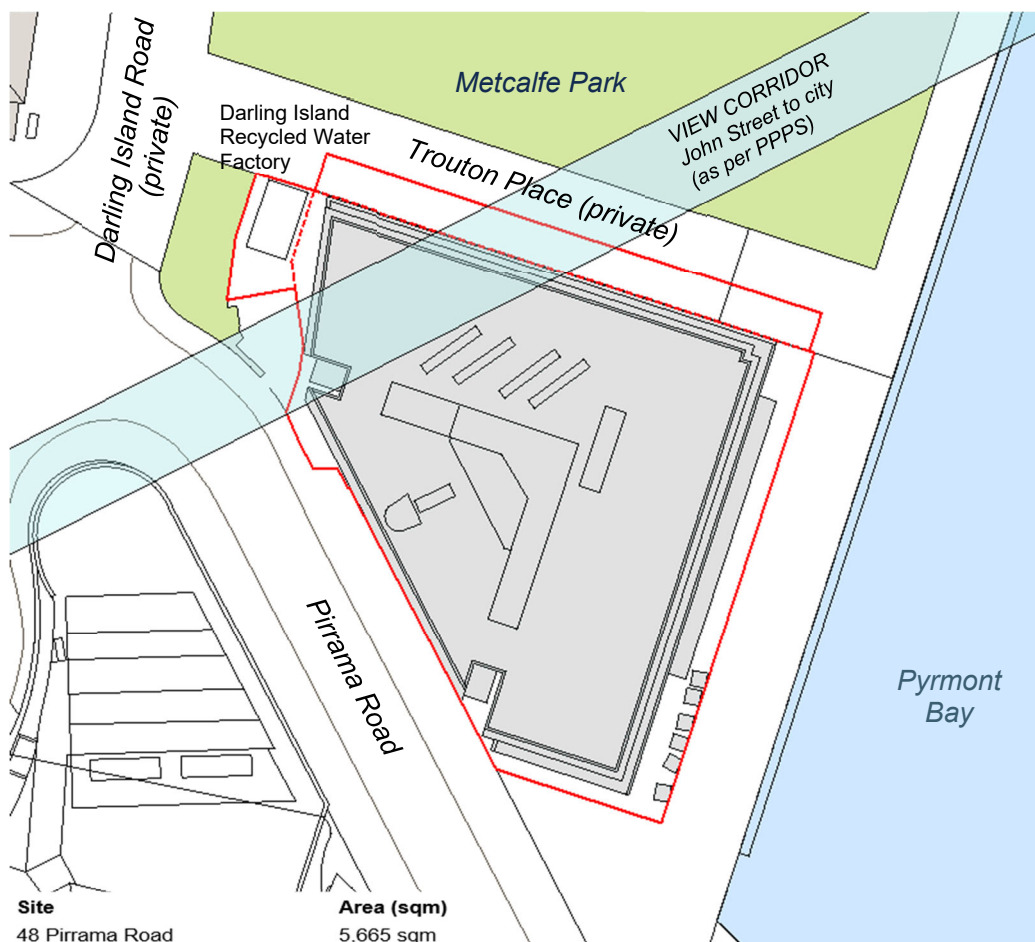


Figure 130 – existing site plan for 48 Pirrama Road

Urban design principles

More deep soil for **more trees** and cool green spaces –

The John Street view corridor is a deep soil extension to Metcalfe Park increasing the local tree planting.

More public space for more people – streets and open spaces –

The John Street view corridor is a publicly accessible open space addition to Metcalfe Park connecting it to and opening up views from Pirrama Road. The colonnade along its south side provides a weather protected open to sunlight space for outdoor dining overlooking the new park extension.

Minimise overshadowing of existing residential properties –

Additional overshadowing to nearby Pyrmont Bay and Metcalfe parks is minimised (refer Figure 131 and Figure 132).

Reinforce **'street wall' form** of most buildings –

The height of the building fits comfortably among the existing and proposed street wall height of buildings in the vicinity.

Conserve **heritage** values –

The building envelope is a comfortable fit to the height of nearby heritage items.

Good design for wind and noise –

The site is exposed to winds the relatively low height of the podium should not cause unsafe or uncomfortable winds on the surrounding public spaces, however further study and careful design may be required to ensure this.

The site is exposed to noise from the harbour and adjacent late night entertainment uses, the commercial use ensures that the noisy environment will not cause nuisance.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The John Street view corridor extends through the north of the site. The view corridor opens up views from Darling Island to the Anzac bridge and along John Street towards the harbour and city beyond.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

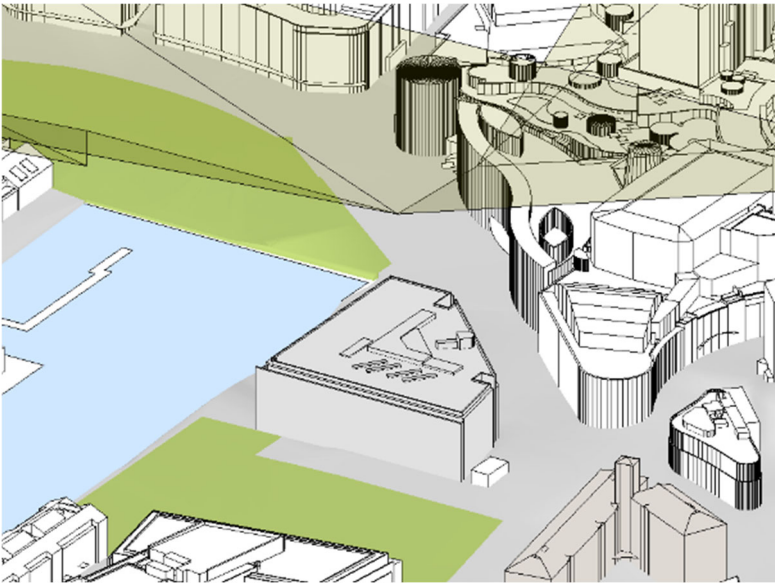


Figure 131 – solar access to Pymont Bay Park

21 June, 9am-3pm

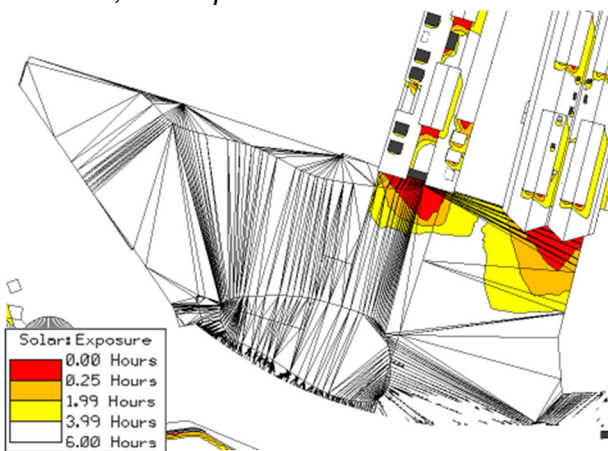


Figure 132 – No reduction in area receiving four or more hours of sunlight in Pymont Bay Park

Proposed controls

For 48 Pirrama Road, the proposed controls are for a commercial use with an FSR of 4.50:1 with a Design Excellence clause; a height limit of 52 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 37 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 133 and Figure 134.

Table 37 – proposed planning controls for 48 Pirrama Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	B3 – CC	Commercial
Floor space ratio	3.66 approx.	4.5	4.5 + Des Ex
Height of building	27m	24m	52m (RL 55)
Height in storeys	6	5	12^
Deep soil	-	10%	15%

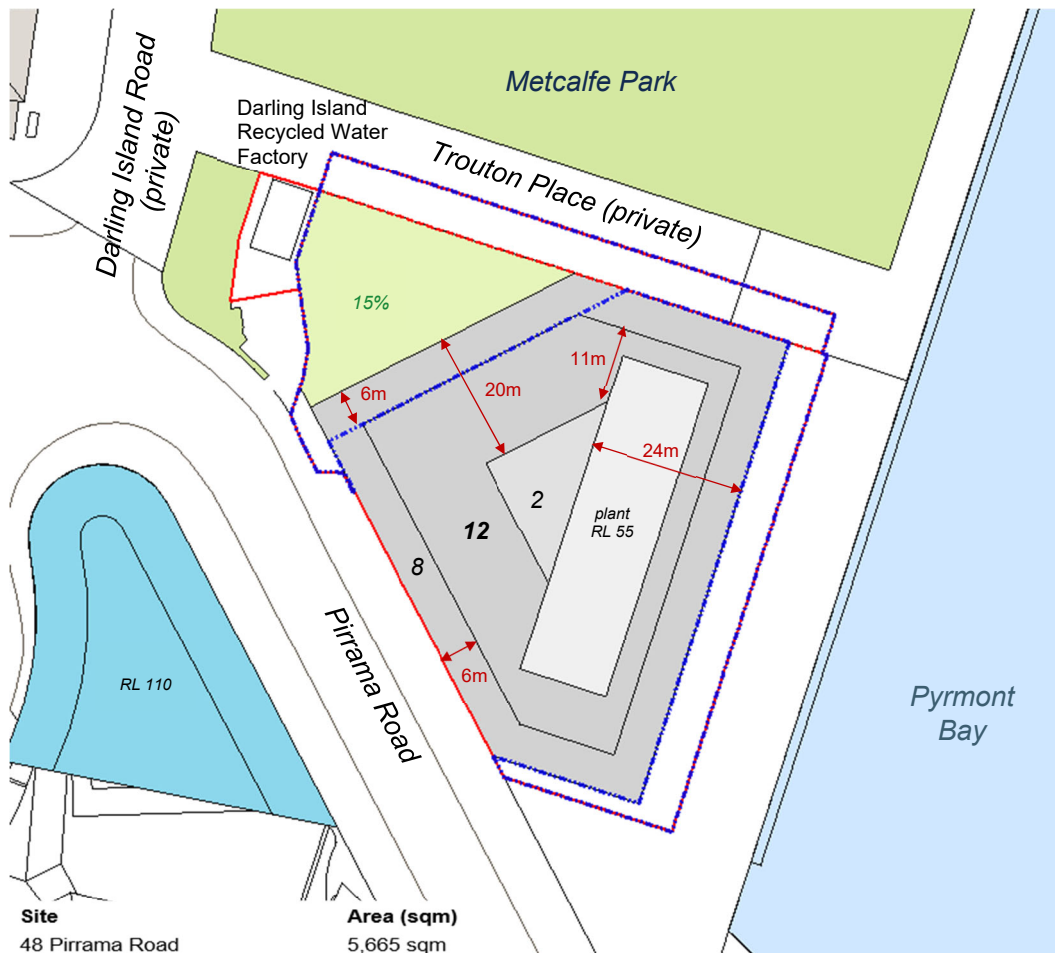


Figure 133 – proposed site plan for 48 Pirrama Road

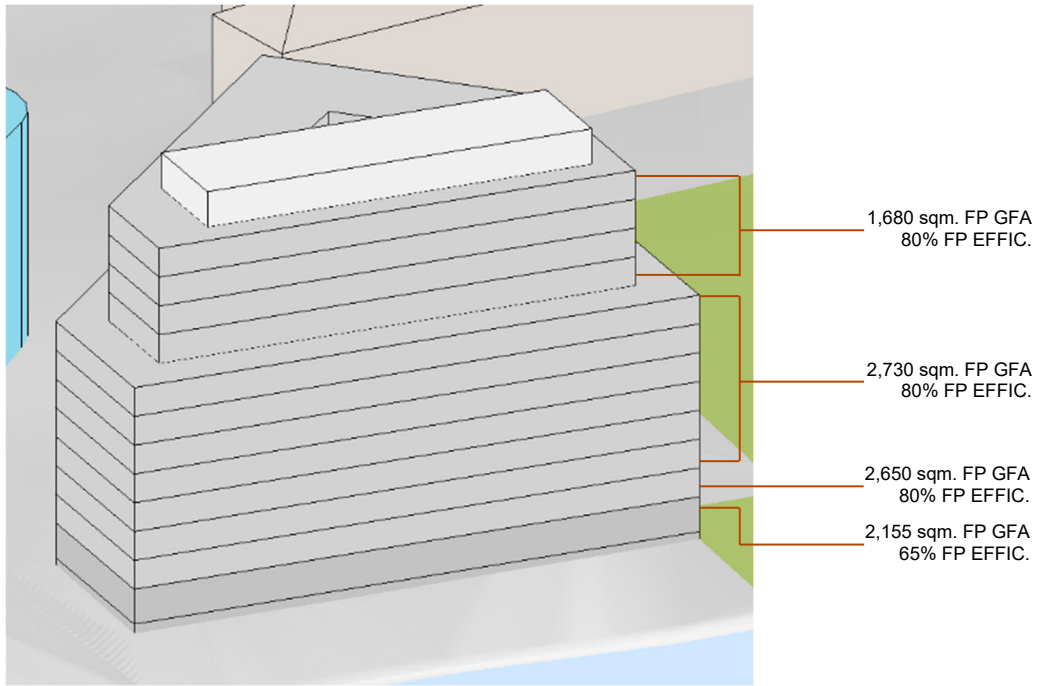


Figure 134 – floorplate diagram for 48 Pirrama Road

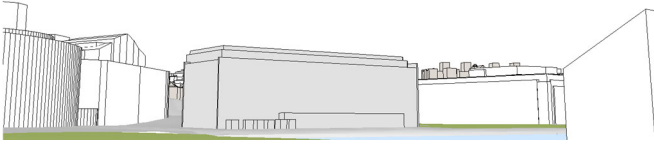
Visualisation



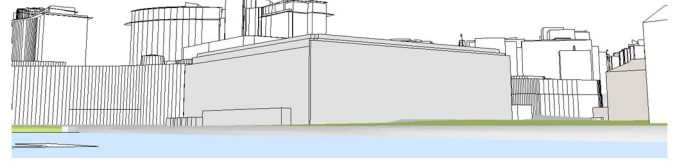
Figure 135 – view locations

Existing

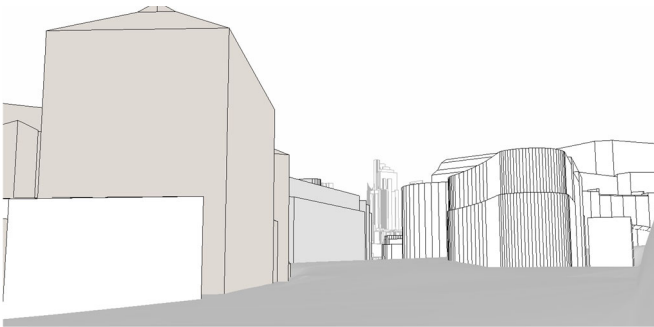
View west from Pyrmont Bay Park



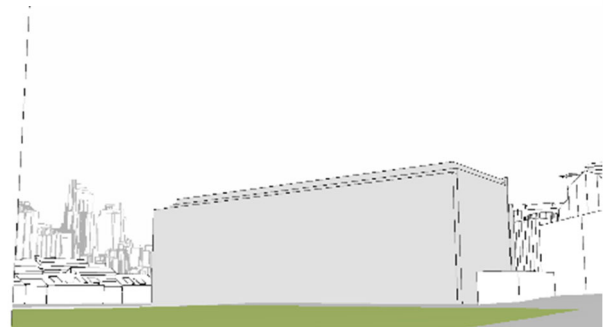
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

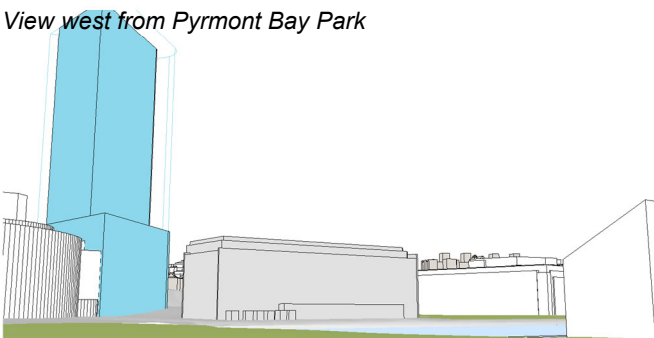


View southeast across Metcalfe Park

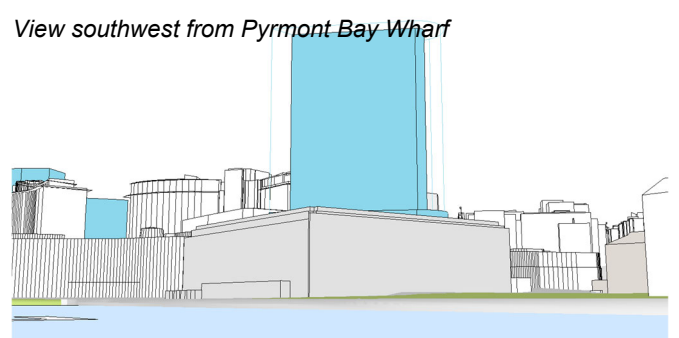


Existing + approved

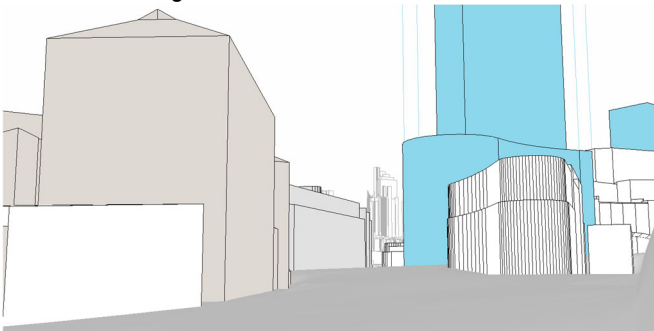
View west from Pyrmont Bay Park



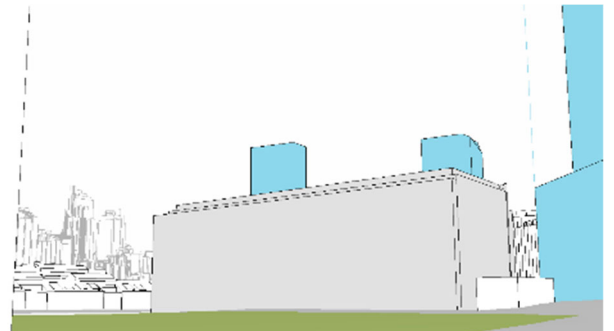
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

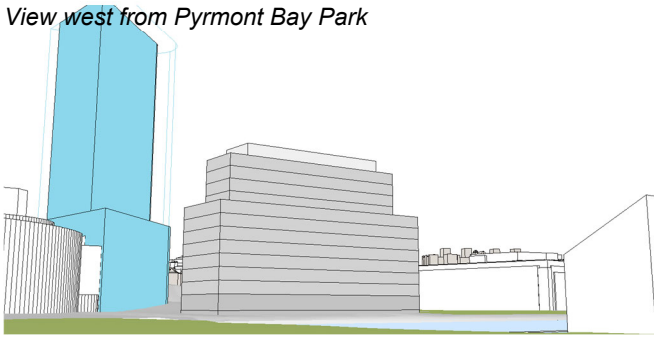


View southeast across Metcalfe Park

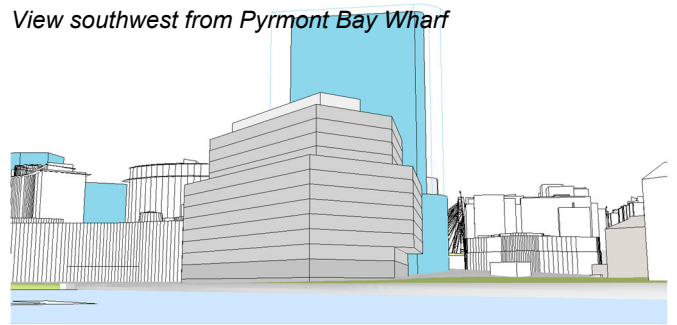


Proposed

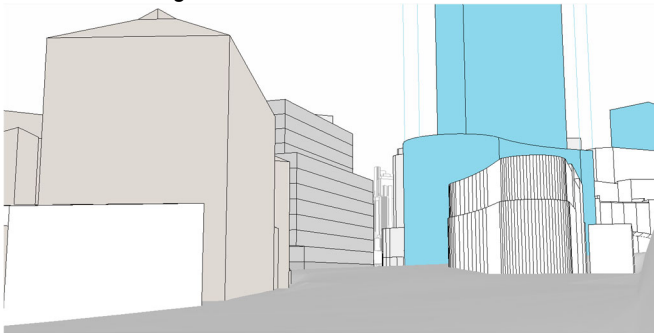
View west from Pyrmont Bay Park



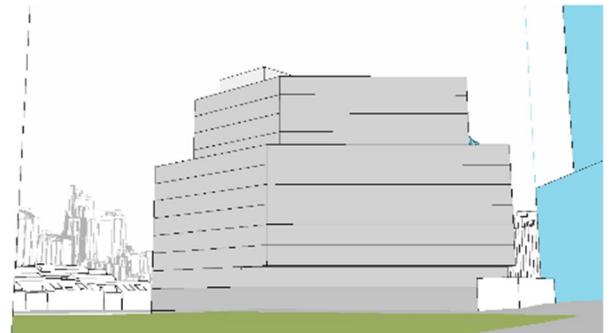
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road



View southeast across Metcalfe Park



100 Harris Street

Overview

100 Harris Street (Lot 100 DP 1219280) is located between Harris Street and Pymont Street, north of Union Square, as can be seen in Figure 136 and Figure 137.



Figure 136 – location plan of 100 Harris Street

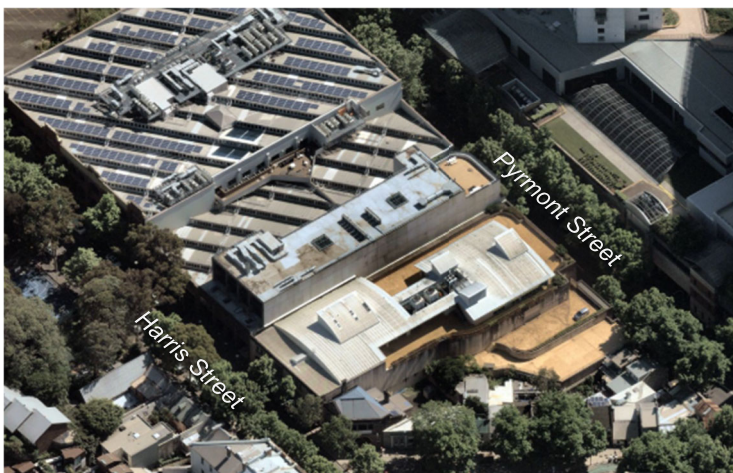


Figure 137 – oblique aerial of 100 Harris Street

Background

100 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1, with heights limits only by the Solar Access Planes defined within the Pyrmont Peninsula Place Strategy, with the initial study indicating a 23-storey building envelope. This form and the associated study figures can be seen in Figure 138 and Table 38 below.

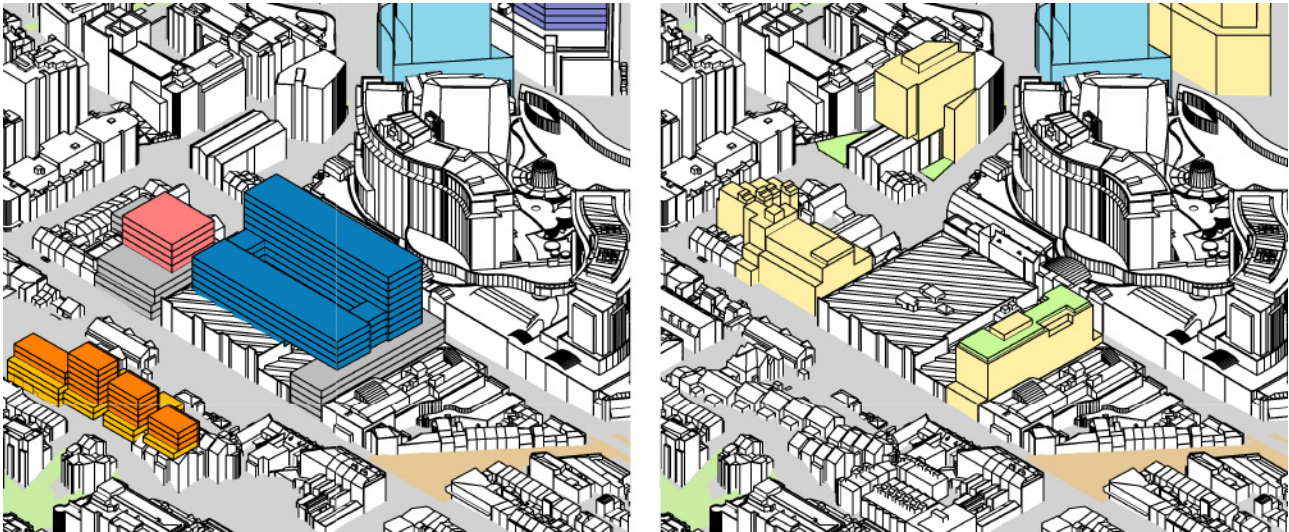


Figure 138 – comparison of Department of Planning's initial study and City of Sydney's study for 100 Harris Street

Table 38 – Department of Planning's initial study for 100 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	42,960 sqm	28,470 sqm (includes 19,295 sqm of heritage listed warehouse)
Floor space ratio	5.50	3.32 + DesEx
Height of building	To Solar Access Planes	39 m
Height in storeys	23 (<i>HiS not specified</i>)	10 [^]
Deep soil	0%	600sqm of green roof

Existing controls

The majority of 100 Harris Street is currently occupied by the heritage-listed Federation Warehouse style former woolstore of “Schute, Bell, Badgery and Lumby Woolstore”. The former woolstore has been recently restored and refurbished as a commercial office space. To the south of the heritage building is a multi-storey carpark, with two levels of commercial above. This building occupies an area of approximately 1,551 sqm. The existing controls, along with the layout and position of the site can be seen in Table 39 and Figure 139, respectively.

Table 39 – existing building and existing planning controls for 100 Harris Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Commercial</i>	<i>E2 – CC</i>
Floor space ratio	<i>1.4 approx.</i>	<i>3.5</i>
Height of building	<i>26m</i>	<i>24m</i>
Height in storeys	<i>8</i>	<i>5</i>
Deep soil	<i>0%</i>	<i>10%</i>



Figure 139 – existing site plan for 100 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The setting among zero setback street wall heritage buildings and already excavated to rock site means that deep soil cannot be found on this site. Instead, green rooftops are proposed to add greenery and shade.

More public space for more people – streets and open spaces –

The setting among zero setback street wall heritage buildings means that new publicly accessible open space is not appropriate for this site.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 140).

Reinforce '**street wall**' **form** of most buildings –

The height of the building fits comfortably among the existing and proposed street wall height of buildings in the vicinity.

Conserve **heritage** values –

The southern wall and openings of the adjacent heritage items are conserved and remain open to the courtyard in the position of the existing courtyard on the site.

Good **design for wind and noise** –

The site is protected from winds surrounding development.

The site is exposed to noise from the adjacent late night entertainment uses, the commercial use ensures that the noisy environment will not cause nuisance.

Match **land use** to place –

The commercial use is maintained on the site.

Consider **views** to and from public places

The site is not effected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

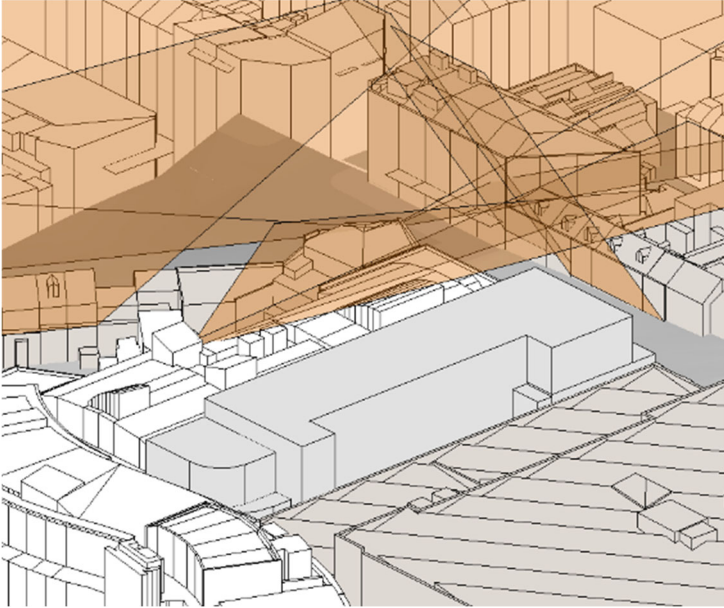


Figure 140 – solar access to neighbouring residential properties and Union Square

Proposed controls

For 100 Harris Street, the proposed controls are for a commercial use with an FSR of 3:32:1 with a Design Excellence clause; a height limit of 39 metres and 10 storeys; and 600 sqm of green roof, as shown in Table 40 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 141.

Table 40 – proposed planning controls for 100 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	E2 – CC	Commercial
Floor space ratio	1.4 approx.	3.5	3.32 + DesEx
Height of building	26m	24m	39m (RL 51)
Height in storeys	8	5	10^
Deep soil	0%	10%	600sqm of green roof

NOTE: these controls and floor space ratio calculations only apply to the southern component of 100 Harris Street (all land south of the heritage listed 'Former Woolstore')



Figure 141 – proposed site plan for 100 Harris Street

Visualisation



Figure 142 – view locations

Existing

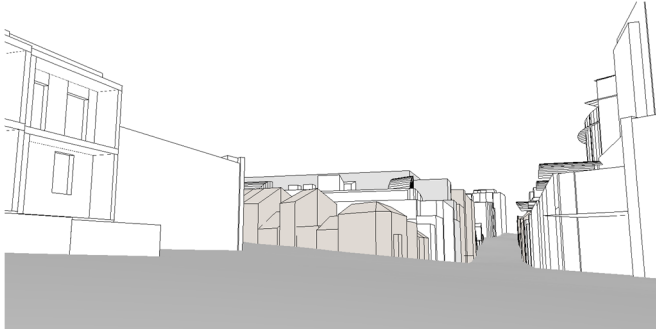
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street



View south along Pyrmont Street



Existing + approved

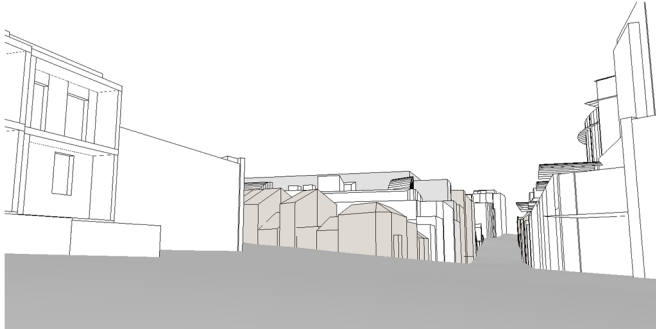
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

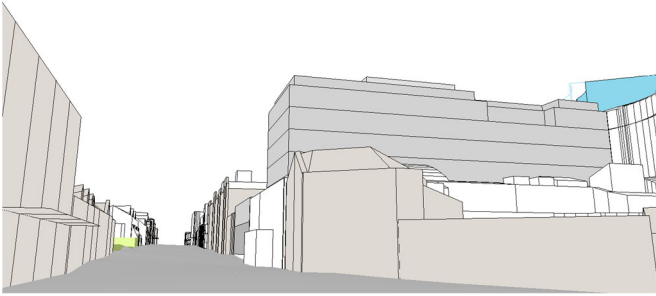


View southeast across Metcalfe Park



Proposed

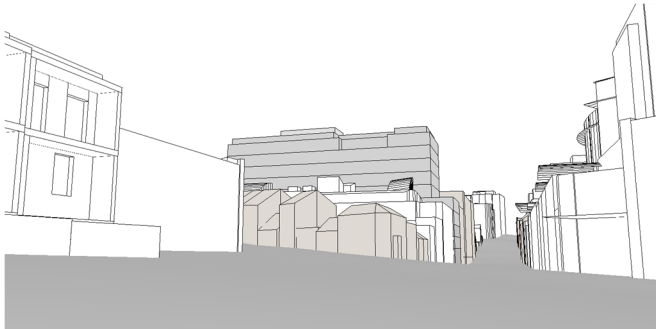
View north along Harris Street from Union Square



View south along Harris Street



View north along Pymont Street



View southeast across Metcalfe Park



28-48 Wattle Street

Overview

28-48 Wattle Street (Lot 1 DP 571484) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Fig Street to the north and Jones Street to the east (refer Figure 143 and Figure 144).



Figure 143 – location plan of 28-48 Wattle Street

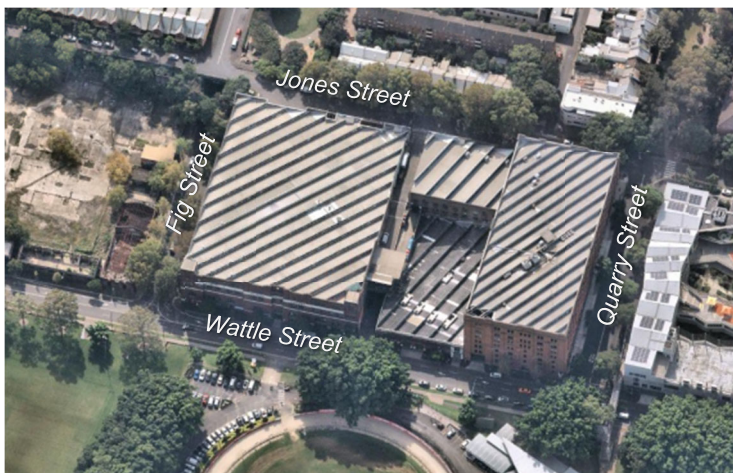


Figure 144 – oblique aerial of 28-48 Wattle Street

Background

Department of Planning's initial study

28-48 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, with the height limit set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy. The initial study indicated removal of the central building, along with significant alterations and additions to the heritage significant northern building. This form and the associated study figures can be seen in Figure 145 and Table 41 below.

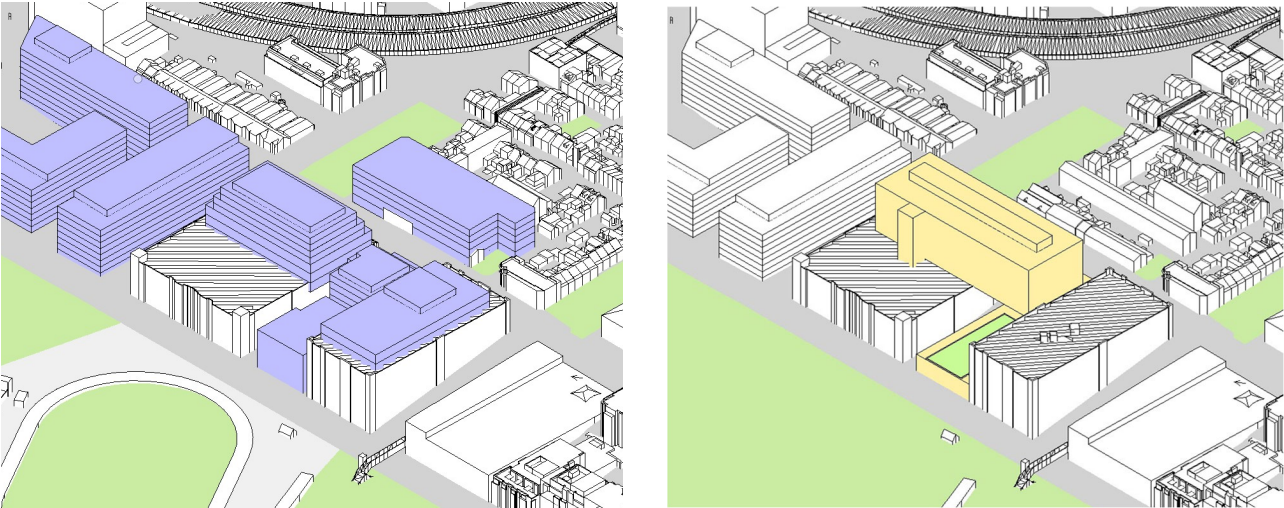


Figure 145 – comparison of Department of Planning's initial study and City of Sydney's study for 28-48 Wattle Street

In response to feedback from the exhibition process, the City of Sydney has modified the scheme exhibited in late 2024. The image at right in Figure 145 above and table Table 41 below explain the modifications and more detailed discussion is provided further on in this section.

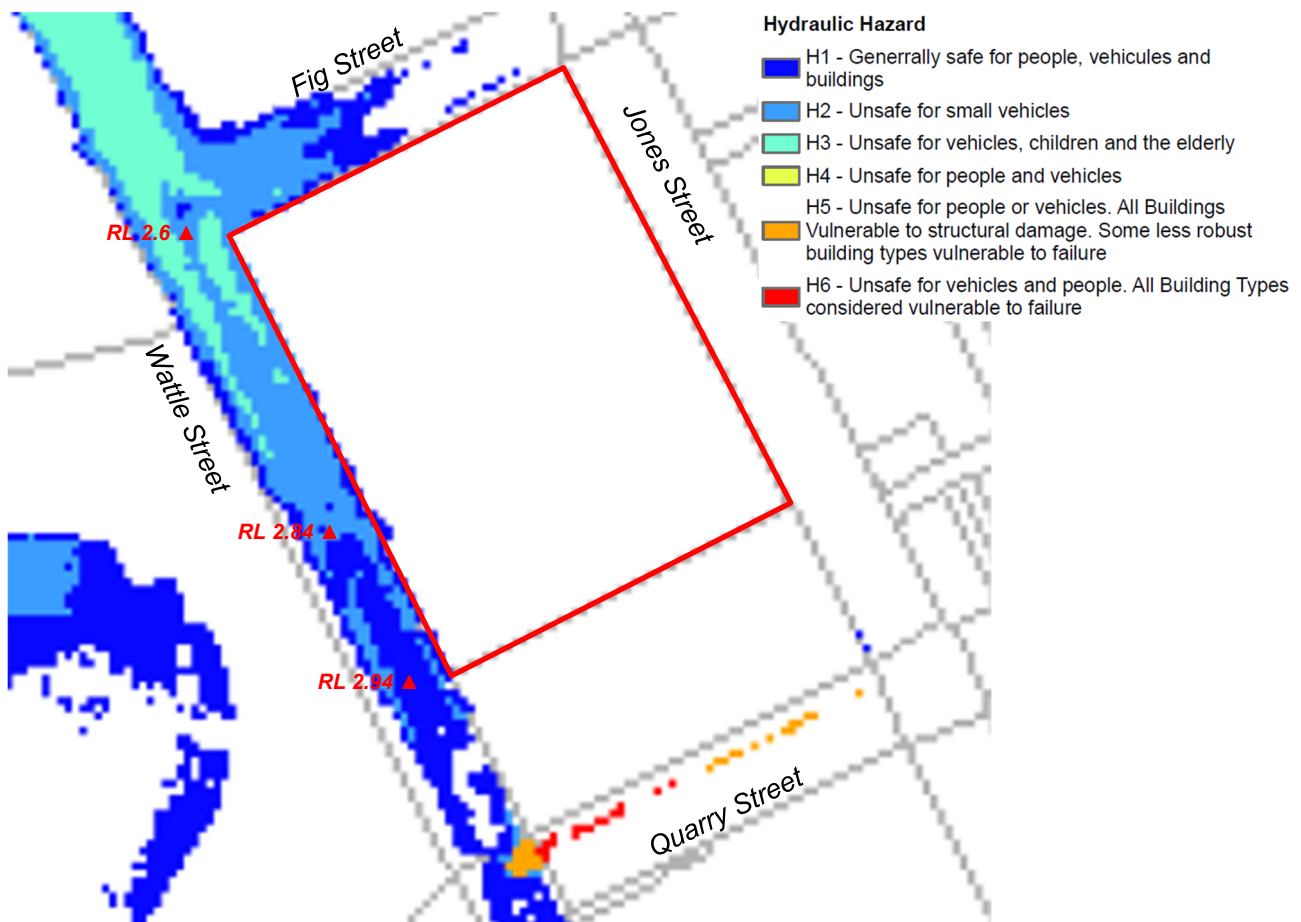
Table 41 – Department of Planning's initial study for 28-48 Wattle Street

	Department of Planning's initial study	Modifications to study exhibited by City of Sydney
Gross floor area	54,247 sqm <i>(reported numbers)</i>	53,370 sqm
Floor space ratio	5.0	4.5 + DesEx
Height of building	SAP	RL 56 m
Height in storeys	12 <i>(HiS not specified)</i>	10^ excluding plant level
Deep soil	0%	1,360 sqm of green roof

^ total number of habitable storeys above Wattle St street level. This does not include an 8m. high undercroft space above the existing *Winchcombe Carson Ltd* warehouse building and the new office building proposed above.

Flooding – Hydraulic Hazard

The 'Blackwattle Bay Catchment Flood Study Model Update (ARR2019 Hydrology)' identifies Wattle Street as experiencing significant levels of flooding, which – as can be seen Figure 146 – Blackwattle Bay Catchment Hydraulic Hazard (ADR) 1% AEP Event [Source: 'Blackwattle Bay catchment flood study Model Update – ARR2019 Hydrology', Figure C33]– create unsafe conditions for vehicles, children and the elderly during a 1% AEP event. The modelling indicates the AEP 1% level reaching RL 2.94m at the southwestern corner of the site, with a 0.5m freeboard allowance, this would indicate a minimum ground floor level of RL 3.44m for any new development to occur in this area. As the northern warehouse has a ground floor level of RL 2.68m, any



Source: Blackwattle Bay Catchment Floodplain Risk Management Plan – ARR2019

Figure 146 – Blackwattle Bay Catchment Hydraulic Hazard (ADR) 1% AEP Event [Source: 'Blackwattle Bay catchment flood study Model Update – ARR2019 Hydrology', Figure C33]

redevelopment of the building would also have to management the flood risk appropriately.

Site history

28-48 Wattle Street and 54 Wattle Street contain a series of interconnected buildings constructed between 1893 and 1919, as can be seen in Figure 147. At the southern and northern end of the sites are two heritage significant buildings, with a smaller building dating from 1919 in between.

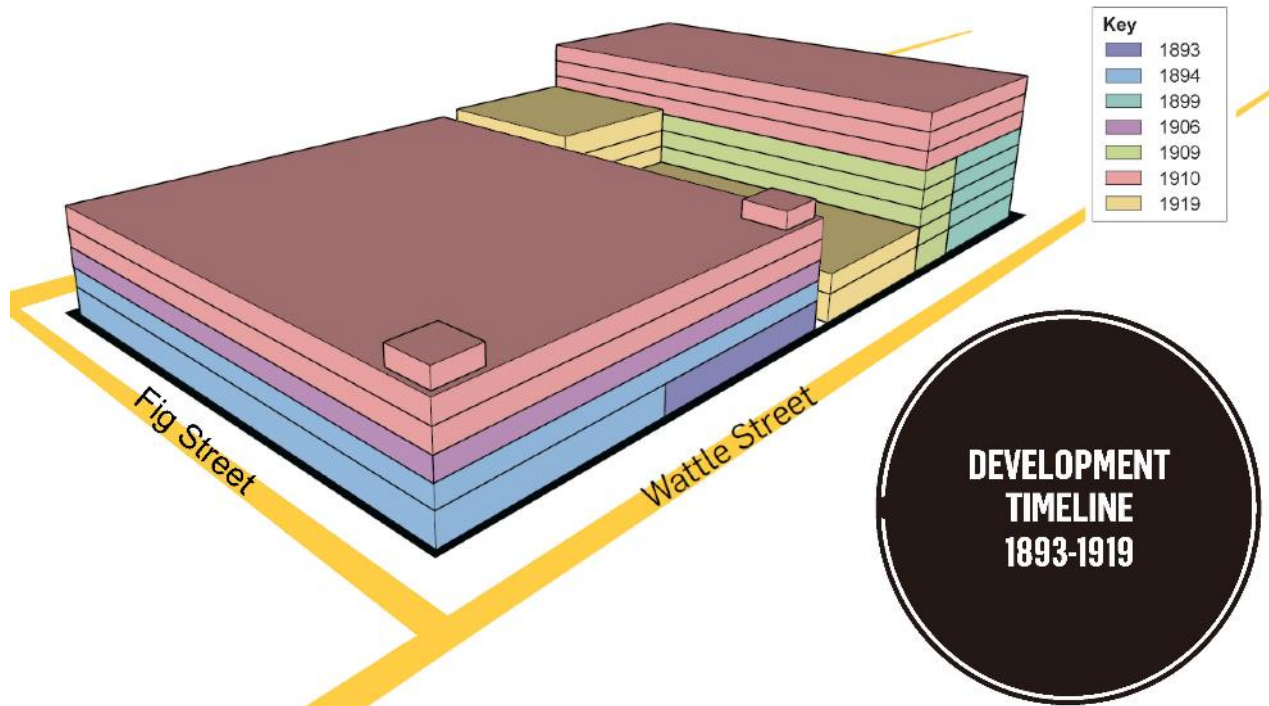


Figure 147 – development timeline of 28-48 Wattle Street and 54 Wattle Street [Source: prepared by Urbis for site owner (PDA/2020/99 – 2020/193150)]

Original structure

The original building northern building contained three cupola towers/turrets on the Wattle Street frontage. As shown in Figure 148 and Figure 149, these turrets were progressively removed with the central turret and supporting brick structure removed between c. 1910-1936, and the remaining two turrets removed between c. 1957-1962, with supporting structures kept.



Winchcombe, Carson & Co.'s wool store, Wattle Street , Pyrmont, 1910
Source: Sydney City Archives, NCSA CRS 28: 1910/1413 #8



View from Council Nursery, 1936
Source: Sydney City Archives, SRC2683

Figure 148 – c. 1910-1936: central turret and supporting brick structure removed



Winchcombe Carson Ltd and Wentworth Park in background, 2/12/1957
Source: Sydney City Archives, SRC13690



Winchcombe Carson Ltd and Wentworth Park in background, 27/07/1962 Source: Sydney City Archives, NSCA CRS 48/2655

Figure 149 – c. 1957-1962: the remaining two turrets removed, with supporting structures kept

Both warehouses at 28-48 Wattle Street were built with saw-tooth roof structures, which remain largely in-tact. The northern warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, while the central building (45 Jones Street) comprises a largely steel construction as shown in Figure 150 and Figure 151.



Top floor interior of 28-48 Wattle Street (Winchcombe Carson Ltd) c. 1901
Source: Museums of History NSW, NRS-4481-3-[7/16280]-St1455



Top floor interior of 28-48 Wattle Street (Winchcombe Carson Ltd) c. 1901
Source: Museums of History NSW, NRS-4481-3-[7/16281]-St1527

Figure 150 – top floor interior of 28-48 Wattle Street c. 1901



Top floor interior of 45 Jones Street (Ultimo Trade Centre) c. 2010
Source: OCP Architects P/L



Top floor interior of 45 Jones Street (Ultimo Trade Centre) c. 2010
Source: OCP Architects P/L

Figure 151 – top floor interior of 28-48 Wattle Street (45 Jones Street building) c. 2010

East-west connectivity

Currently there are no accessible connections that allow for all people to travel from on top of the ridge along Jones Street and Bulwara Road down to Wentworth Park between Mary Ann Street and Wentworth Park Light Rail Station (refer Figure 152). 28-48 Wattle Street is one of the few remaining places where an accessible connection for all people can be delivered in this area.

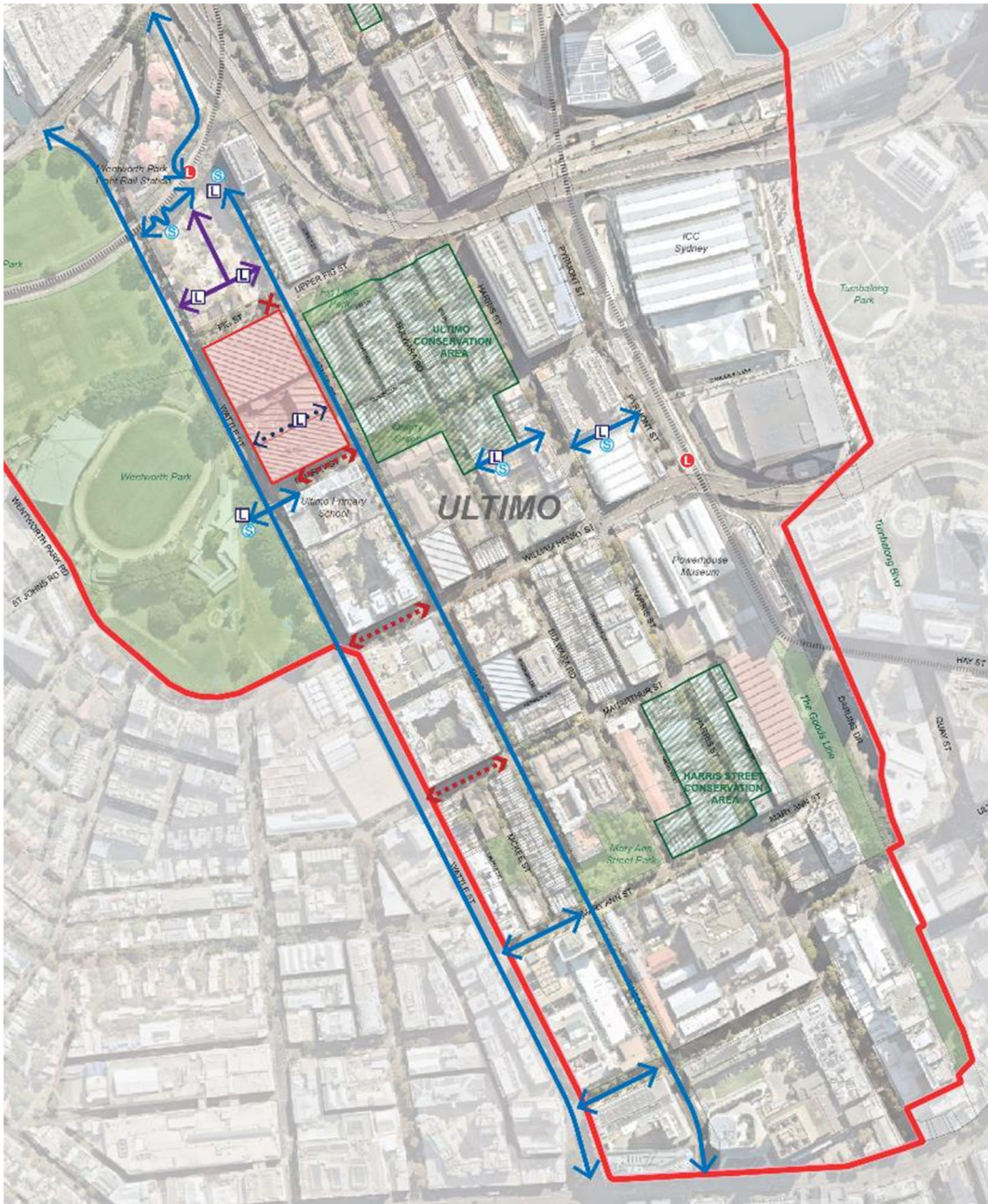


Figure 152 – connectivity across the peninsula, currently there are no connections for all people between the Wentworth Park Light Rail station and Mary Ann Street

Existing controls

28-48 Wattle Street is currently occupied by two connected Federation-style former Woodstore, presently used for a variety of non-residential uses. The existing controls, along with the layout and position of the site can be seen in Table 42 and Figure 153, respectively.

Table 42 – existing building and existing planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>
Floor space ratio	3.18 [^]	4.0
Height of building	24m [*]	27m
Height in storeys	5	7
Deep soil	0%	10%
NOTES: [^]According to figures provided in PDA2020-99 [*]Reinstatement of turrets will increase height of warehouse		

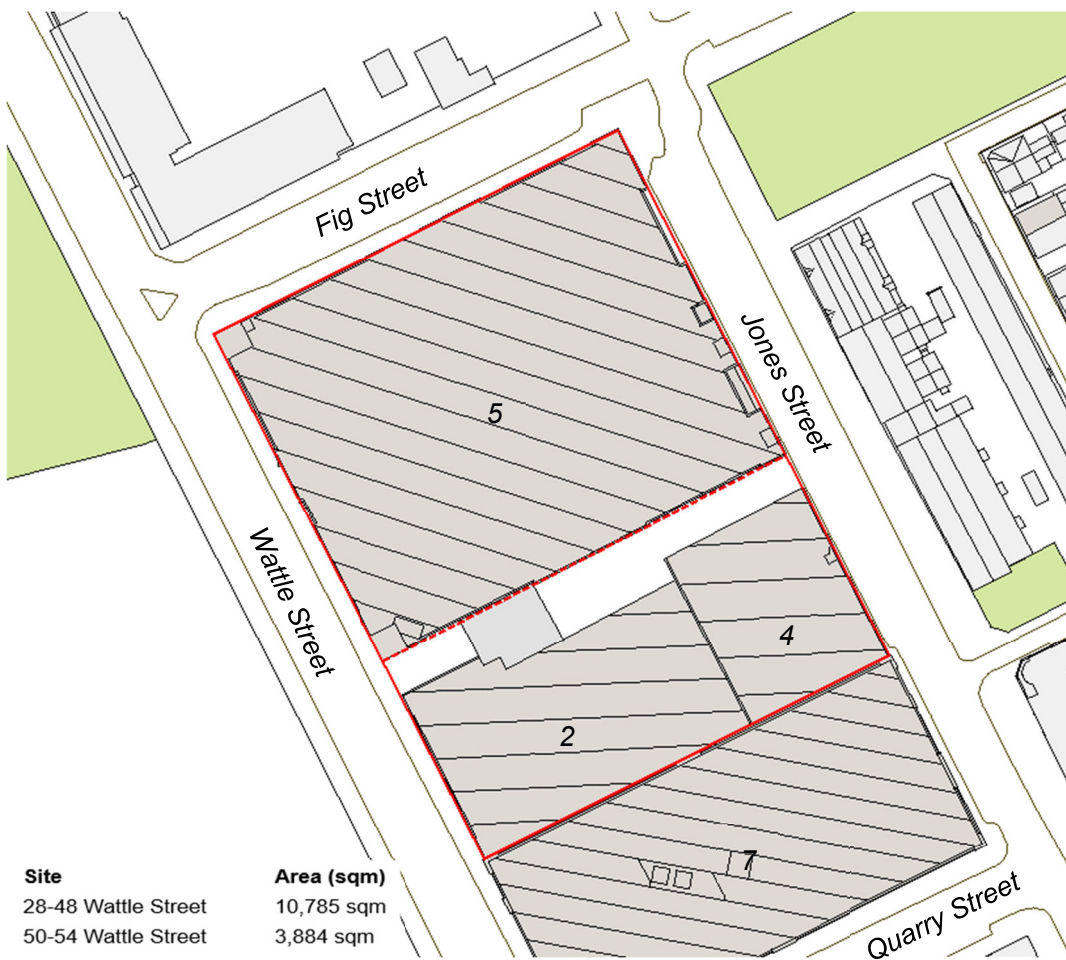


Figure 153 – existing site plan for 28-48 Wattle Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The site is cut to rock and occupied by heritage significant fabric. Deep soil cannot be located here, instead a green roof provides greenery and shade.

More public space for more people – streets and open spaces –

A publicly accessible through link is provided linking Jones Street to Wattle Street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 154).

Reinforce **'street wall' form** of most buildings –

The height of the building along street wall along Wattle Street responds to and extends the existing street wall.

Conserve **heritage** values –

The existing heritage significant buildings on the site are conserved and a new building is placed where the least significant heritage fabric is located. This enables the conservation of the two large buildings on the site, including reconstructed of former domes and turrets on the northern building and the retention and conservation of the roof on the southern building.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

The site is not affected by view corridors, nevertheless additional views to Wentworth Park from Jones Street are opened up by the new building form.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

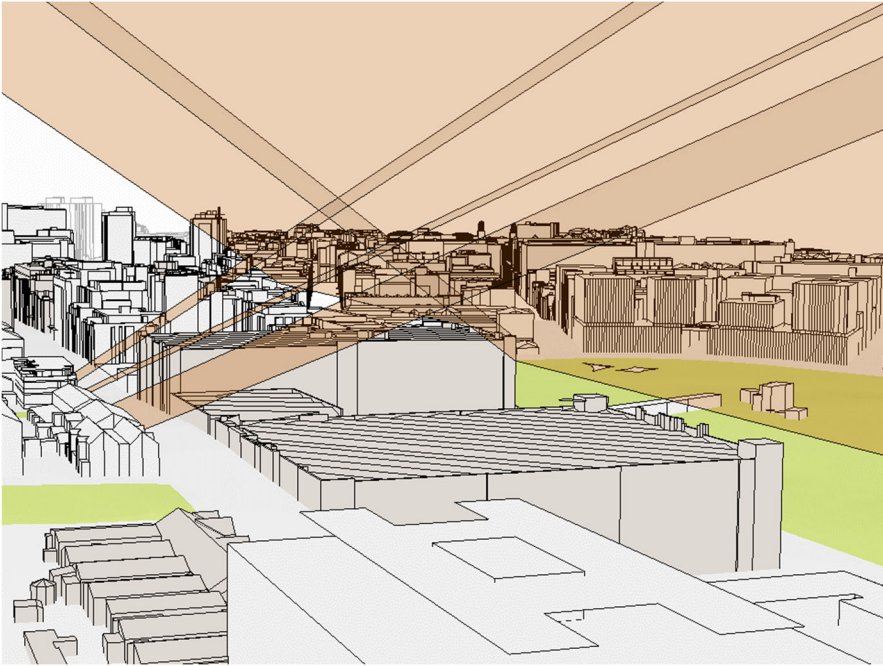


Figure 154 – solar access to neighbouring residential properties and Wentworth Park

Proposed controls

In response to the exhibition of the proposed controls, the landowner of this site made a submission to the City for an alternative scheme for the site. It maintains many of the features of the exhibited scheme, including the height controls, converting the main warehouse for commercial floor space and replacing the central building. The difference in the approach is a new structure of five levels elevated above the main warehouse and supported on service cores.

The resulting FSR is 4.5:1 with a Design Excellence clause and maintaining the proposed height limit of RL 56 AHD. There are a total of 10 habitable levels above Wattle Street level, with an 8m undercroft space above the warehouse that is devoid of floor area. Proposed green roof area on a new central building is 1,240 sqm. The new controls are summarised in Table 43 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 155, Figure 156, Figure 157 and Figure 158.

Table 43 – proposed planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>	<i>Proposed controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>	<i>Commercial</i>
Floor space ratio	<i>3.18</i>	<i>4.0</i>	<i>4.5 + DesEx</i>
Height of building	<i>24m[§]</i>	<i>27m</i>	<i>RL 56</i>
Height in storeys	<i>5[^]</i>	<i>7</i>	<i>10[^] excluding plant</i>
Deep soil	<i>0%</i>	<i>10%</i>	<i>1,240 sqm. green roof</i>
North building	- Reconstruction of cupola towers - Refurbishment of warehouse for commercial - Car parking on ground level <u>converted</u> to GFA [◇]		
South building	- Demolition of existing central building (c. 1919) - Option for basement car parking - Freestanding building		

NOTES:

* Potential controls are draft only and subject to further detailed study

§ Height to existing pediment, height of central cupola is approx. 35m

[^] Excluding plant

† Green roof utilised as an alternative to deep soil given site constraints

‡ Green roof is calculated as the equivalent of approx. 27.2 medium trees (50sqm each) which would be required within the deep soil of the site (central site only, 4,084 sqm), doubled in area to 1,360 sqm to deliver comparable ecological outcomes.

◇ Equates to 4,100 sqm of GFA (at 65% efficiency)



Figure 155 – modified site plan for 28-48 Wattle Street

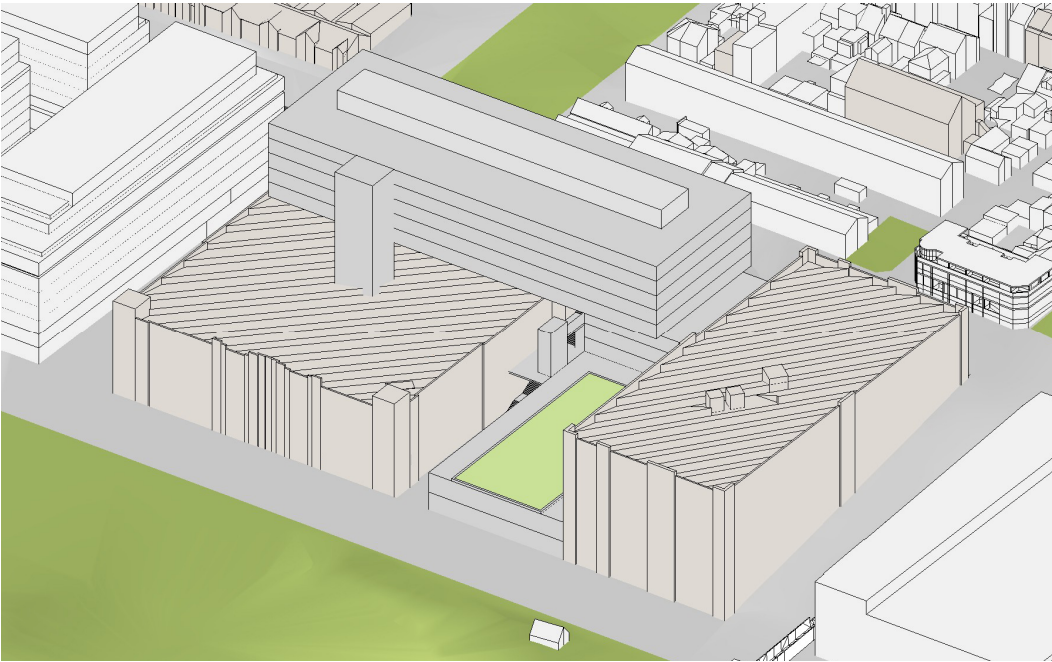


Figure 156 – aerial view of modified scheme for 28-48 Wattle Street

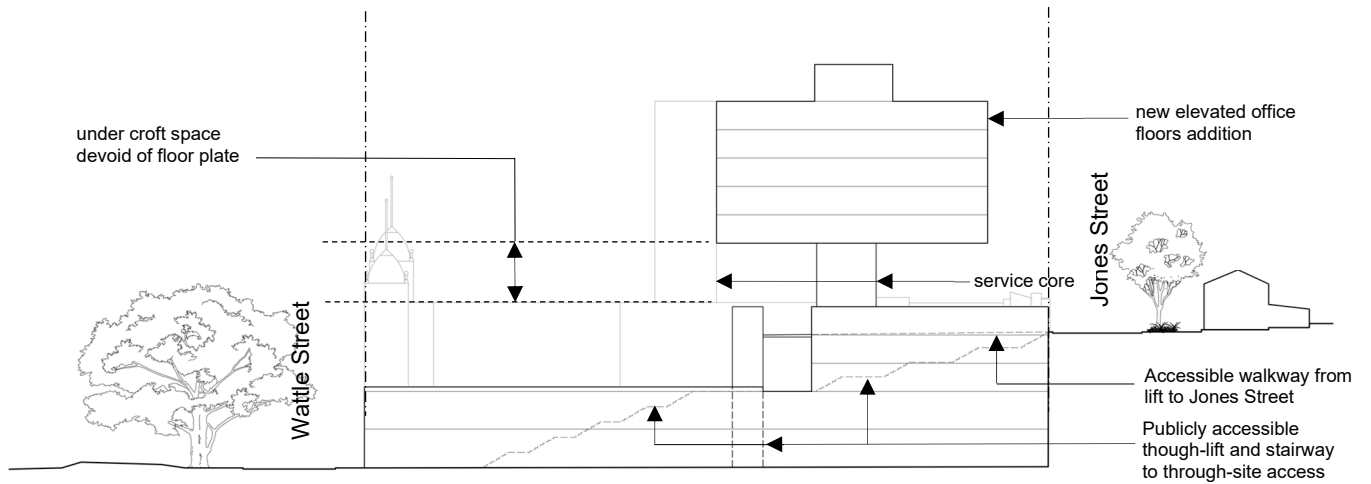


Figure 157 – cross section of modified scheme for 28-48 Wattle Street

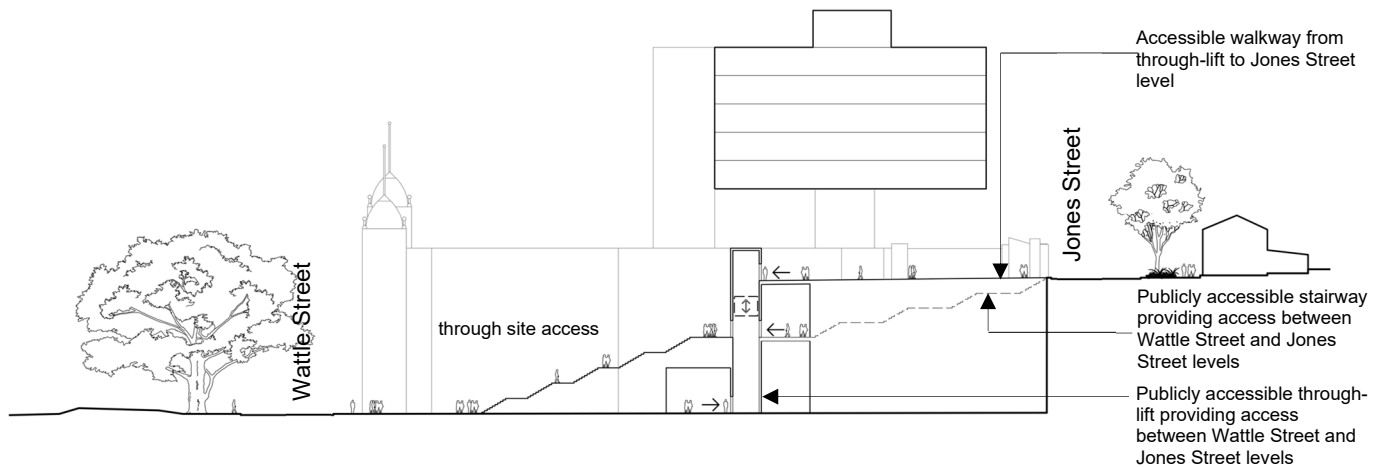


Figure 158 - cross section of through-site access for 28-48 Wattle Street

Visualisation



Figure 158 – view locations

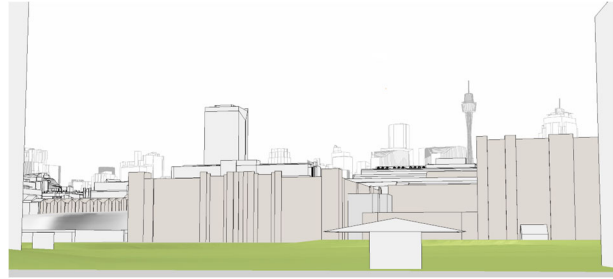
Ultimo Pyrmont Urban Design Study

Existing

View north along Wattle Street



View east across Wentworth Park



View south along Jones Street

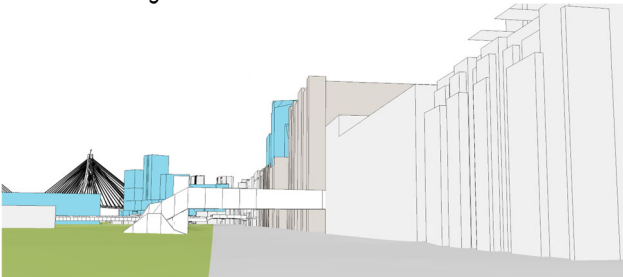


View north along Jones Street

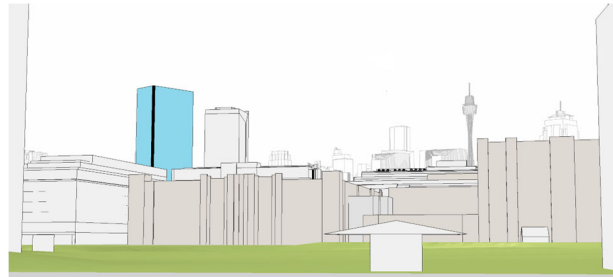


Existing + approved

View north along Wattle Street



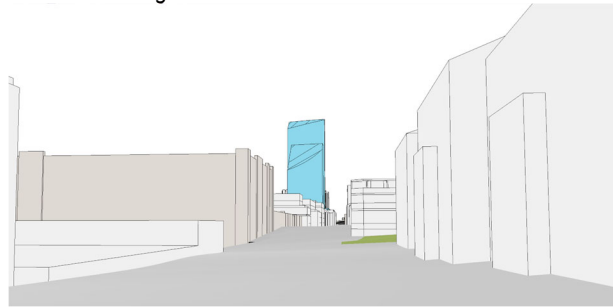
View east across Wentworth Park



View south along Jones Street



View north along Jones Street



Exhibited controls

View north along Wattle Street



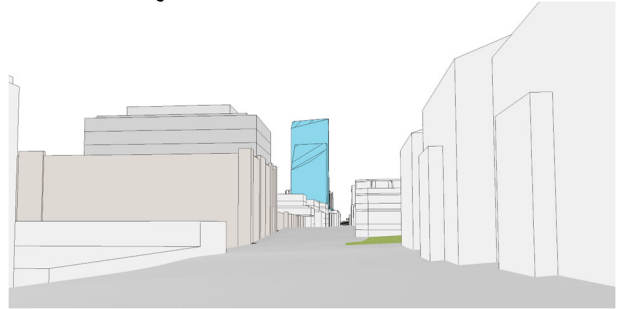
View east across Wentworth Park



View south along Jones Street



View north along Jones Street

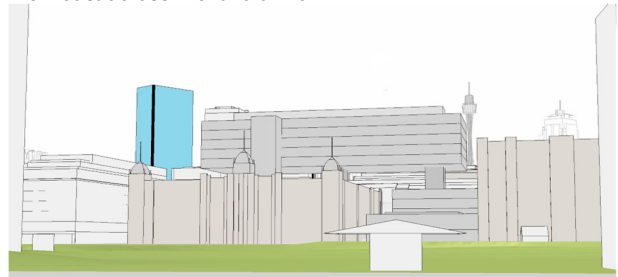


Proposed modified controls

View north along Wattle Street



View east across Wentworth Park



View south along Jones Street



View north along Jones Street



Aerial view across Pymont and Ultimo, looking east – exhibited controls

Aerial view across Pymont and Ultimo, looking east – modified controls

50-54 Wattle Street

Overview

50-54 Wattle Street (Lot 1 DP 62297) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Jones Street to the east and Quarry Street to the south, as can be seen in Figure 159 and Figure 160.



Figure 159 – location plan of 50-54 Wattle Street

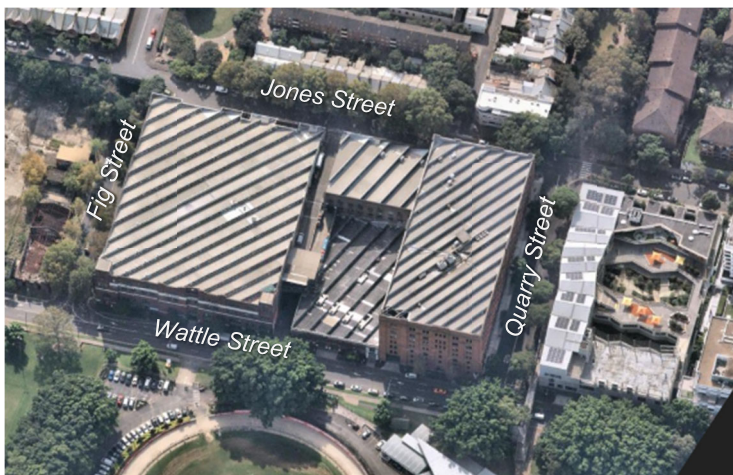


Figure 160 – oblique aerial of 50-54 Wattle Street

Background

50-54 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, as shown in Figure 161, with the height limit to be set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy (refer Figure 162), however the envelope shown in Figure 161 protrudes into this plane. The study did not consider the significant heritage value of the existing sawtooth roof. These controls can be seen in Table 44 below.

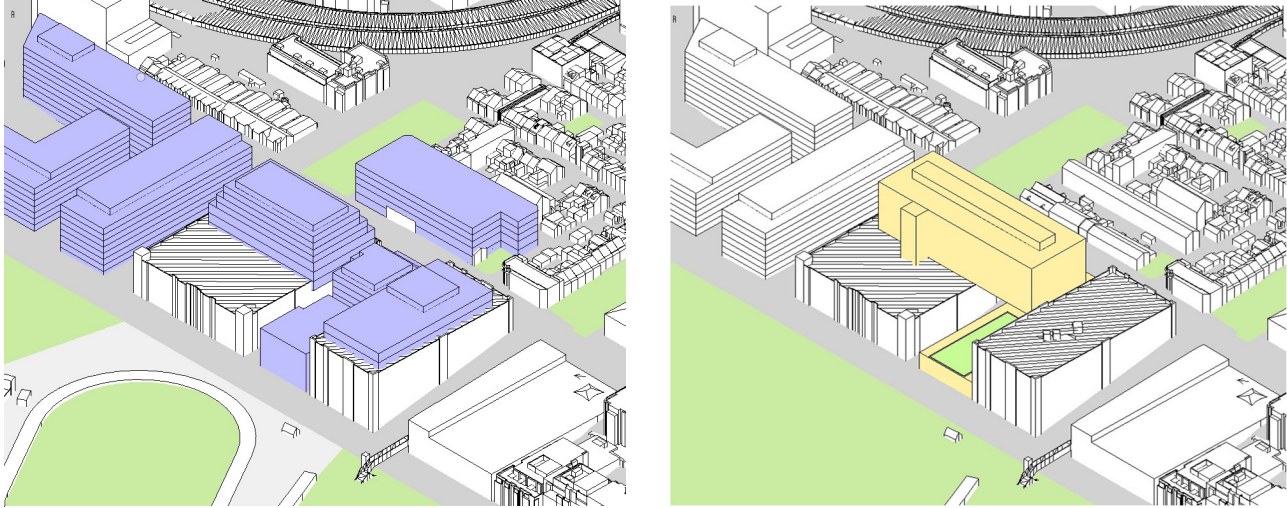


Figure 161 – comparison of Department of Planning's initial study and City of Sydney's study for 50-54 Wattle Street

Table 44 – Department of Planning's initial study for 50-54 Wattle Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	Commercial	Commercial
Floor space ratio	5.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	SAP	RL 36.5m (unchanged)
Height in storeys	9 (HiS not specified)	7^ (unchanged)
Notes	Creates additional Wentworth Park overshadowing	Potential for ground level car parking to be reconfigured to connect to central building/future basement

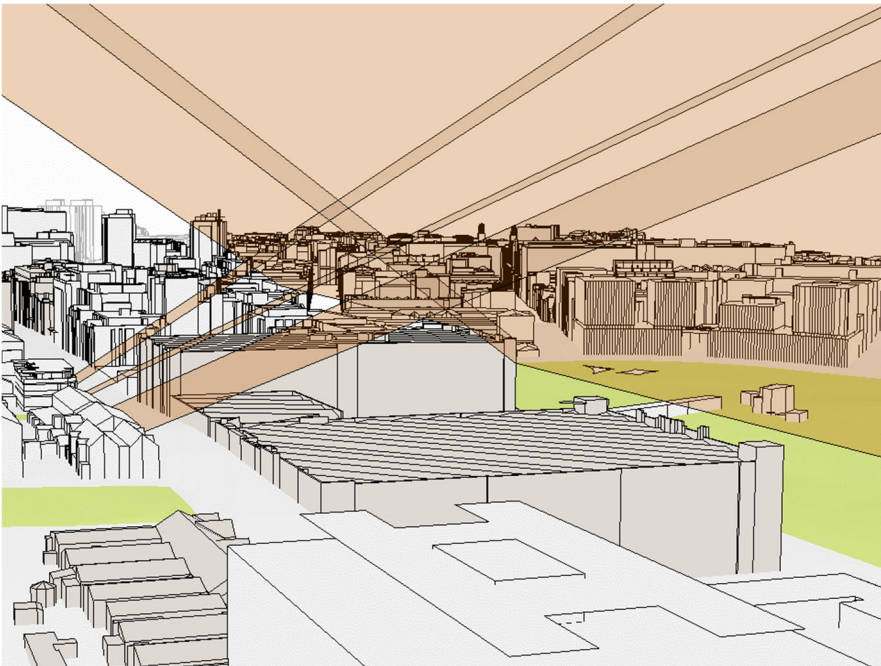


Figure 162 – solar access to neighbouring residential properties and Wentworth Park

Original structure

50-54 Wattle Street was originally built with a saw-tooth roof structure, which remains largely intact. The warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, as shown in Figure 163.



Figure 2-5: Interior of Level 7 and wool chute, photographed circa 1977 (Source: D Basden and others, Commonwealth Wool and Produce Store thesis, 1977).

Figure 163 – top floor interior of 54 Wattle Street c. 1977

Existing controls

50-54 Wattle Street is currently occupied by a seven storey Federation-style former Woodstore, with the lower three levels occupied by car parking and the upper four refurbished as commercial office space. These controls, along with the layout and position of the site can be seen in Table 45 and Figure 164, respectively.

Table 45 – existing building and existing planning controls for 50-54 Wattle Street

	Existing building	Existing controls
Land use & zoning	Mixed use	B4 – MU
Floor space ratio	3.38**	4.0
Height of building	34m*	33m
Height in storeys	7	8
Deep soil	0%	10%

NOTES:

**FSR based off figures provided in D/2011/2126 approval

^Conversion of existing car parking space to GFA (commercial), could result in approx. additional GFA 9,755 sqm (FSR 2.51), bringing the total to 5.89 within the existing building

*Only Wattle Street pediment exceeds height limit



Figure 164 – existing site plan for 50-54 Wattle Street

Proposed controls

For 50-54 Wattle Street, the proposed controls are to maintain the existing building height and exterior, but increase the FSR to 4:36:1 with a Design Excellence clause to allow refurbishment of existing car parking levels to other uses, as shown in Table 46 and Figure 165.

Table 46 – proposed planning controls for 50-54 Wattle Street

	<i>Existing building</i>	Existing controls	Proposed controls*
Land use & zoning	<i>Mixed use</i>	B4 – MU	Commercial
Floor space ratio	3.38**	4.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	34m*	33m	RL 36.5m (unchanged)
Height in storeys	7	8	7^ (unchanged)
Deep soil	0%	10%	10%

NOTES

**Relies on conversion of 1.7 levels of existing car parking space to GFA (commercial), resulting in approx. additional GFA 5,540 sqm (FSR 1.43). This would require a site specific car parking reduction provision (similar to Central Sydney), where the existing GFA calculation excludes car parking to allow any space that is converted to be bonus GFA.

*Potential controls are draft only and subject to further detailed study

^Excluding plant



Figure 165 – proposed site plan for 50-54 Wattle Street (exterior of building unchanged)

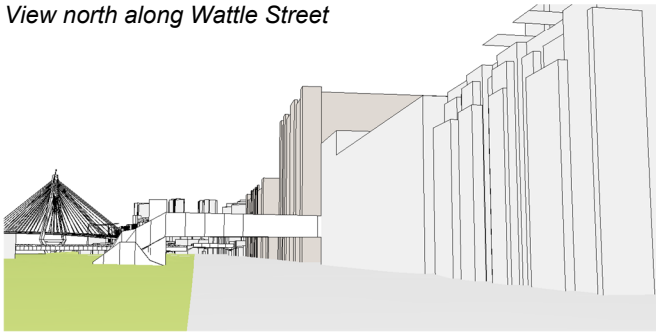
Visualisation



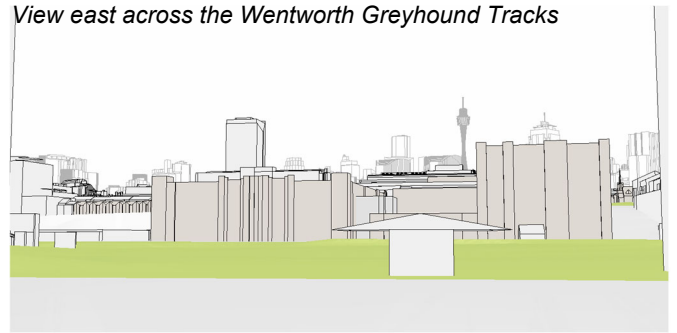
Figure 166 – view locations

Existing

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

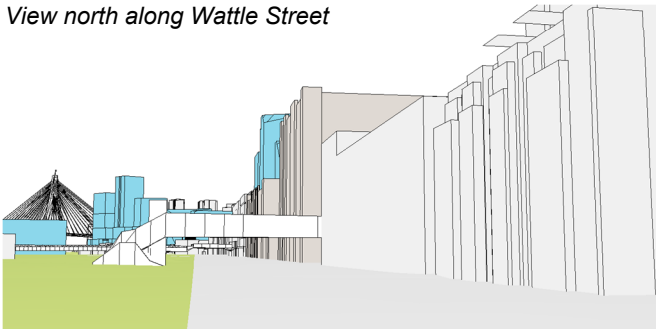


View north along Jones Street

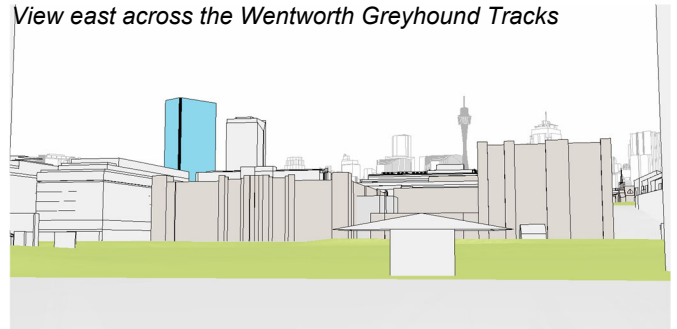


Existing + approved

View north along Wattle Street



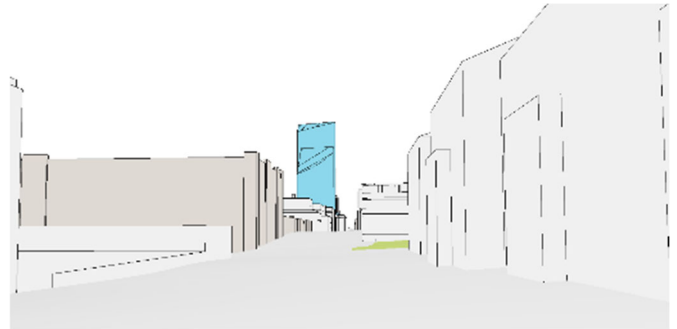
View east across the Wentworth Greyhound Tracks



View south along Jones Street

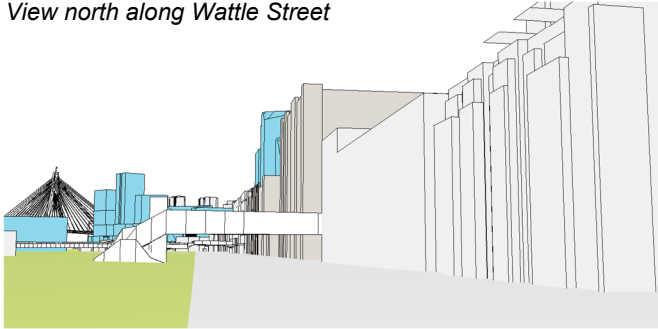


View north along Jones Street

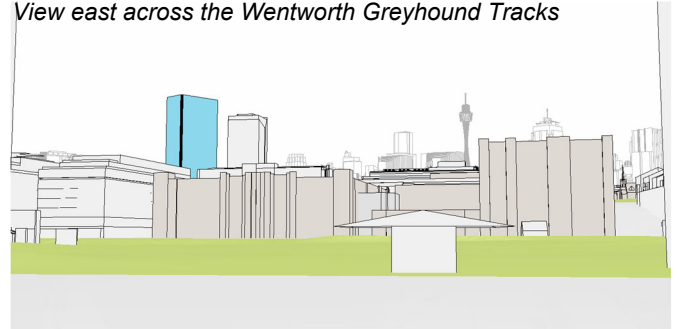


Proposed (unchanged)

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



View north along Jones Street



50-54 Wattle Street

Overview

50-54 Wattle Street (Lot 1 DP 62297) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Jones Street to the east and Quarry Street to the south, as can be seen in Figure 159 and Figure 160.



Figure 159 – location plan of 50-54 Wattle Street

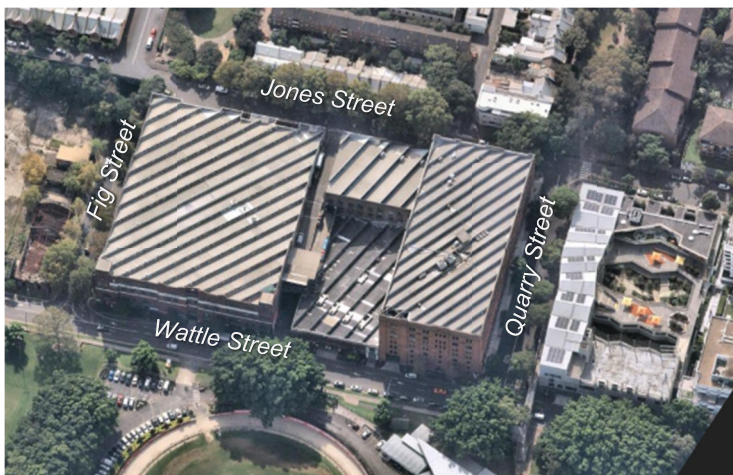


Figure 160 – oblique aerial of 50-54 Wattle Street

Background

50-54 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, as shown in Figure 161, with the height limit to be set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy (refer Figure 162), however the envelope shown in Figure 161 protrudes into this plane. The study did not consider the significant heritage value of the existing sawtooth roof. These controls can be seen in Table 44 below.

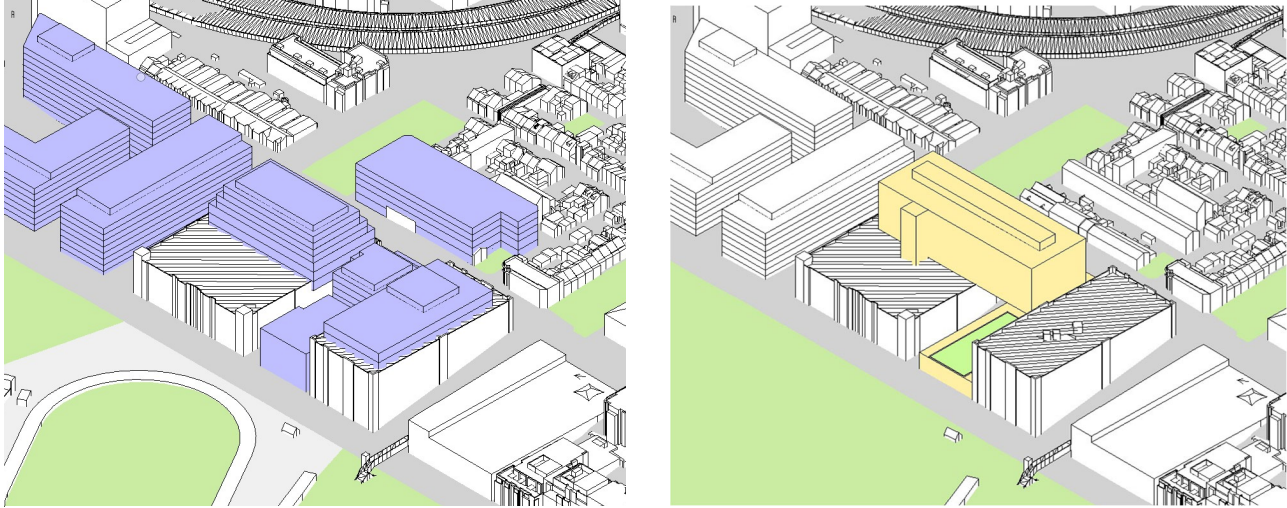


Figure 161 – comparison of Department of Planning's initial study and City of Sydney's study for 50-54 Wattle Street

Table 44 – Department of Planning's initial study for 50-54 Wattle Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	Commercial	Commercial
Floor space ratio	5.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	SAP	RL 36.5m (unchanged)
Height in storeys	9 (HiS not specified)	7^ (unchanged)
Notes	Creates additional Wentworth Park overshadowing	Potential for ground level car parking to be reconfigured to connect to central building/future basement

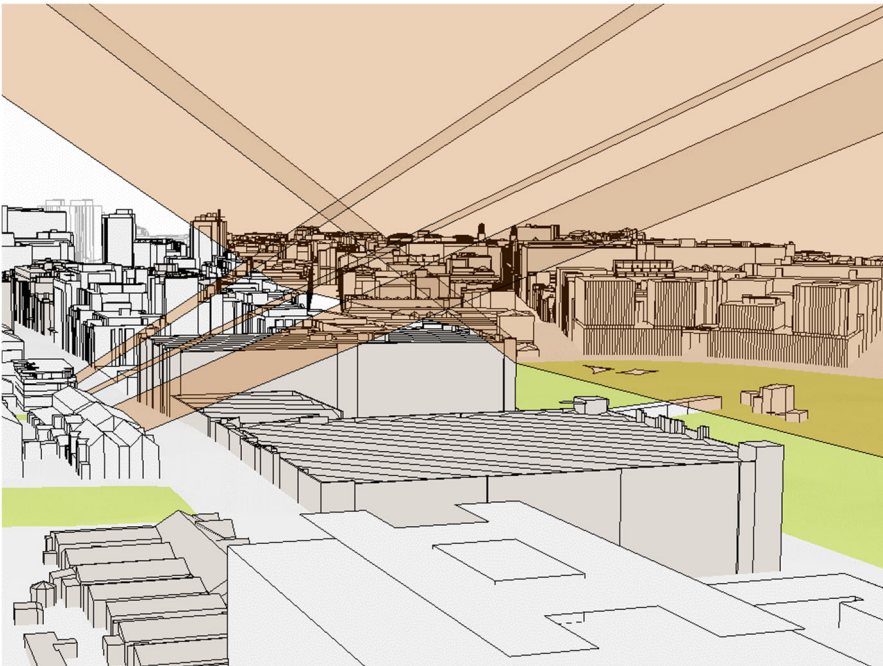


Figure 162 – solar access to neighbouring residential properties and Wentworth Park

Original structure

50-54 Wattle Street was originally built with a saw-tooth roof structure, which remains largely intact. The warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, as shown in Figure 163.



Figure 2-5: Interior of Level 7 and wool chute, photographed circa 1977 (Source: D Basden and others, Commonwealth Wool and Produce Store thesis, 1977).

Figure 163 – top floor interior of 54 Wattle Street c. 1977

Existing controls

50-54 Wattle Street is currently occupied by a seven storey Federation-style former Woodstore, with the lower three levels occupied by car parking and the upper four refurbished as commercial office space. These controls, along with the layout and position of the site can be seen in Table 45 and Figure 164, respectively.

Table 45 – existing building and existing planning controls for 50-54 Wattle Street

	Existing building	Existing controls
Land use & zoning	Mixed use	B4 – MU
Floor space ratio	3.38**	4.0
Height of building	34m*	33m
Height in storeys	7	8
Deep soil	0%	10%

NOTES:

**FSR based off figures provided in D/2011/2126 approval

^Conversion of existing car parking space to GFA (commercial), could result in approx. additional GFA 9,755 sqm (FSR 2.51), bringing the total to 5.89 within the existing building

*Only Wattle Street pediment exceeds height limit



Figure 164 – existing site plan for 50-54 Wattle Street

Proposed controls

For 50-54 Wattle Street, the proposed controls are to maintain the existing building height and exterior, but increase the FSR to 4:36:1 with a Design Excellence clause to allow refurbishment of existing car parking levels to other uses, as shown in Table 46 and Figure 165.

Table 46 – proposed planning controls for 50-54 Wattle Street

	<i>Existing building</i>	Existing controls	Proposed controls*
Land use & zoning	<i>Mixed use</i>	B4 – MU	Commercial
Floor space ratio	3.38**	4.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	34m*	33m	RL 36.5m (unchanged)
Height in storeys	7	8	7^ (unchanged)
Deep soil	0%	10%	10%

NOTES

**Relies on conversion of 1.7 levels of existing car parking space to GFA (commercial), resulting in approx. additional GFA 5,540 sqm (FSR 1.43). This would require a site specific car parking reduction provision (similar to Central Sydney), where the existing GFA calculation excludes car parking to allow any space that is converted to be bonus GFA.

*Potential controls are draft only and subject to further detailed study

^Excluding plant



Figure 165 – proposed site plan for 50-54 Wattle Street (exterior of building unchanged)

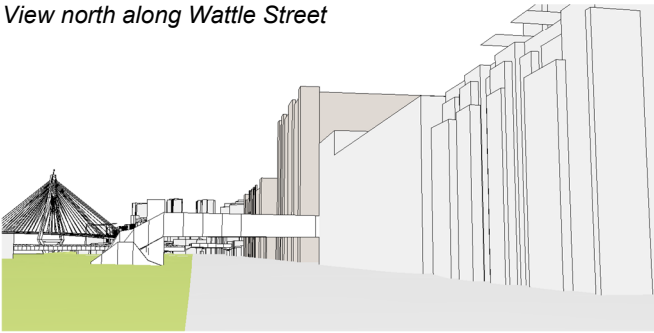
Visualisation



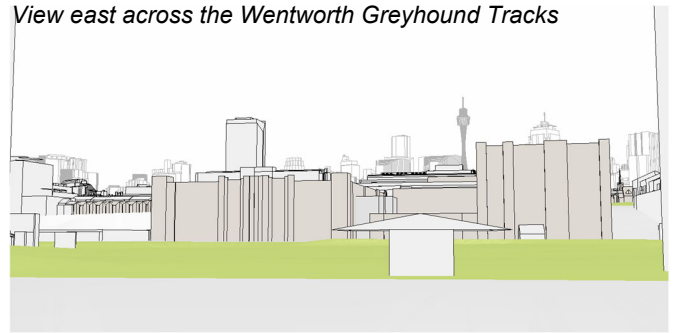
Figure 166 – view locations

Existing

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

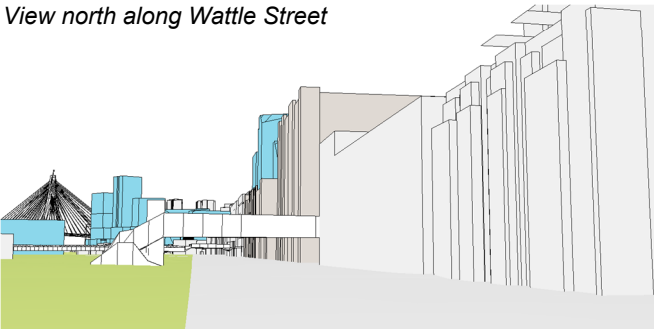


View north along Jones Street

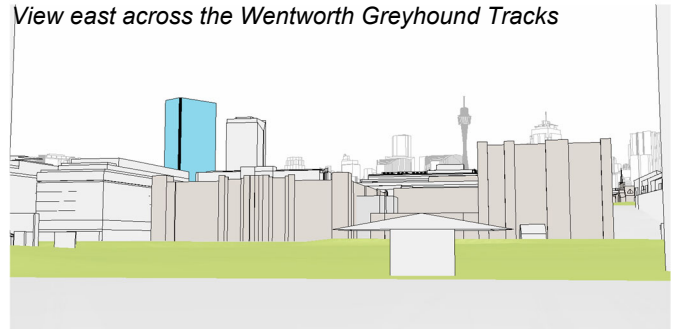


Existing + approved

View north along Wattle Street



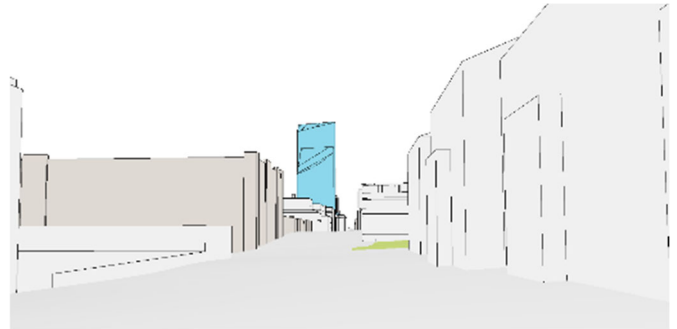
View east across the Wentworth Greyhound Tracks



View south along Jones Street

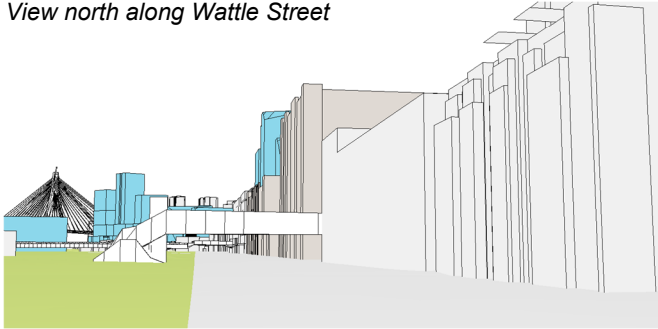


View north along Jones Street

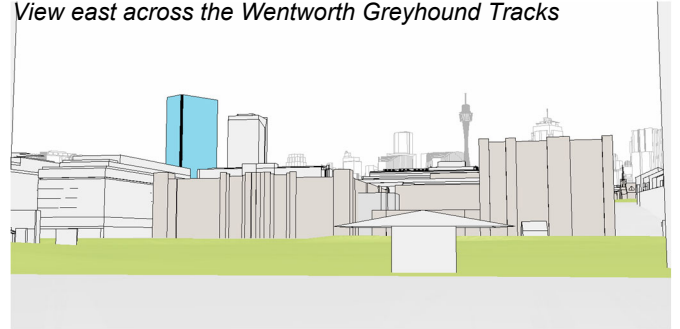


Proposed (unchanged)

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



View north along Jones Street



469-483 Harris Street

Overview

469-483 Harris Street contains six separate lots on the western side of Harris Street, between Quarry Street and William Henry Street, as follows:

- 469 Harris Street (Lot 1 DP 69694)
- 471 Harris Street (Lot 1 DP 64212)
- 473-475 Harris Street (Lot 1 DP 64213)
- 477-479 Harris Street (Lot 1 DP 90991, and Lot 2 DP 90991)
- 481 Harris Street (Lot 3 DP 90991)
- 483 Harris Street (Lot 4 DP 90991)

469-483 have three frontages (clockwise); Kirk Street to the west, Harris Street to the east and Harrison Lane to the south. The location and existing buildings can be seen in Figure 167 and Figure 168.



Figure 167 – location plan of 469-483 Harris Street



Figure 168 – oblique aerial of 469-483 Harris Street

Background

469-483 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 469-483 Harris Street was identified as a site capable of change.

Existing controls

469-483 Harris Street are currently occupied by a mixture of two-storey commercial, retail and shop-top houses. These controls, along with the layout and position of the site can be seen in Table 47 and Figure 169, respectively.

Table 47 – existing building and existing planning controls for 469-483 Harris Street

	<i>Existing buildings</i>	<i>Existing controls</i>
469-471 Harris Street (amalgamated)		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.59 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
473-475 Harris Street		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.48 approx.</i>	1.5
Height of building	<i>7m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
477-479 Harris Street		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>2.0 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
481-483 Harris Street (amalgamated)		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.75 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%



Figure 169 – existing site plan for 469-483 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

Courtyards at the centre of the site provide deep soil for the planting of trees.

More public space for more people – streets and open spaces –

The street wall building form and small site sizes combine such that new public space on this site is not appropriate.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 170).

Reinforce **'street wall' form** of most buildings –

The height of the building along Harris Street responds to the existing heights of nearby buildings extending the existing street wall. Similarly on Kirk Street the building height responds to the heights of the existing buildings opposite.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Harris Street, a busy road. The building form is designed to be narrow in depth and continuous to Harris Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

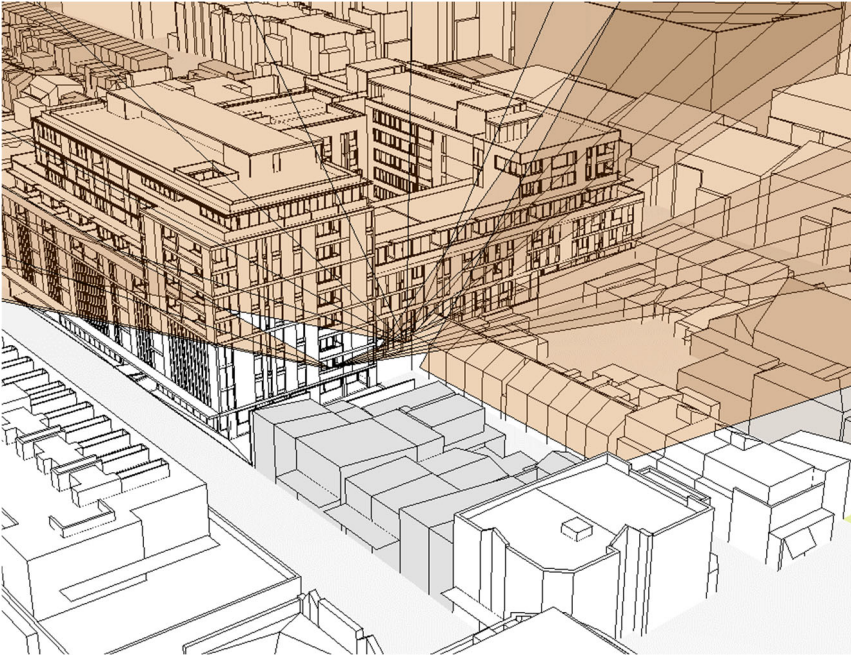


Figure 170 – solar access to neighbouring residential properties

Proposed controls

For 469-483 Harris Street, the proposed controls are for residential uses, with ground floor retail uses to Harris Street. As shown Table 48, a different FSR and height has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 171

Table 48 – proposed planning controls for 469-483 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
469-471 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.59 approx.</i>	1.5	2.65
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
473-475 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.48 approx.</i>	1.5	2.65
Height of building	<i>7m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
477-479 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>2.0 approx.</i>	1.5	2.65
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
481-483 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.75 approx.</i>	1.5	1.61
Height of building	<i>8m</i>	9m	18m
Height in storeys	2	2	4
Deep soil	-	10%	15%



Figure 171 – proposed site plan for 469-483 Harris Street

Visualisation

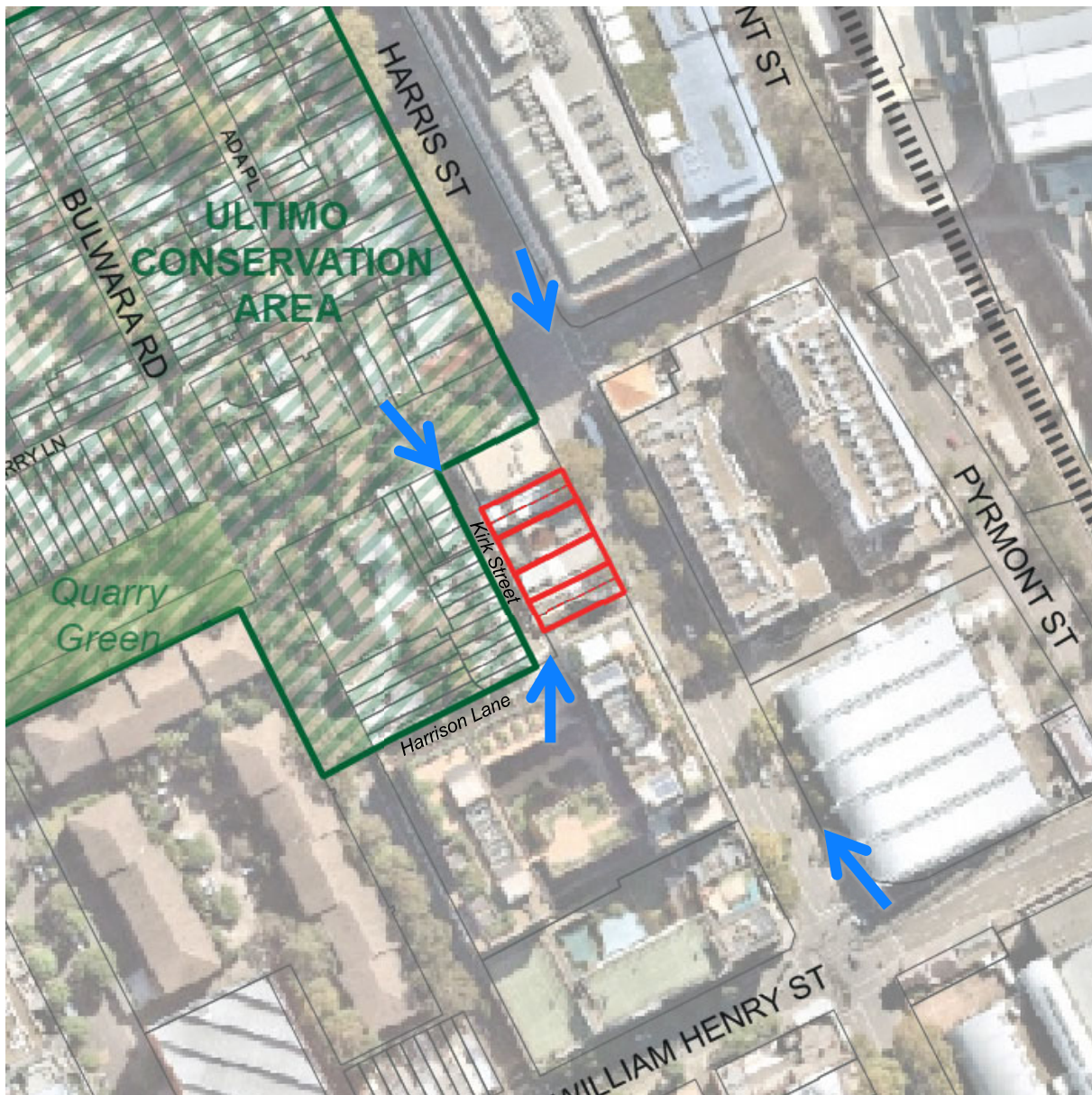


Figure 172 – view locations

Existing

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Existing + approved

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Proposed

View south along Harris Street



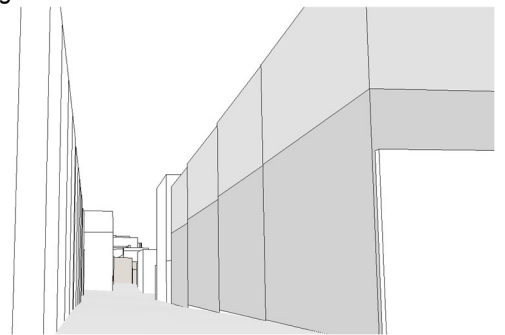
View north along Harris Street



View south along Kirk Street



View north along Kirk Street



535-547 Harris Street

Overview

535-547 Harris Street contains seven separate lots on the western side of Harris Street, between William Henry Street and Macarthur Street, as follows:

- 535 Harris Street (Lot 1 DP 928999)
- 537 Harris Street (Lot 2 DP 928999)
- 539 Harris Street (Lot 3 DP 928999)
- 541 Harris Street (Lot 4 DP 928999)
- 543 Harris Street (Lot 5 DP 928999)
- 545 Harris Street (Lot 6 DP 928999)
- 547 Harris Street (Lot 7 DP 928999)

535-547 has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 173 and Figure 174.



Figure 173 – location plan of 535-547 Harris Street



Figure 174 – oblique aerial of 535-547 Harris Street

Background

535-547 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 535-547 Harris Street was identified as a site capable of change.

Existing controls

535-547 Harris Street are currently occupied by five two storey terrace houses across the northern five lots, with the southern two currently vacant. The existing controls, along with the layout and position of the site can be seen Table 49 and Figure 175, respectively.

Table 49 – existing building and existing planning controls for 535-547 Harris Street

	<i>Existing buildings</i>	Existing controls
Land use & zoning	<i>Vacant & residential</i>	B1 – NC
Floor space ratio	<i>varies</i>	3.5
Height of building	<i>6-7.5m</i>	22m
Height in storeys	<i>0-2</i>	5
Deep soil	<i>varies</i>	10%



Figure 175 – existing site plan for 535-547 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Hackett Street.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 176).

Reinforce **'street wall' form** of most buildings –

The height of the building along Harris Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Harris Street, a busy road. The building form is designed to be narrow in depth and continuous to Harris Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

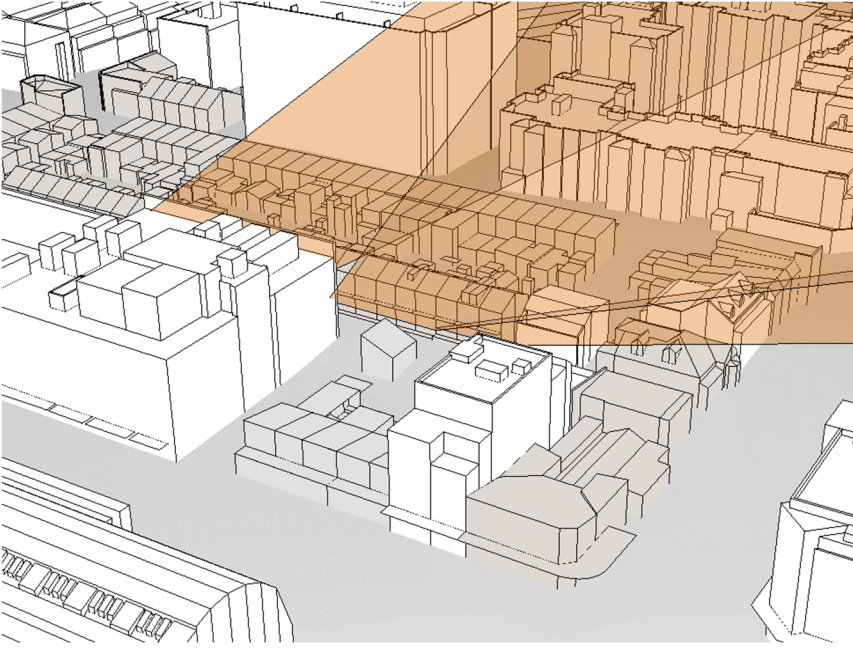


Figure 176 – solar access to adjoining residential properties

Proposed controls

For 535-547 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.33:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 50 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 177.

Table 50 – proposed planning controls for 535-547 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Vacant & residential	B1 – NC	Mixed use
Floor space ratio	<i>varies</i>	3.5	3.33 + DesEx Comm = .53 Res = 3.13
Height of building	6-7.5m	22m	41.5m
Height in storeys	0-2	5	12^
Deep soil	<i>varies</i>	10%	10%



Figure 177 – proposed site plan for 535-547 Harris Street

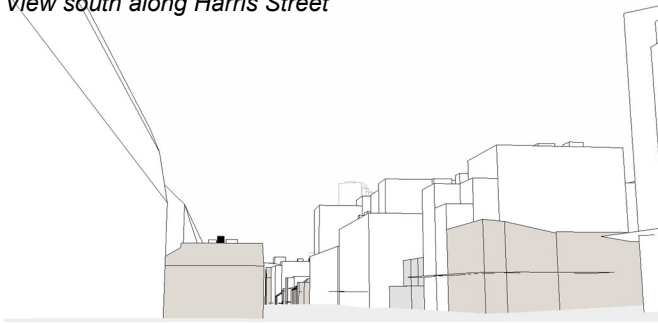
Visualisation



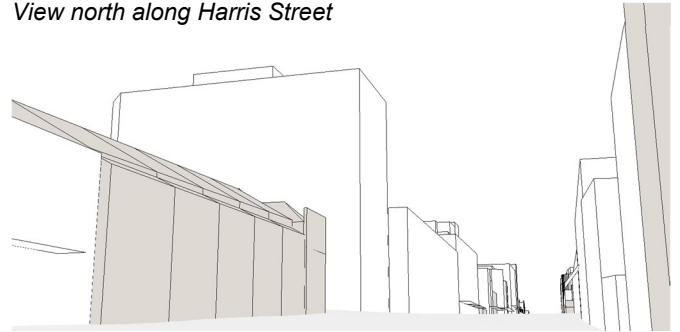
Figure 178 – view locations

Existing

View south along Harris Street



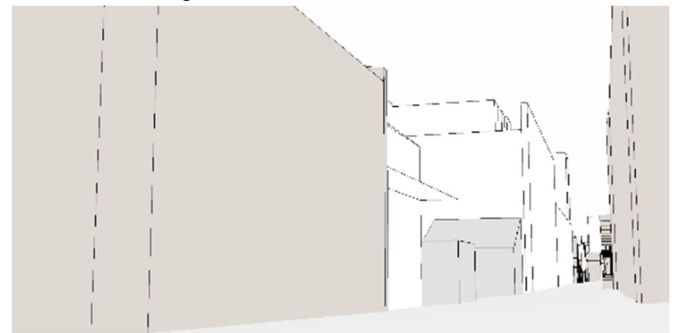
View north along Harris Street



View north along Hackett Street

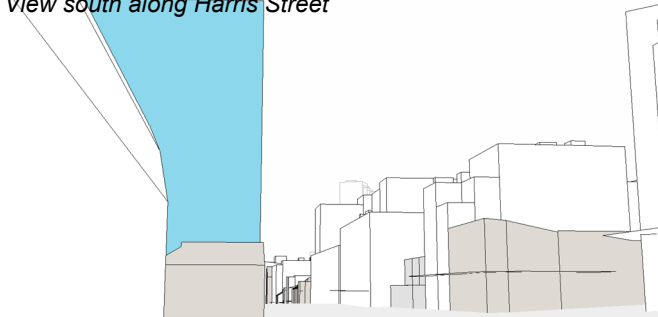


View south along Hackett Street



Existing + approved

View south along Harris Street



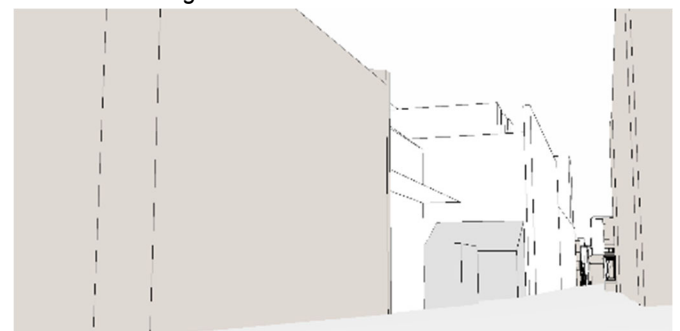
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



Proposed

View south along Harris Street



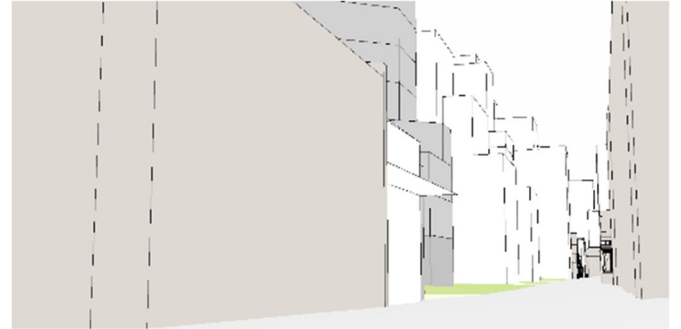
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



549-559 Harris Street

Overview

549-559 Harris Street (Lot 1 DP 79179) is located on the western side of Harris Street, between William Henry Street and Macarthur Street. The site has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 179 and Figure 180.



Figure 179 – location plan of 549-559 Harris Street



Figure 180 – oblique aerial of 549-559 Harris Street

Background

549-559 was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 181 and Table 51.

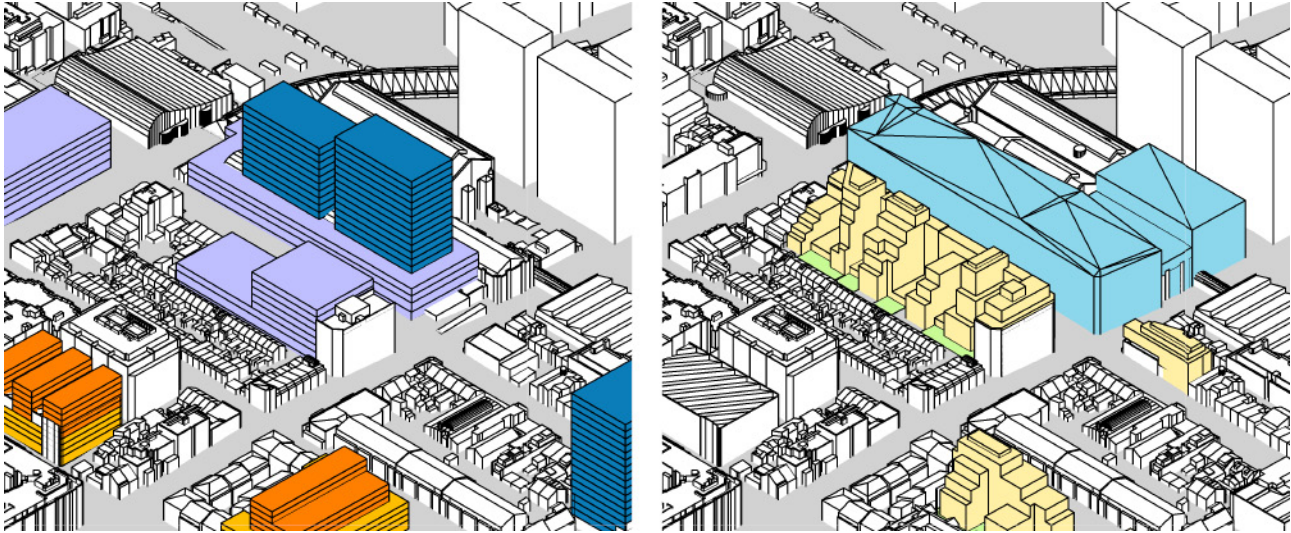


Figure 181 – comparison of Department of Planning's initial study and City of Sydney's study for 549-559 Harris Street

Table 51 – Department of Planning's initial study for 549-559 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	6,740 sqm*	5,365 sqm
Floor space ratio	5.0	3.62 + DesEx
Height of building	35 m	41.5m
Height in storeys	3 (<i>HiS not specified</i>)	12 [^]
Deep soil	0%	10%
*Model shown represents GFA of approx. 2,786 sqm (FSR 2.06) using the City of Sydney's building efficiencies, not the controls indicated above		

Existing controls

549-559 Harris Street is currently occupied by a four-storey commercial/industrial building with zero setbacks to all sides. The existing controls, along with the layout and position of the site can be seen in Table 52 and Figure 182, respectively.

Table 52 – existing building and existing planning controls for 549-559 Harris Street

	<i>Existing buildings</i>	<i>Existing controls</i>
Land use & zoning	<i>Commercial / Industrial</i>	B1 – NC
Floor space ratio	<i>4.41 approx.</i>	4.0
Height of building	<i>22m</i>	22m
Height in storeys	<i>4</i>	5
Deep soil	<i>0%</i>	10%



Figure 182 – existing site plan for 549-559 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Hackett Street.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 183).

Reinforce **'street wall' form** of most buildings –

The height of the building along Harris Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Harris Street, a busy road. The building form is designed to be narrow in depth and continuous to Harris Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

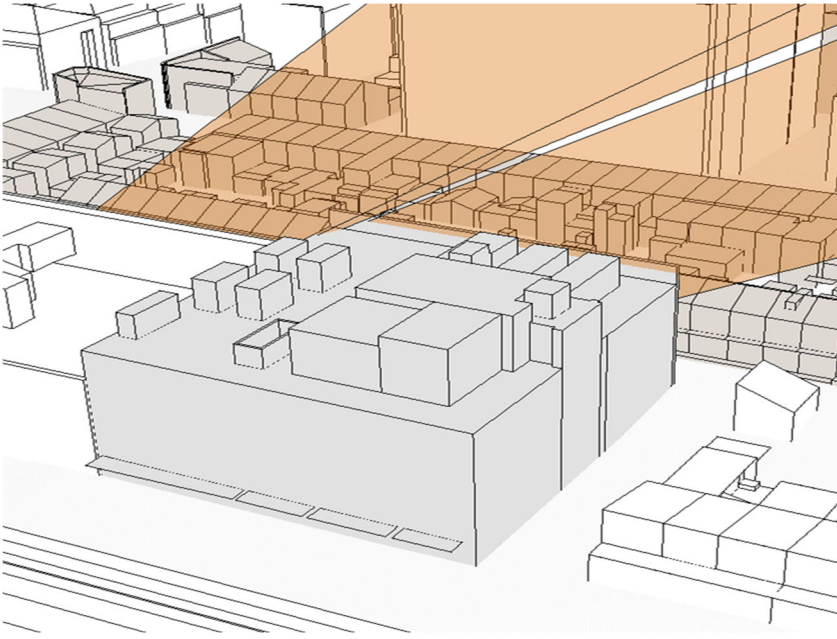


Figure 183 – solar access to adjoining residential properties

Proposed controls

For 549-559 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 53 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 184.

Table 53 – proposed planning controls for 549-559 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial / Industrial	B1 – NC	Mixed use
Floor space ratio	4.41 approx.	4.0	3.62 + DesEx Comm = 0.53 Res = 3.45
Height of building	22m	22m	41.5m
Height in storeys	4	5	12^
Deep soil	0%	10%	10%



Figure 184 – proposed site plan for 549-559 Harris Street

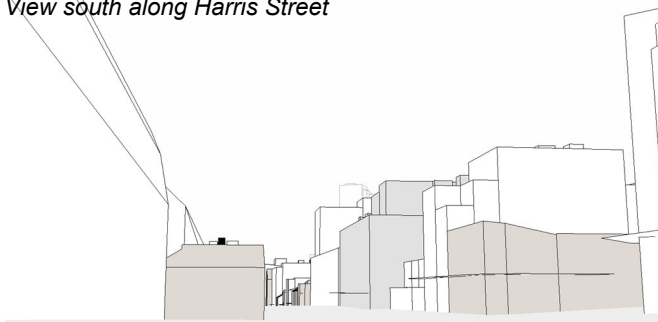
Visualisation



Figure 185 – view locations

Existing

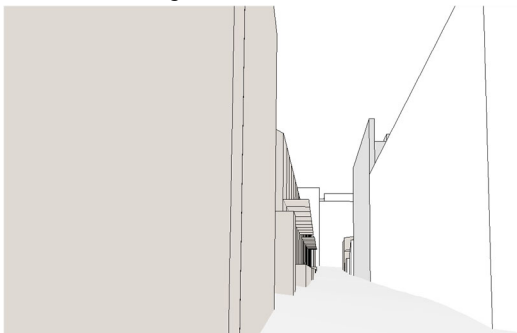
View south along Harris Street



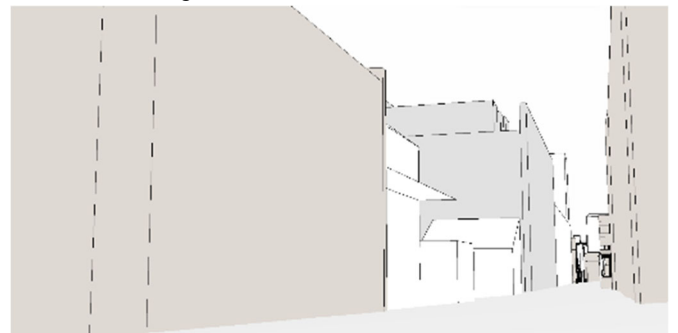
View north along Harris Street



View north along Hackett Street

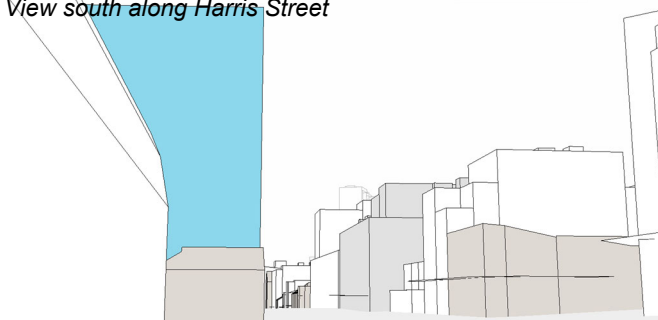


View south along Hackett Street



Existing + approved

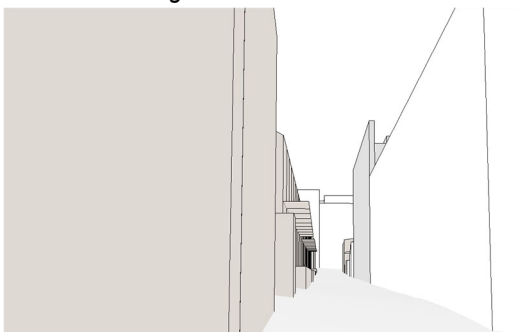
View south along Harris Street



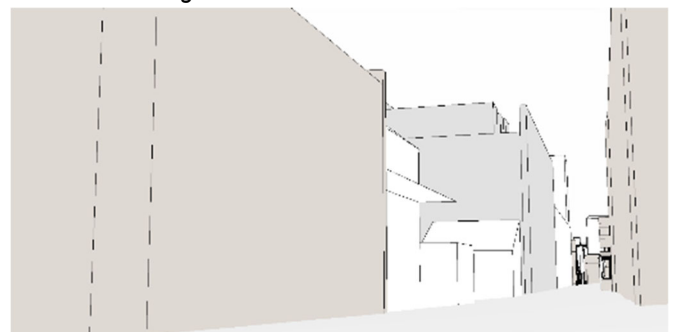
View north along Harris Street



View north along Hackett Street

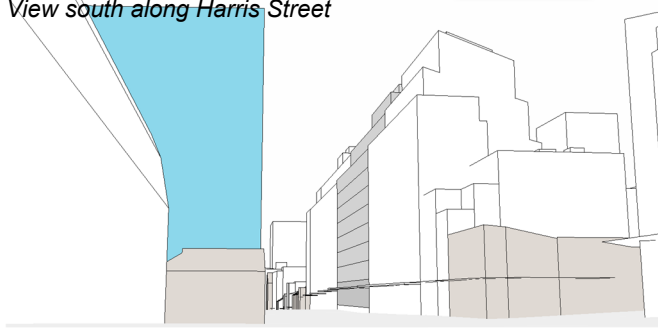


View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



561-577 & 579-583 Harris Street

Overview

561-577 & 579-583 Harris Street (Lot 1 DP 631356, Lot 1 DP 229201, Lot 2 DP 229201, Lot 1 DP 1102413) is located adjacent the Powerhouse Museum. The site has frontages (clockwise) to Harris Street to the east, Macarthur Street to the south and Hackett Street to the west (refer Figure 187 and Figure 186).



Figure 187 – location plan of 561-577 & 579-583 Harris Street



Figure 186 – aerial view of 561-577 & 579-583 Harris Street

Background

561-577 Harris Street was included in the Department of Planning's initial study (note, 579-583 Harris Street was not included in the Department's study). In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 188 and Table 54.

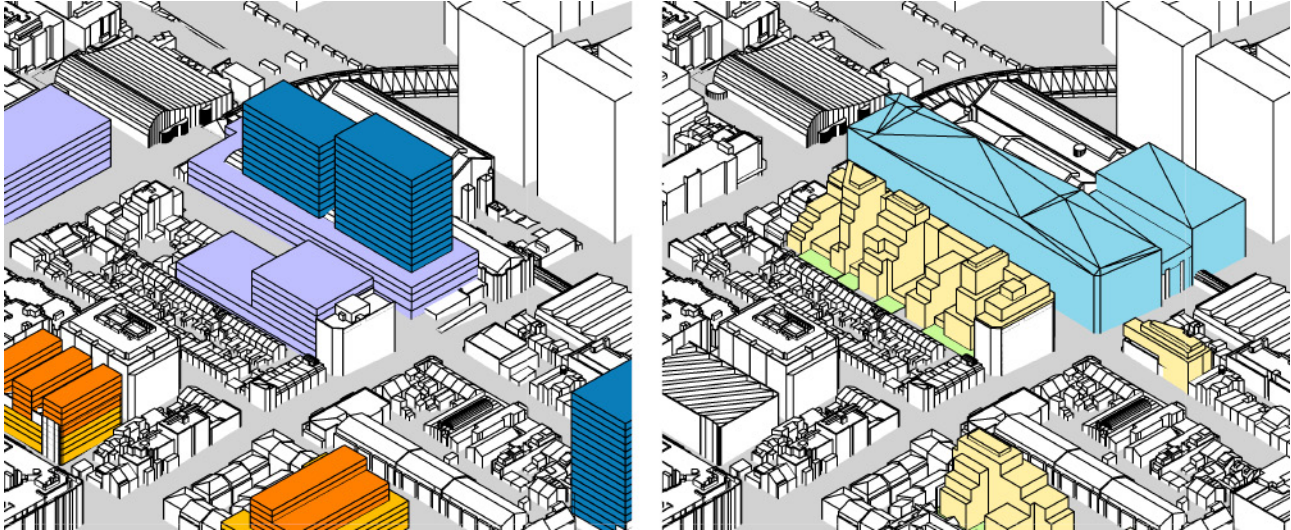


Figure 188 – comparison of Department of Planning's initial study and City of Sydney's study for 561-577 Harris Street

Table 54 – Department of Planning's initial study for 561-577 Harris Street

	Department of Planning's initial study	City of Sydney's study (561-577 Harris Street only)
Gross floor area	9,940 sqm	7,428 sqm
Floor space ratio	5.0	3.40 DesEx
Height of building	35 m	41.5m
Height in storeys	8 (<i>HiS not specified</i>)	12 [^]
Deep soil	0%	15%

Existing controls

561-577 Harris Street is currently occupied by a three-storey commercial building with zero setbacks to all sides. 579-583 Harris Street is currently occupied by commercial building with seven levels of commercial office space above two levels of car parking. The existing controls, along with the layout and position of the site can be seen in Table 55 and Figure 189, respectively.

Table 55 – existing building and existing planning controls for 561-577 & 579-583 Harris Street

	<i>Existing building</i>	Existing controls
561-577 Harris Street		
Land use & zoning	<i>Commercial</i>	B1 – NC
Floor space ratio	<i>1.95 approx.</i>	4.0
Height of building	<i>17.5m</i>	22m
Height in storeys	3	5
Deep soil	<i>0%</i>	10%
579-583 Harris Street		
Land use & zoning	<i>Commercial</i>	B1 – NC
Floor space ratio	<i>6.47 approx.</i>	6.3
Height of building	<i>29m</i>	35m
Height in storeys	7	9
Deep soil	<i>0%</i>	10%

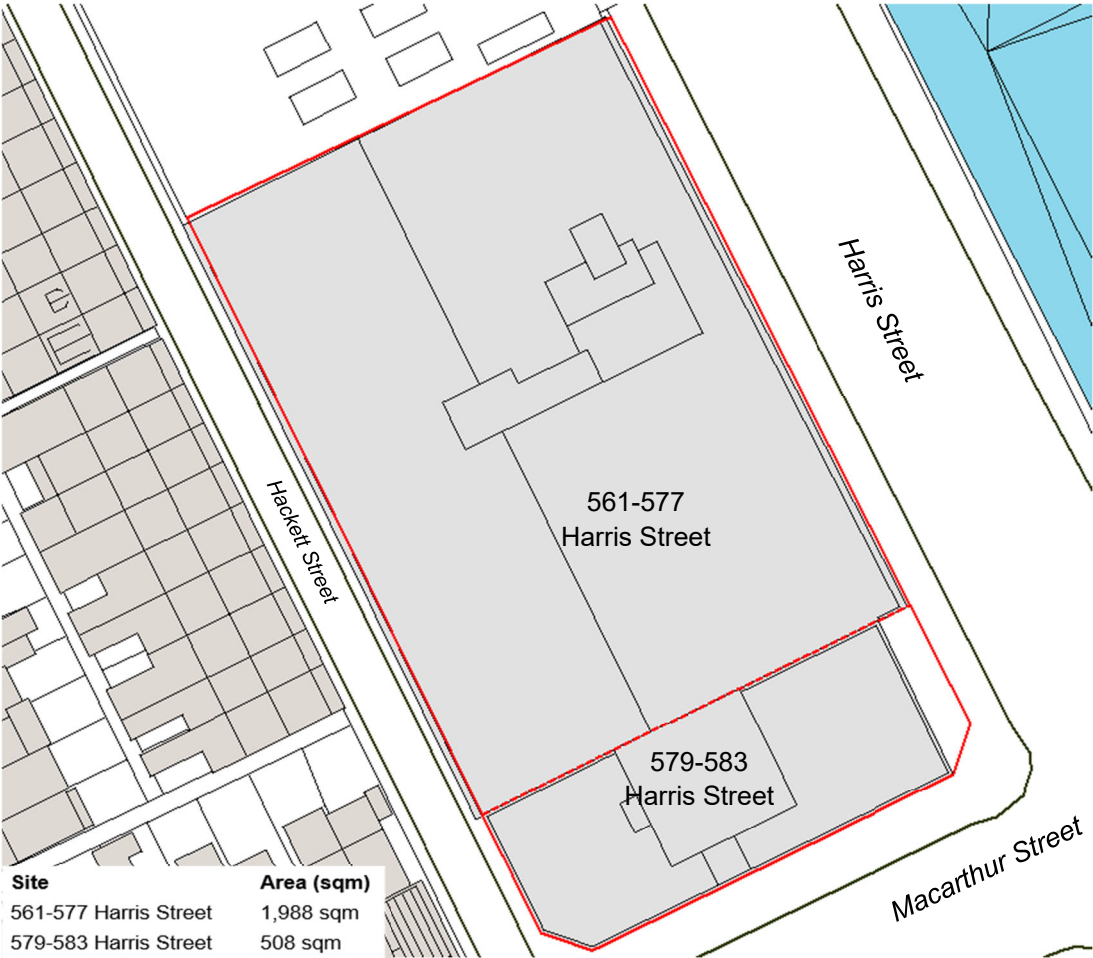


Figure 189 – existing site plan for 561-577 & 579-583 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Hackett Street.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 190).

Reinforce **'street wall' form** of most buildings –

The height of the building along Harris Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Harris Street, a busy road. The building form is designed to be narrow in depth and continuous to Harris Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

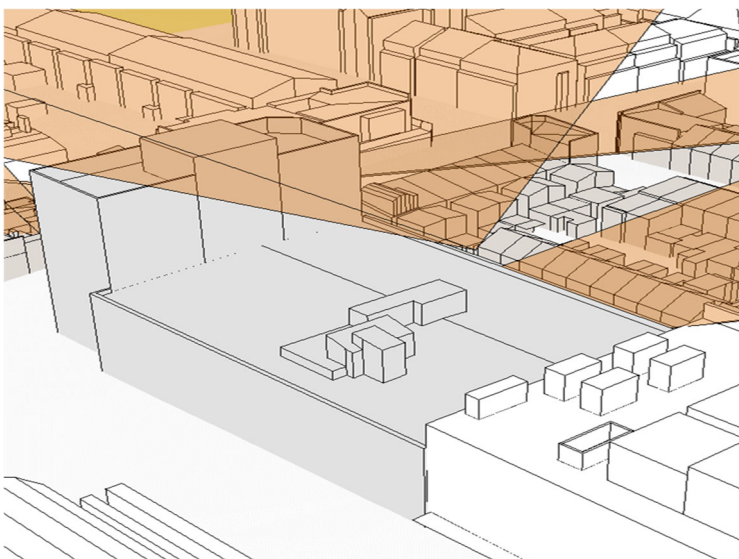


Figure 190 – solar access to neighbouring residential properties

Proposed controls

For 561-577 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site. For 579-583 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris and Macarthur Streets. The site is to have an FSR of 6.41:1 with a Design Excellence clause; and a height limit of 38 metres and 10 storeys. The controls for both sites can be seen in Table 56 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 191.

Table 56 – proposed planning controls for 561-577 & 579-583 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
561-577 Harris Street			
Land use & zoning	<i>Commercial</i>	B1 – NC	Mixed use
Floor space ratio	<i>1.95 approx.</i>	4.0	3.40 + DesEx Comm = 0.53 Res = 3.20
Height of building	<i>17.5m</i>	22m	41.5m
Height in storeys	3	5	12^
Deep soil	0%	10%	15%
579-583 Harris Street			
Land use & zoning	<i>Commercial</i>	B1 – NC	Mixed use
Floor space ratio	<i>6.47 approx.</i>	6.3	6.41 + DesEx Comm = 0.80 Res = 6.25
Height of building	<i>29m</i>	35m	38.0m
Height in storeys	7	9	10^
Deep soil	0%	10%	-



Figure 191 – proposed site plan for 561-577 & 579-583 Harris Street

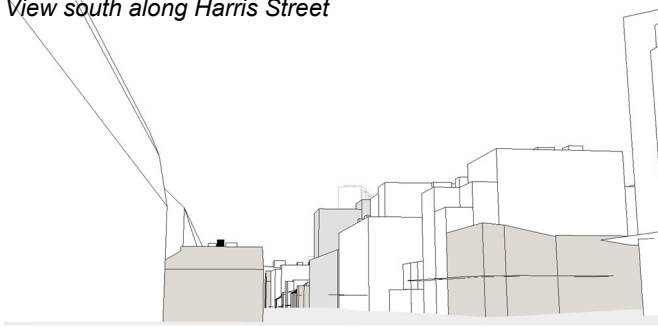
Visualisation



Figure 192 – view locations

Existing

View south along Harris Street



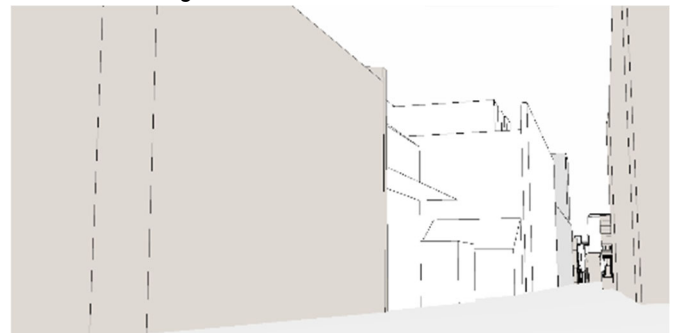
View north along Harris Street



View north along Hackett Street

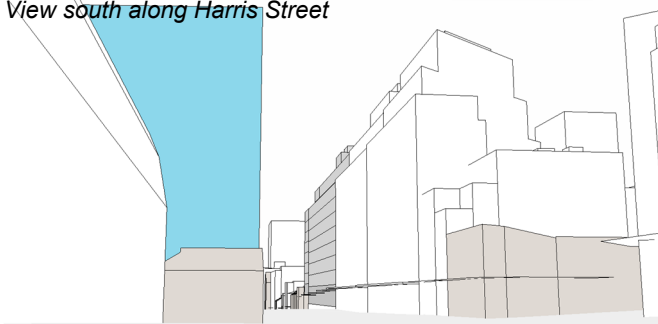


View south along Hackett Street



Existing + approved

View south along Harris Street



View north along Harris Street



View north along Hackett Street

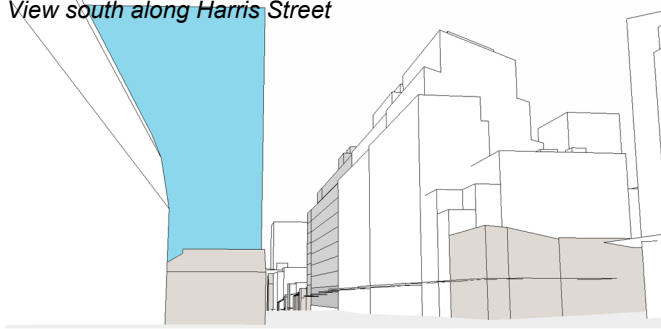


View south along Hackett Street

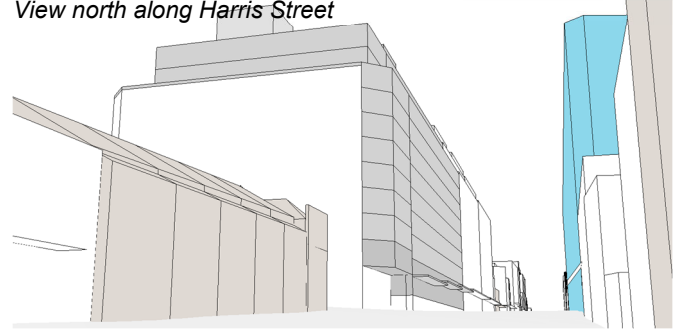


Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



562-576 Harris Street

Overview

562-570 Harris Street and 572-576 Harris Street (Lots 44-47 DP 868670) are located adjacent the Powerhouse Museum. The site group has frontages (clockwise) to Harris Street to the west, Macarthur Street to the north and Systum Street to the east (refer Figure 193 and Figure 194).

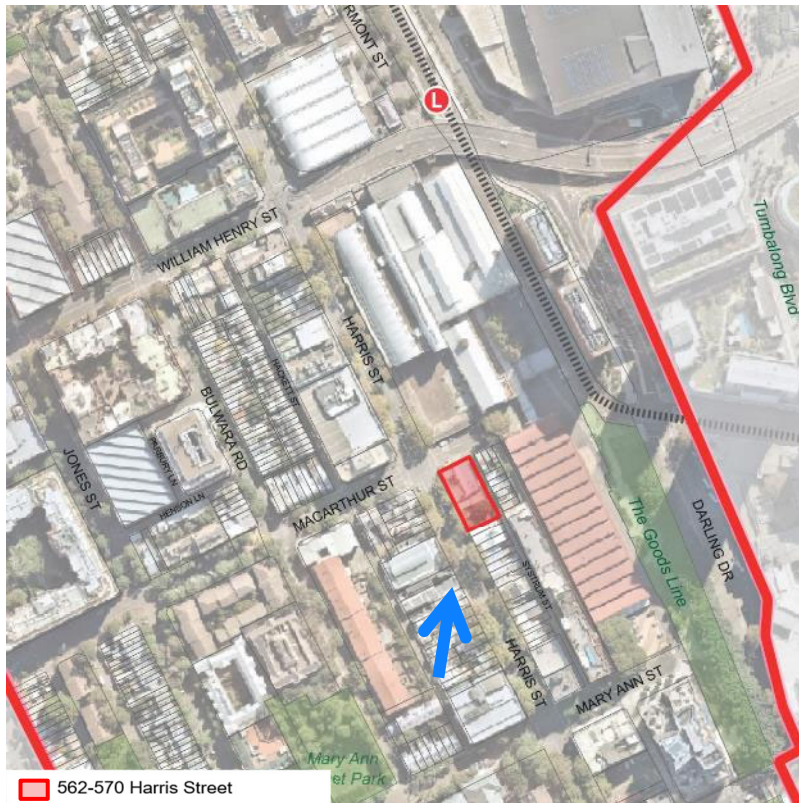


Figure 193 – location plan of 562-576 Harris Street



Figure 194 – oblique aerial of 562-576 Harris Street

Background

562-570 Harris Street, and 572-576 Harris Street were not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and the sites from 562-576 Harris Street were identified as sites capable of change.

In 2023 a Pre-DA (PDA-2023/134) was submitted for 562-576 Harris Street. The submission proposed a scheme for visitor accommodation with an FSR of 2.34:1 (2.13:1 with a Design Excellence clause), as shown in Figure 195 and Table 57. The Pre-DA was subsequently withdrawn.

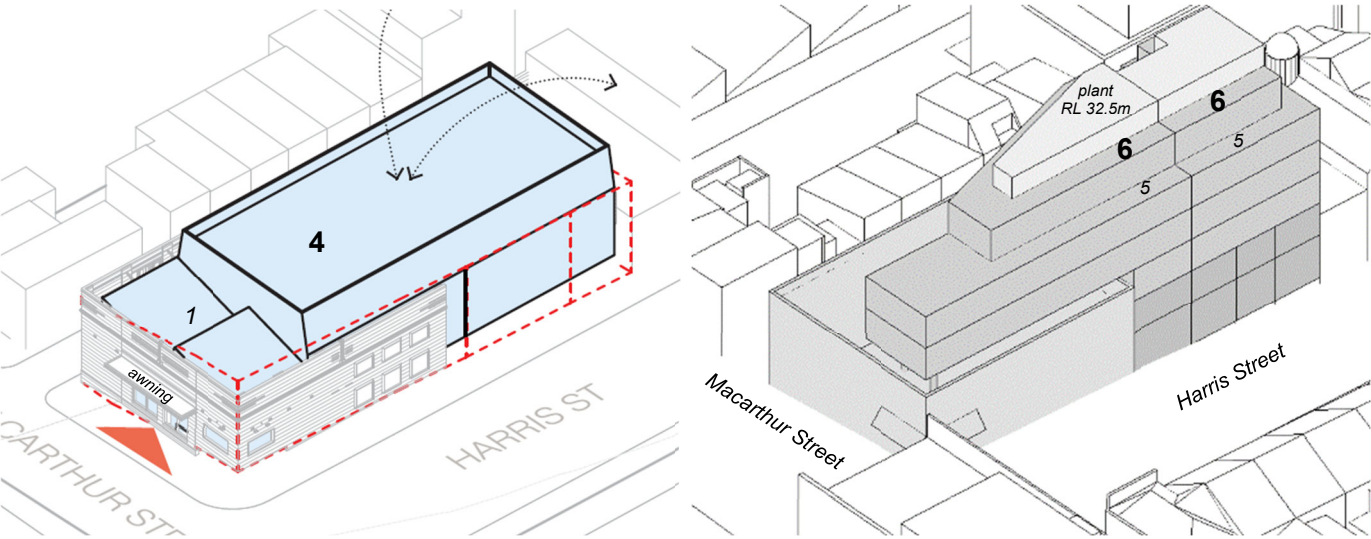


Figure 195 – comparison of proponent’s scheme for 562-576 Harris Street and CoS urban design study

Table 57 – Proponent’s proposed scheme for 562-576 Harris Street (PDA-2023/134)

	PDA-2023/134	CoS study	Alternative controls
Gross floor area	Visitor Accommodation	Residential (mixed use)	Non-residential use
Floor space ratio	2.34	1.98	2.75
Height of building	13.5m	23.5 m	23.5 m
Height in storeys	4^	6^	6^
Deep soil	0%	10%	10%

Existing controls

562-576 Harris Street is currently occupied by single storey warehouse fronting Macarthur Street. South of this is a small two storey annex and lean-to, the remainder of the site group is vacant. These controls, along with the layout and position of the site can be seen in Table 58 **Error! Reference source not found.** and Figure 196 respectively.

Table 58 – existing building and existing planning controls for 562-576 Harris Street

	Existing building	Existing controls
Land use & zoning	<i>Commercial</i>	MU1 – MU
Floor space ratio	<i>0.61 approx.</i>	1.0 & 1.5
Height of building	<i>10m</i>	9m
Height in storeys	2	2
Deep soil	-	10%

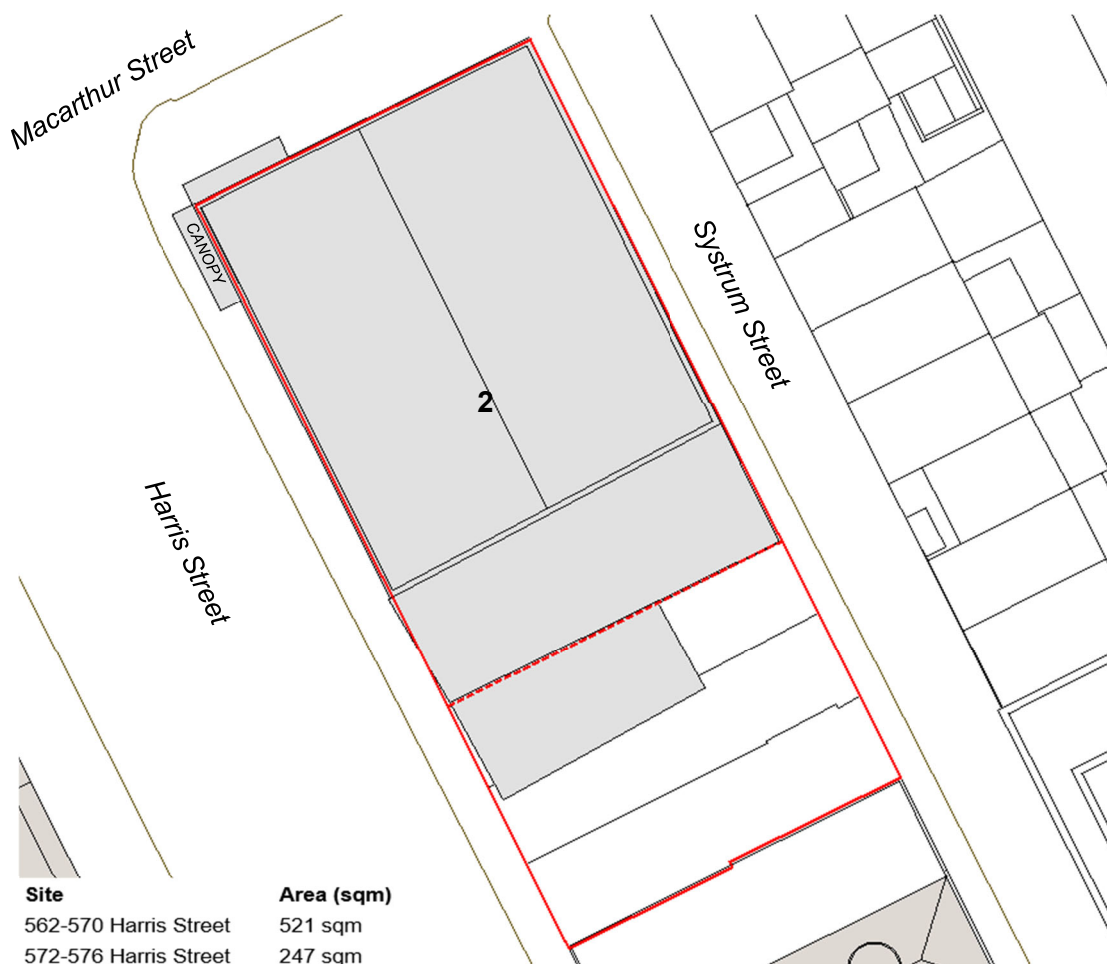


Figure 196 – existing site plan for 562-576 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Systrum Street.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 197).

Reinforce **'street wall' form** of most buildings –

The height of the building along Harris Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

The existing Hannah's Pies warehouse is conserved and carefully built over on part of the Harris Street frontage.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Harris Street, a busy road. The building form is designed to be narrow in depth and continuous to Harris Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places –

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

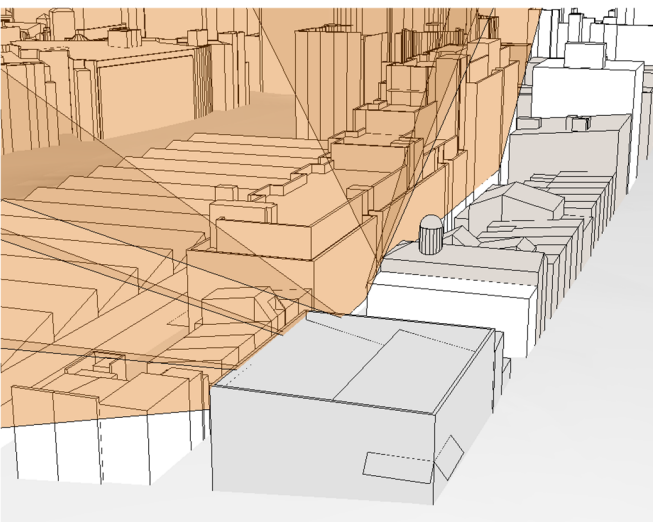


Figure 197 – solar access to neighbouring residential properties

Proposed controls

For 562-576 Harris Street, changes to controls are proposed to support two possible outcomes for floor space use. The mixed use provisions exhibited in late 2024 support street level commercial uses with residential floor space above. In response to feedback from the public exhibition, an alternative scheme is also proposed to incentivise a solely non-residential outcome.

Controls for mixed use development

The exhibited controls are for street level retail-commercial uses fronting Harris and Macarthur Streets with residential uses above. The combined sites would have an FSR of 2:1; a height limit of 23.5 metres and 6 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 59 **Error! Reference source not found.** below. Additional requirements regarding street and upper-level setbacks, street wall height, and site layout requirements are shown in Figure 198.

Table 59 – controls for mixed use development at 562-576 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	MU1 - MU	Mixed use
Floor space ratio	<i>0.65 approx.</i>	1.0 & 1.5	2.0 <i>Comm = 0.86</i> <i>Res = 1.31</i>
<i>Northern site -</i>		1.0	<i>1.66 + DesEx</i> <i>Comm = 0.73</i> <i>Res = 1.09</i>
<i>Southern site -</i>		1.5	<i>2.67 + DesEx</i> <i>Comm = 1.14</i> <i>Res = 1.79</i>
Height of building	<i>10m</i>	9m	23.5m
Height in storeys	2	2	6^
Deep soil	-	10%	10%

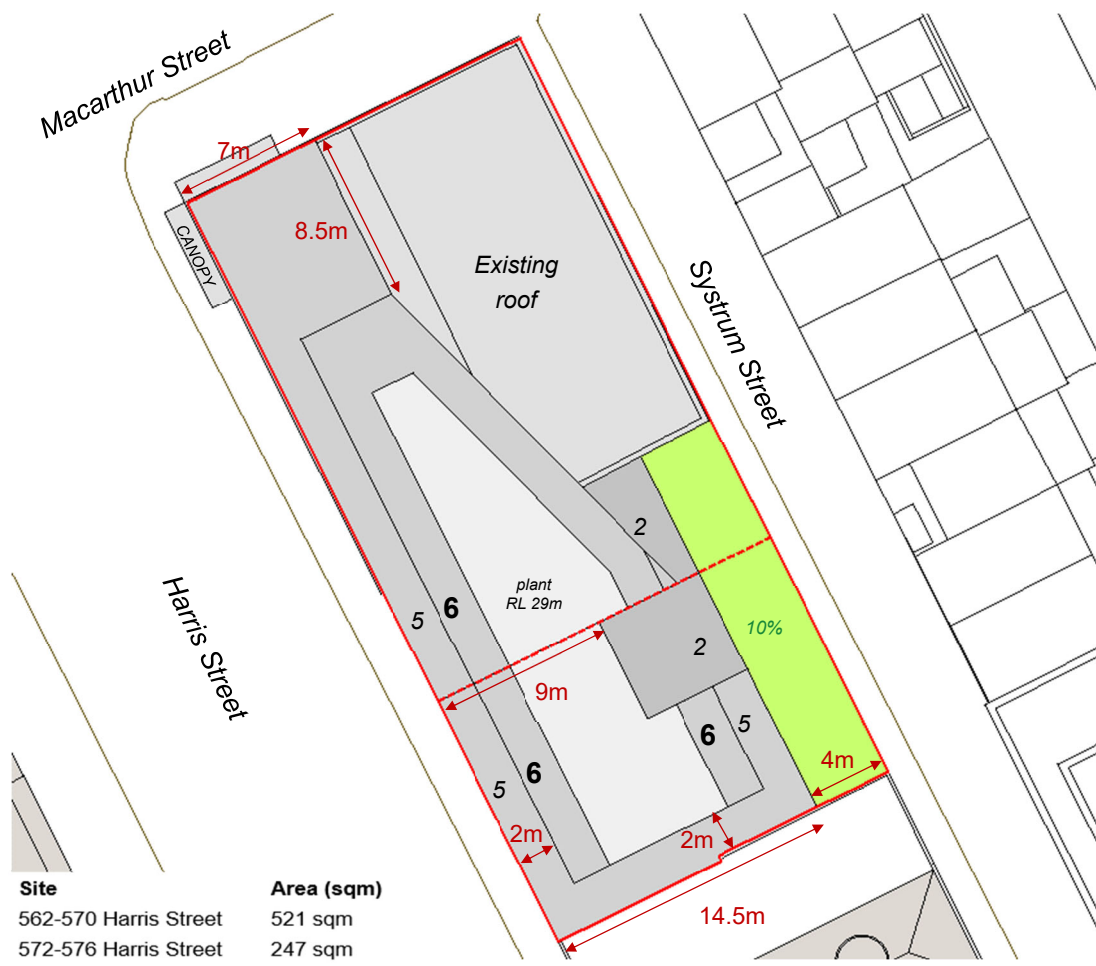


Figure 198 – site plan showing controls for mixed use development at 562-576 Harris Street exhibited late 2024

Alternative controls for non-residential development

The alternative controls proposed for this site group support a solely non-residential approach.

The combined sites would have an FSR of 2.75:1; a height limit of 23.5 metres and 6 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 60 **Error! Reference source not found.** below. Additional requirements regarding street and upper-level setbacks, street wall height, and site layout requirements are shown in Figure 199.

Table 60 – proposed alternative controls for commercial development at 562-576 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	MU1 - MU	Mixed use
Floor space ratio	<i>0.65 approx.</i>	1.0 & 1.5	2.75 <i>Comm = 1.0 Accomm. = 1.70</i>
<i>Northern site -</i>		1.0	<i>1.72 + DesEx Comm = 0.69 Res = 1.06</i>
<i>Southern site -</i>		1.5	<i>3.08 + DesEx Comm = 1.04 Res = 2.04</i>
Height of building	<i>10m</i>	9m	23.5m
Height in storeys	2	2	6^
Deep soil	-	10%	10%



Figure 199 – proposed site plan for 562-560 Harris Street

Visualisation

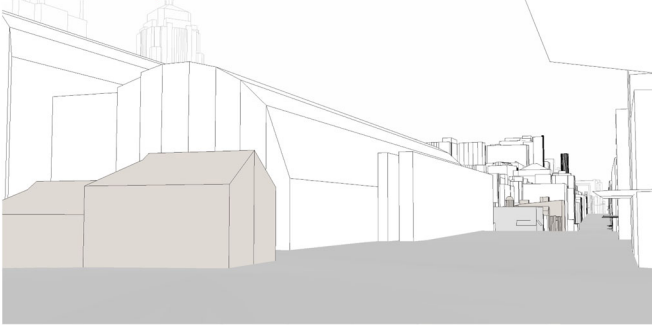


Figure 200 – view locations

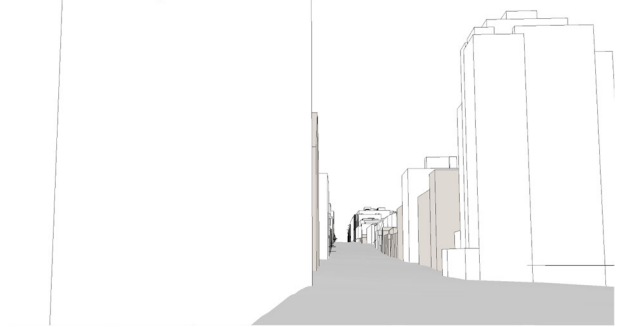
Ultimo Pyrmont Urban Design Study

Existing

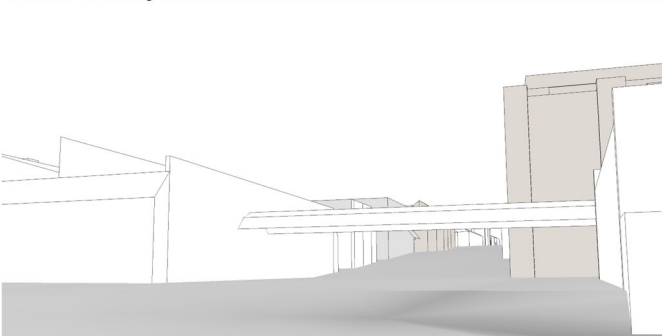
View south along Harris Street



View north along Harris Street



View west along Macarthur Street

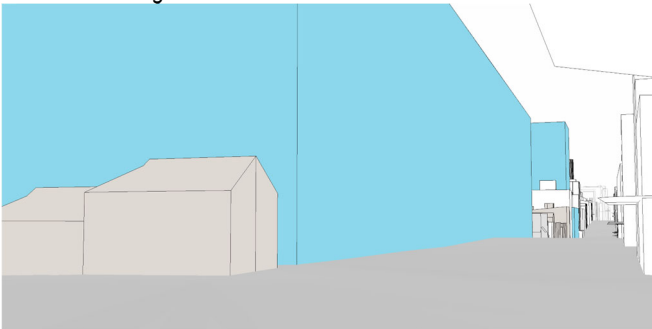


View east along Macarthur Street

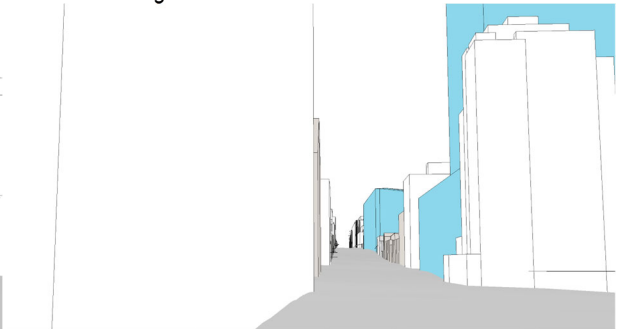


Existing + approved

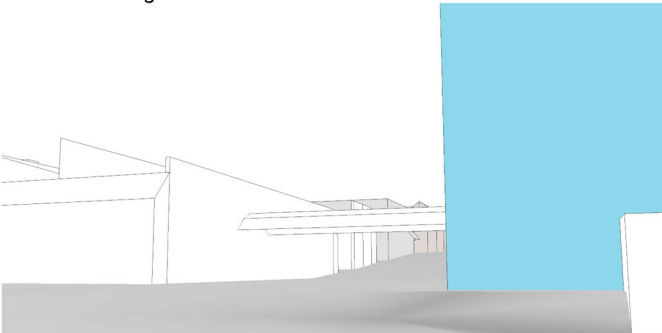
View south along Harris Street



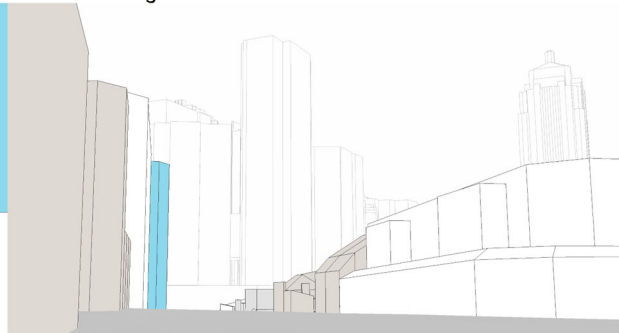
View north along Harris Street



View west along Macarthur Street

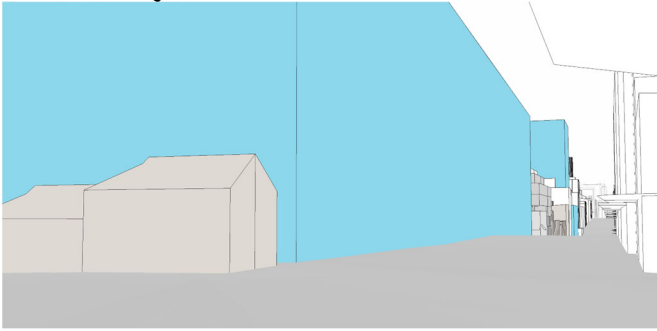


View east along Macarthur Street



Mixed use controls – exhibited late 2024

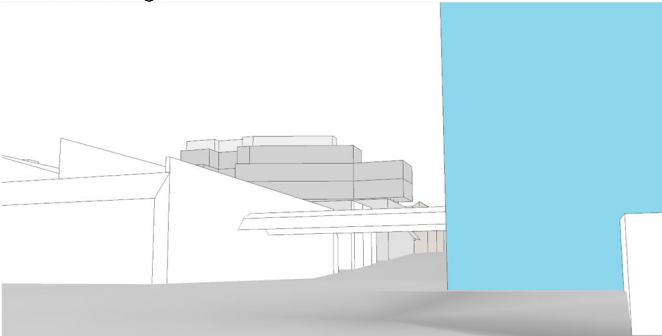
View south along Harris Street



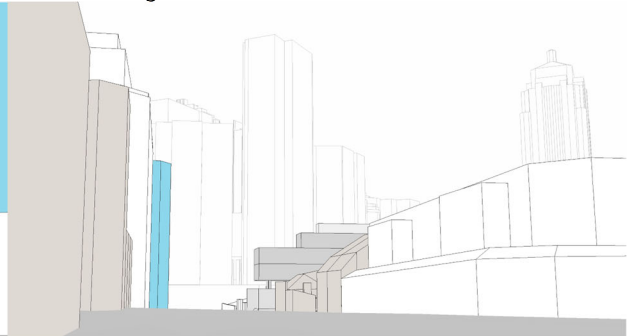
View north along Harris Street



View west along Macarthur Street

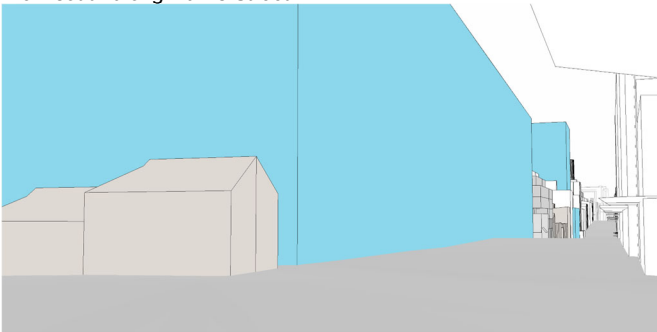


View east along Macarthur Street



Proposed alternative controls for commercial use

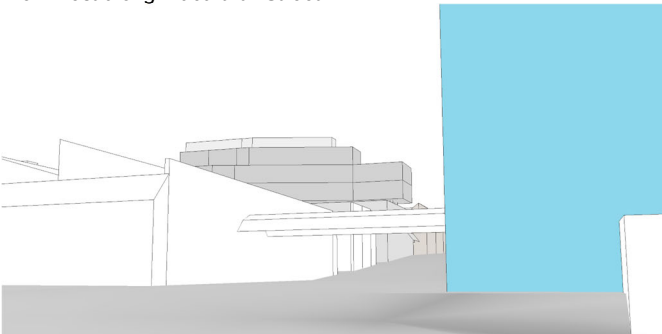
View south along Harris Street



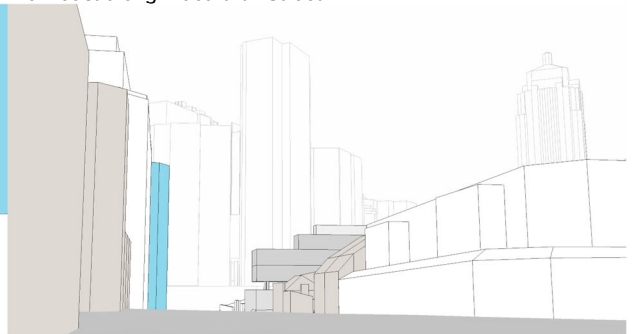
View north along Harris Street



View west along Macarthur Street



View east along Macarthur Street



383-389 Bulwara Road

Overview

383-389 Bulwara Road (Part Lot 1 DP 773656) is located immediately north of the Mary Ann Street Reserve on the western side of Bulwara Road (refer Figure 201 and Figure 202).



Figure 201 – location plan of 383-389 Bulwara Road



Figure 202 – oblique aerial of 383-389 Bulwara Road

Background

383-389 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1 and a height of 32m and 9 storeys, as shown in Figure 203. The study did not consider the amenity of park, the difficulty of site amalgamation with a public authority, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 61 below.

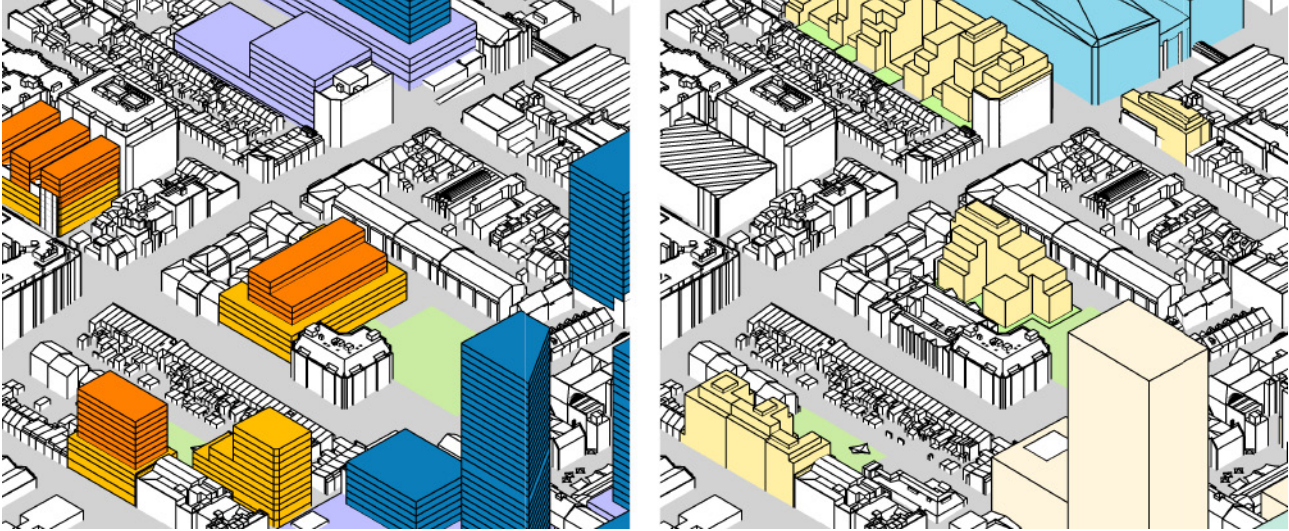


Figure 203 – comparison of Department of Planning's initial study and City of Sydney's study for 383-389 Bulwara Road

Table 61 – Department of Planning's initial study for 383-389 Bulwara Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	8,892 sqm	7,845 sqm
Floor space ratio	4.0	3.16 + DesEx
Height of building	32m (<i>HoB not specified</i>)	35m
Height in storeys	9 (<i>HiS not specified</i>)	10 [^]
Deep soil	Not specified	15%

Existing controls

383-389 Bulwara Road is currently occupied by a five-storey hotel/visitor-accommodation, setback behind a porte-cochère on Bulwara Road. The existing controls, along with the layout and position of the site can be seen in Table 62 and Figure 204 respectively.

Table 62 – existing building and existing planning controls for 383-389 Bulwara Road

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Visitor accommodation</i>	R1 – GR
Floor space ratio	<i>1.86 approx.</i>	2.0
Height of building	<i>21m</i>	18m
Height in storeys	<i>5</i>	4
Deep soil	<i>TBC</i>	10%

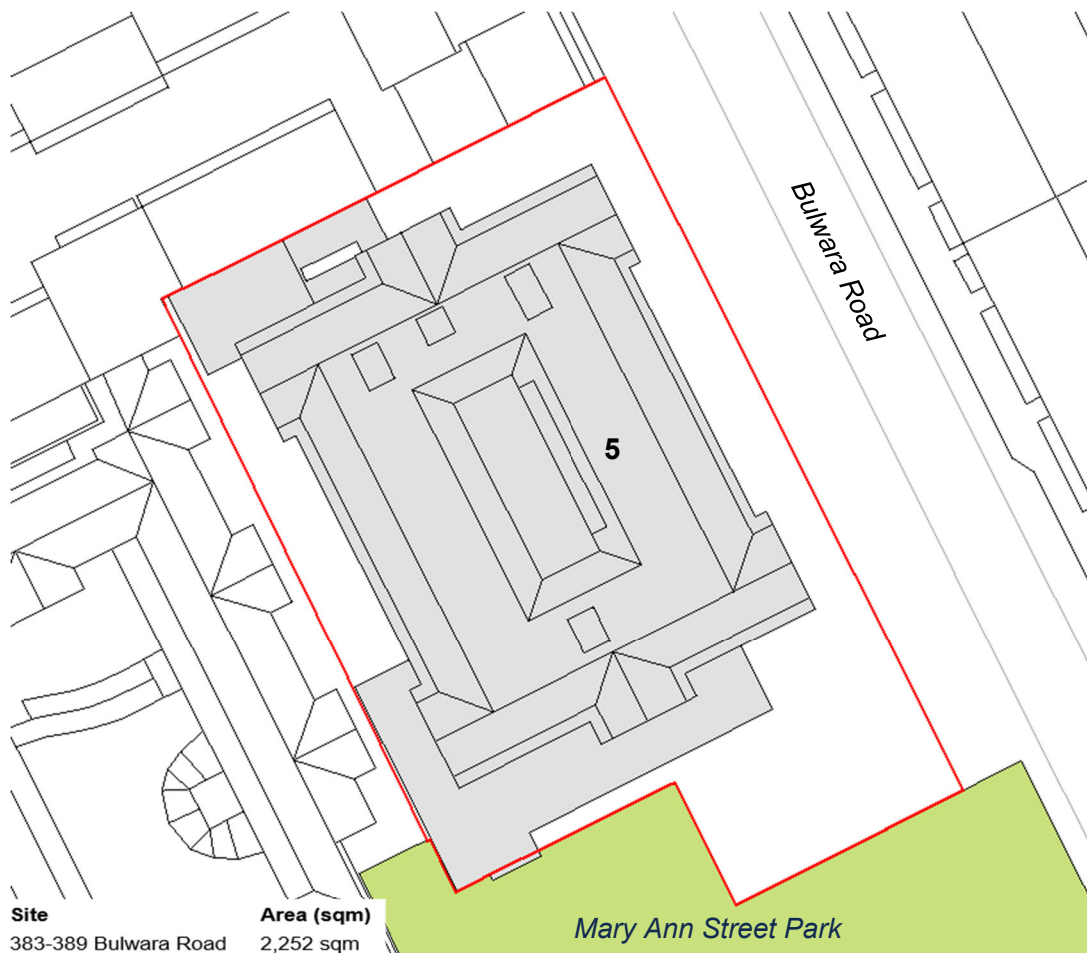


Figure 204 – existing site plan for 383-389 Bulwara Road

Urban design principles

More deep soil for **more trees** and cool green spaces –

The street setback, rear setback, and setback to the park provides deep soil for the planting of trees that extend the greenery of the park.

More public space for more people – streets and open spaces –

The street setback is publicly accessible open space that extends the public space of Bulwara Road.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 205). Additional overshadowing to neighbouring Mary Ann Street Park has also been minimised (refer Figure 206)

Reinforce **'street wall' form** of most buildings –

The height of the building along Bulwara Road responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is not exposed to noise.

Match **land use** to place –

Residential land use extends the existing surrounding residential land use.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

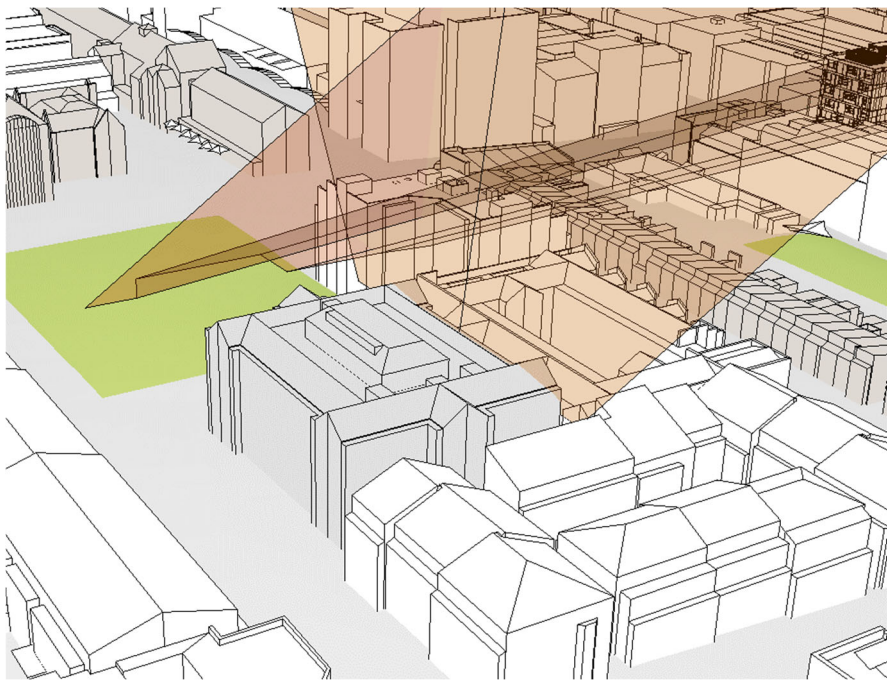


Figure 205 – solar access to adjoining residential properties and Mary Ann Street Park

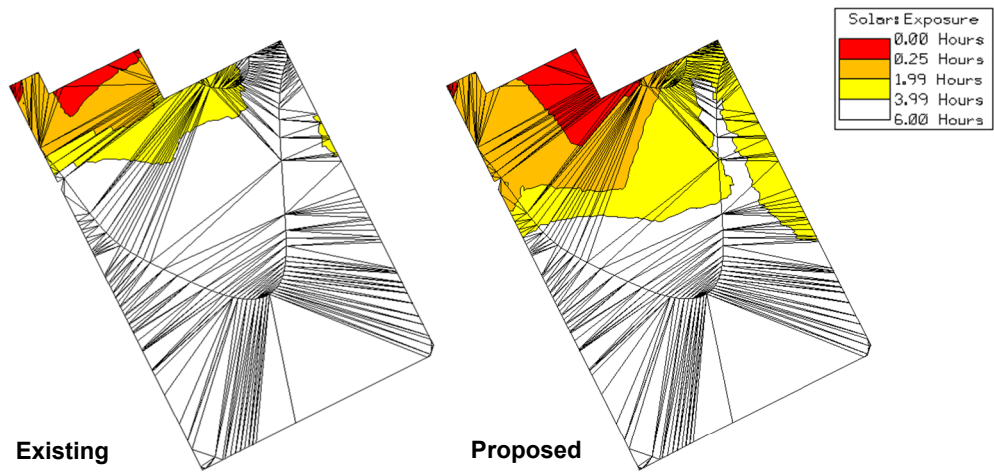


Figure 206 – solar insolation to Mary Ann Street Park

Proposed controls

For 383-389 Murray Street, the proposed controls are for a residential use. The site is to have an FSR of 3.05:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 63 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 207.

Table 63 – proposed planning controls for 383-389 Bulwara Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Visitor accommodation	R1 – GR	Residential
Floor space ratio	1.86 approx.	2.0	3.05 + DesEx
Height of building	21m	18m	35m
Height in storeys	5	4	10^
Deep soil	TBC	10%	15%

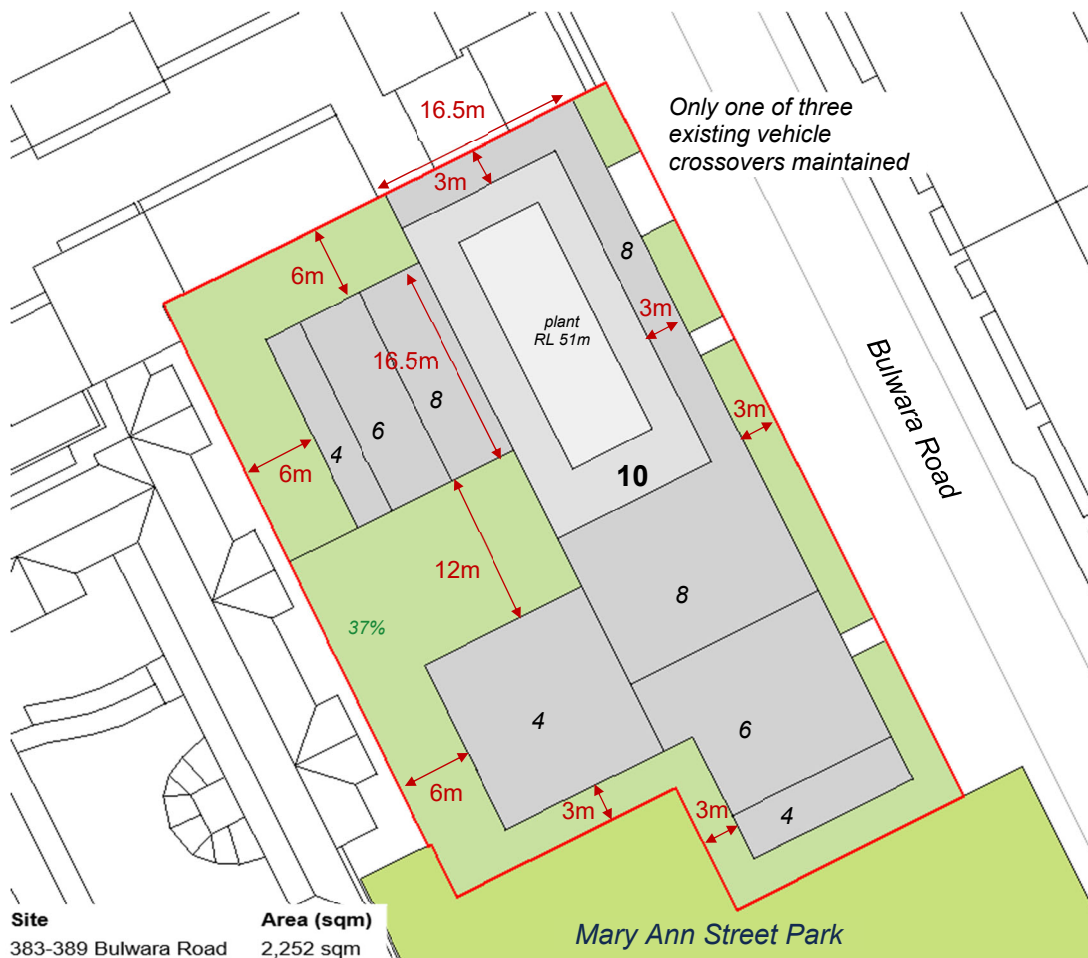


Figure 207 – proposed site plan for 383-389 Bulwara Road

Visualisation

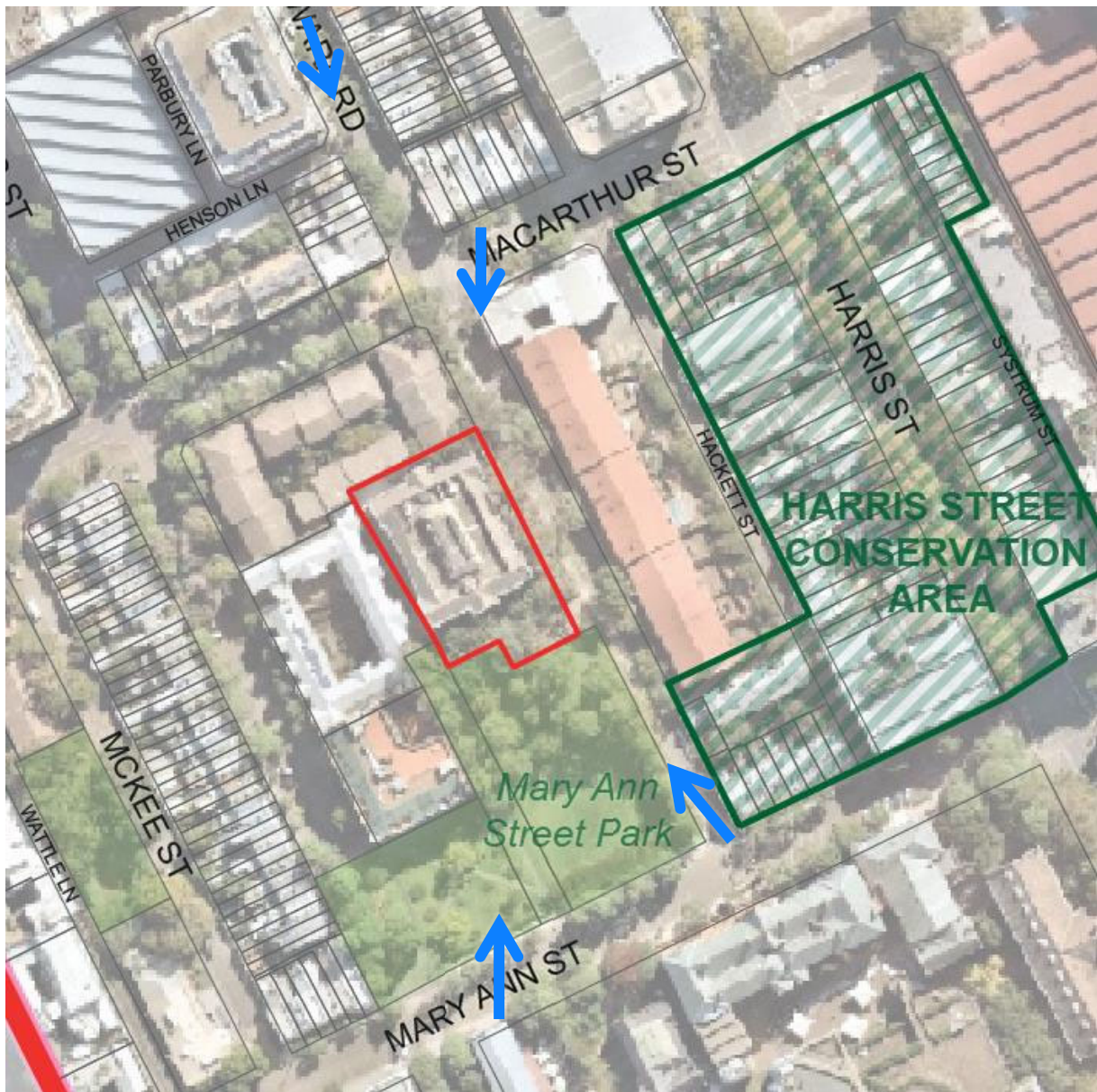
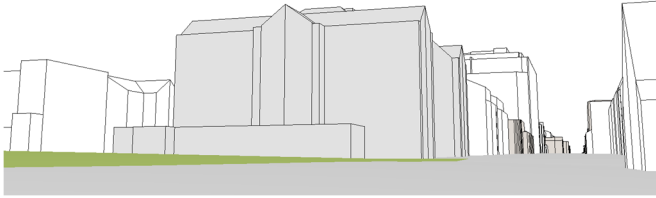


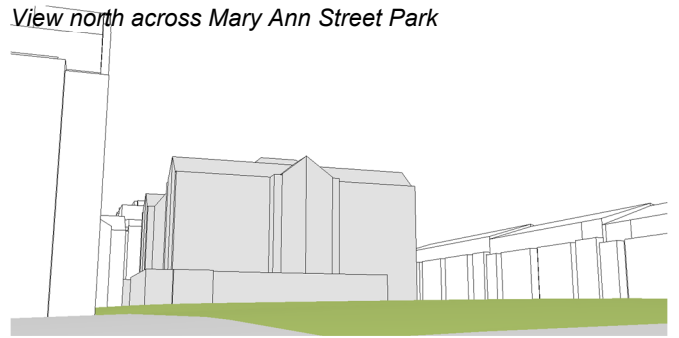
Figure 208 – view locations

Existing

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street

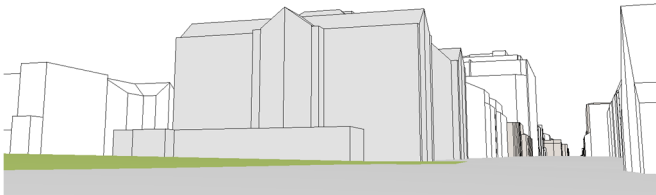


View south along Bulwara Road



Existing + approved

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street

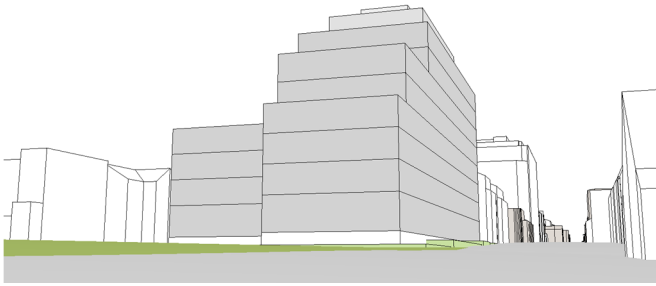


View south along Bulwara Road

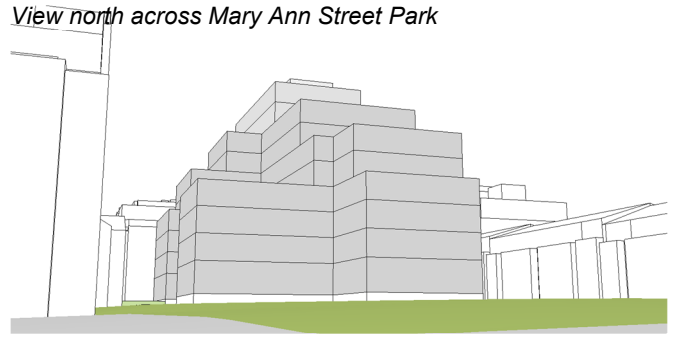


Proposed

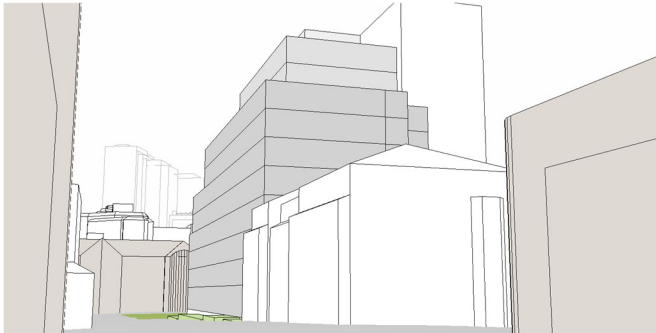
View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street



View south along Bulwara Road



446-456 Wattle Street

Overview

446-456 Wattle Street (Lot 9-14 DP 260374) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The sites front Wattle Street to their west and Wattle Lane to their east (refer Figure 210 and Figure 209).



Figure 210 – location plan of 446-456 Wattle Street



Figure 209 – oblique aerial of 446-456 Wattle Street

Background

446-456 Wattle Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 446-456 Wattle Street was identified as a site capable of change.

Existing controls

446-456 Wattle Street (Lot 9-14 DP 260374) are currently occupied by six separate terrace houses, all fronting Wattle Street, with rear lane access from Wattle Lane. The existing controls and the layout and position of the sites can be seen in Table 64 and Figure 211, respectively.

Table 64 – existing building and existing planning controls for 446-456 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Residential</i>	MU1 – MU
Floor space ratio	<i>1.07 approx.</i>	1.0
Height of building	<i>7.5m</i>	9m
Height in storeys	<i>2</i>	2
Deep soil	<i>n/a</i>	10%



Figure 211 – existing site plan for 446-456 Wattle Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Wattle Lane.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan. Additional overshadowing to nearby Mckee Street Reserve has also been minimised (refer Figure 212)

Reinforce **'street wall' form** of most buildings –

The height of the building along Wattle Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

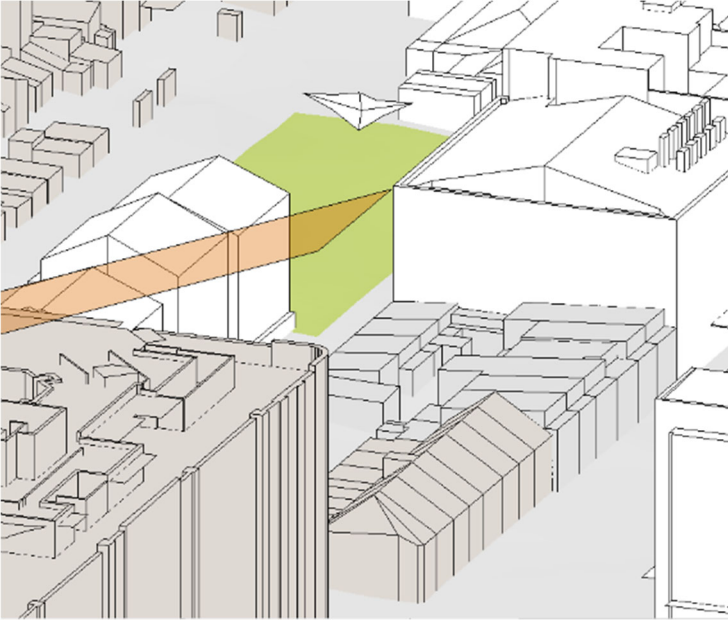


Figure 212 – solar access to McKee Street Reserve community gardens

Proposed controls

For 446-456 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.76:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 65 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 213.

Table 65 – proposed planning controls for 446-456 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Residential	MU1 – MU	Mixed use
Floor space ratio	1.07 approx.	1.0	3.76 + DesEx
Height of building	7.5m	9m	36m
Height in storeys	2	2	10^
Deep soil	n/a	10%	10%



Figure 213 – proposed site plan for 446-456 Wattle Street

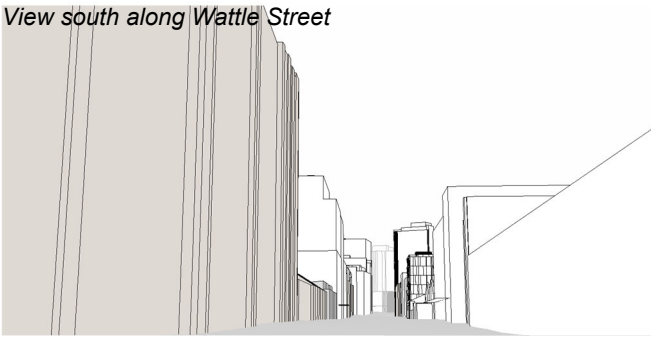
Visualisation



Figure 214 – view locations

Existing

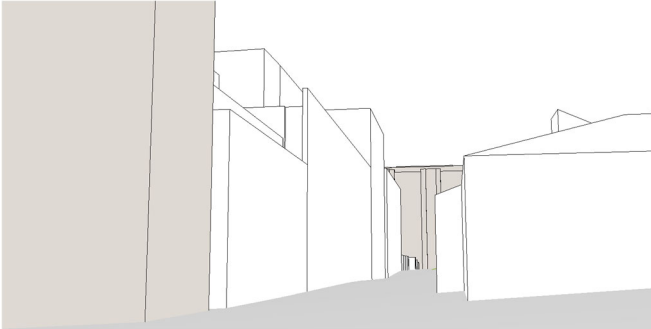
View south along Wattle Street



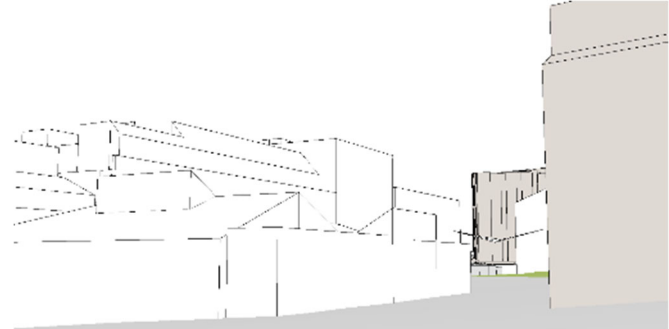
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



Existing + approved

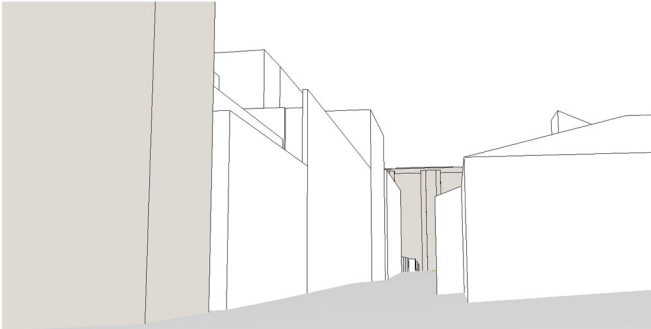
View south along Wattle Street



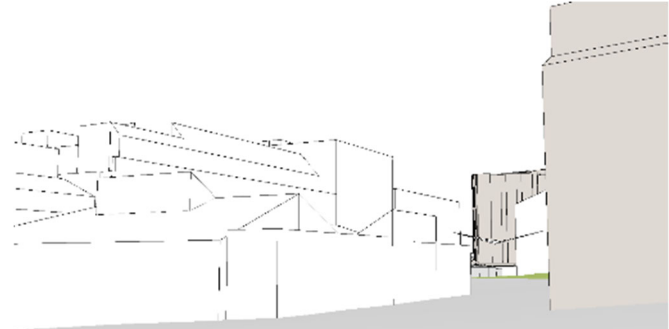
View north along Wattle Street



View north along Wattle Lane

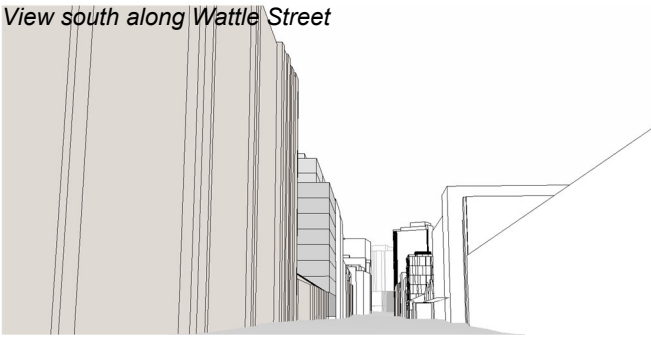


View west across McKee Street Reserve



Proposed

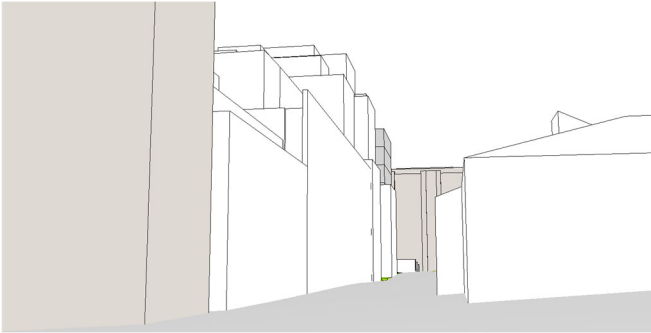
View south along Wattle Street



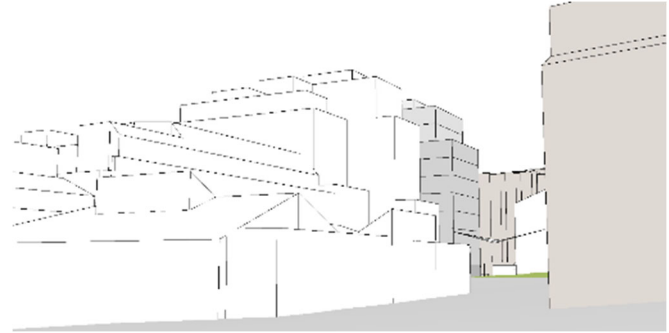
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



458-468 Wattle Street

Overview

458-468 Wattle Street (Lot 2 DP 209558, Lots 1-4 SP 65741) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site front Wattle Street to the west and Wattle Lane to the east (refer Figure 215 and Figure 216).



Figure 215 – location plan of 458-468 Wattle Street



Figure 216 – oblique aerial of 458-468 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 217. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 66 below.

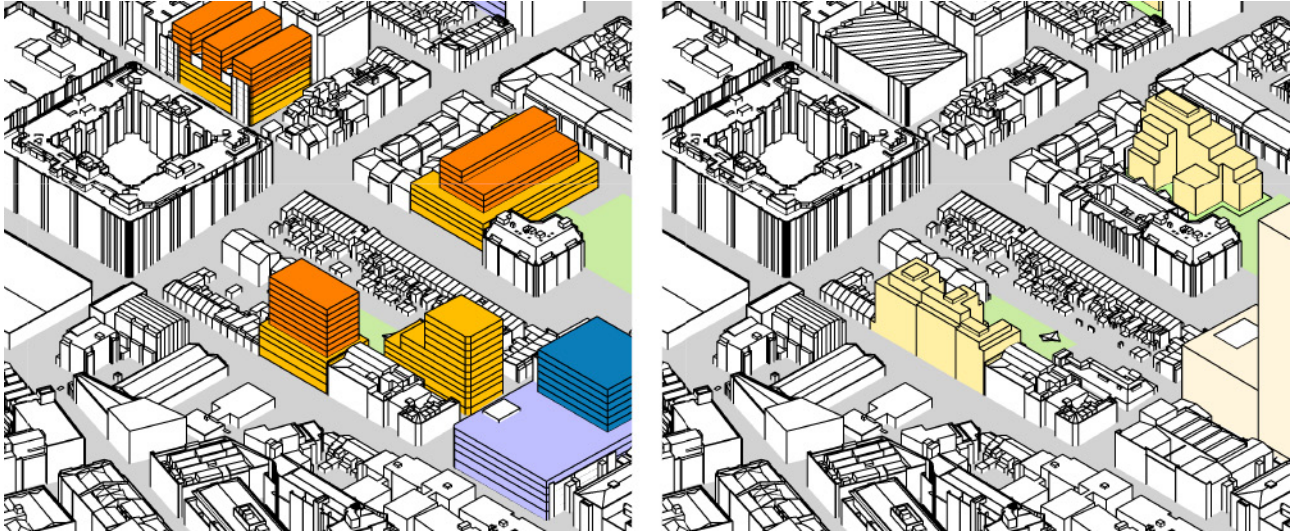


Figure 217 – comparison of Department of Planning's initial study and City of Sydney's study for 458-468 Wattle Street

Table 66 – Department of Planning's initial study for 458-468 Wattle Street

	DPE study	CoS study
Gross floor area	3,520 sqm*	2,693 sqm
Floor space ratio	5.50	3.82 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	36m
Height in storeys	12 (<i>HiS not specified</i>)	10^
Deep soil	Not specified	10%
*Site was amalgamated 470 Wattle Street in the Department of Planning's initial study; figures shown only represent 458-468 Wattle Street		

Existing controls

458-468 Wattle Street is currently occupied by a four-storey commercial building, the existing building's characteristics and current planning controls can be seen in Table 67 below. The layout and position of the site can be seen in Figure 218.

Table 67 – existing building and existing planning controls for 458-468 Wattle Street

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Commercial</i>	MU1 – MU
Floor space ratio	<i>3.11 approx.</i>	2.5
Height of building	<i>18.5m</i>	15m
Height in storeys	<i>4</i>	3
Deep soil	<i>n/a</i>	10%



Figure 218 – existing site plan for 458-468 Wattle Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Wattle Lane.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan.

Reinforce **'street wall' form** of most buildings –

The height of the building along Wattle Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

Proposed controls

For 458-468 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.82:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 68 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 219.

Table 68 – proposed planning controls for 458-468 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Comm.	MU1 – MU	Mixed use
Floor space ratio	3.11 approx.	2.5	3.82 + DesEx
Height of building	18.5m	15m	36m
Height in storeys	4	3	10^
Deep soil	n/a	10%	10%



Figure 219 – proposed site plan for 458-468 Wattle Street

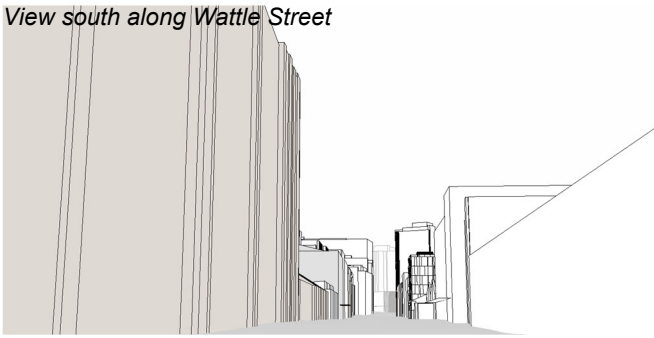
Visualisation



Figure 220 – view locations

Existing

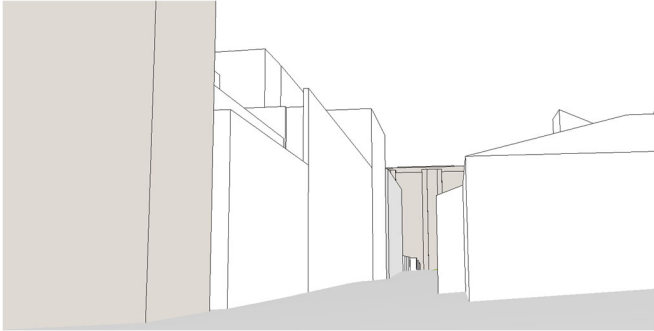
View south along Wattle Street



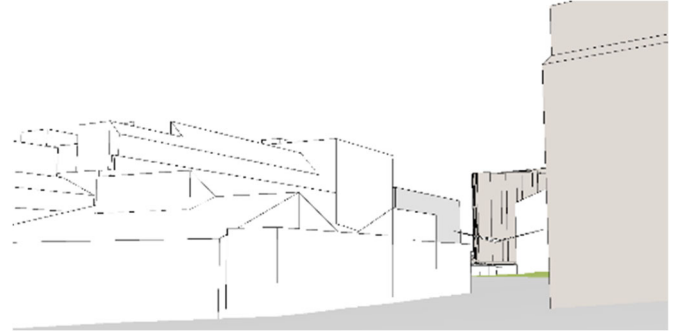
View north along Wattle Street



View north along Wattle Lane

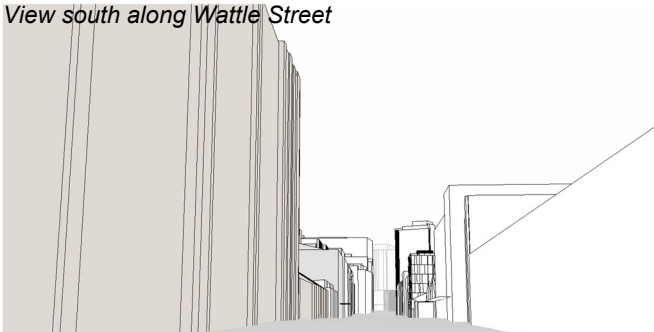


View west across McKee Street Reserve



Existing + approved

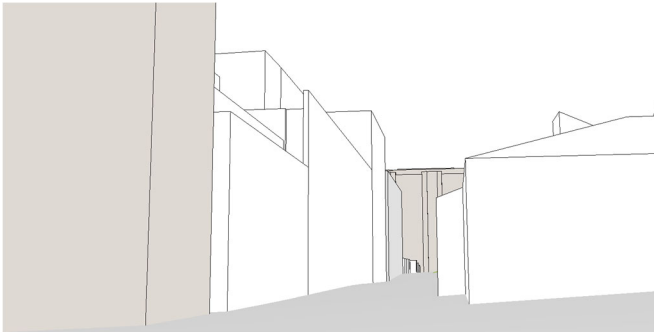
View south along Wattle Street



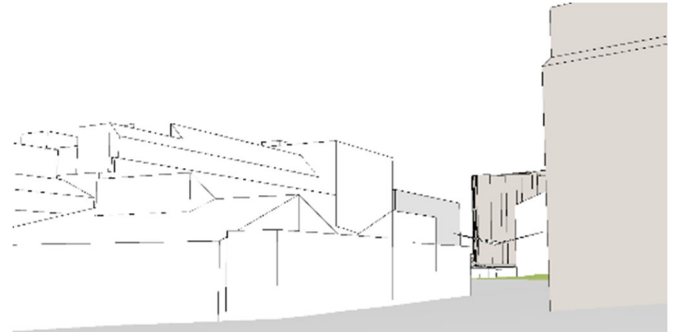
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



Proposed

View south along Wattle Street



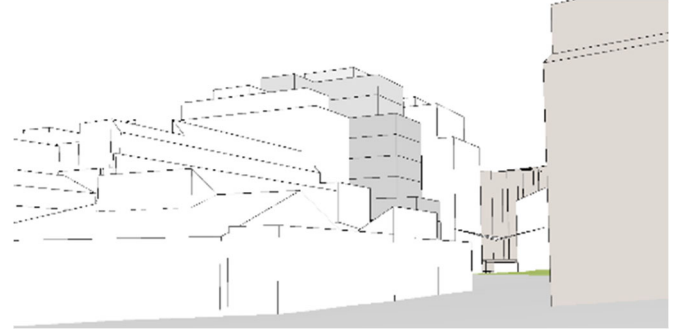
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



470 Wattle Street

Overview

470 Wattle Street (Lot 1 DP 209558) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site fronts Wattle Street to the west and Wattle Lane to the east (refer Figure 221 and Figure 222)



Figure 221 – location plan of 470 Wattle Street



Figure 222 – oblique aerial of 470 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 223. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 69 below.

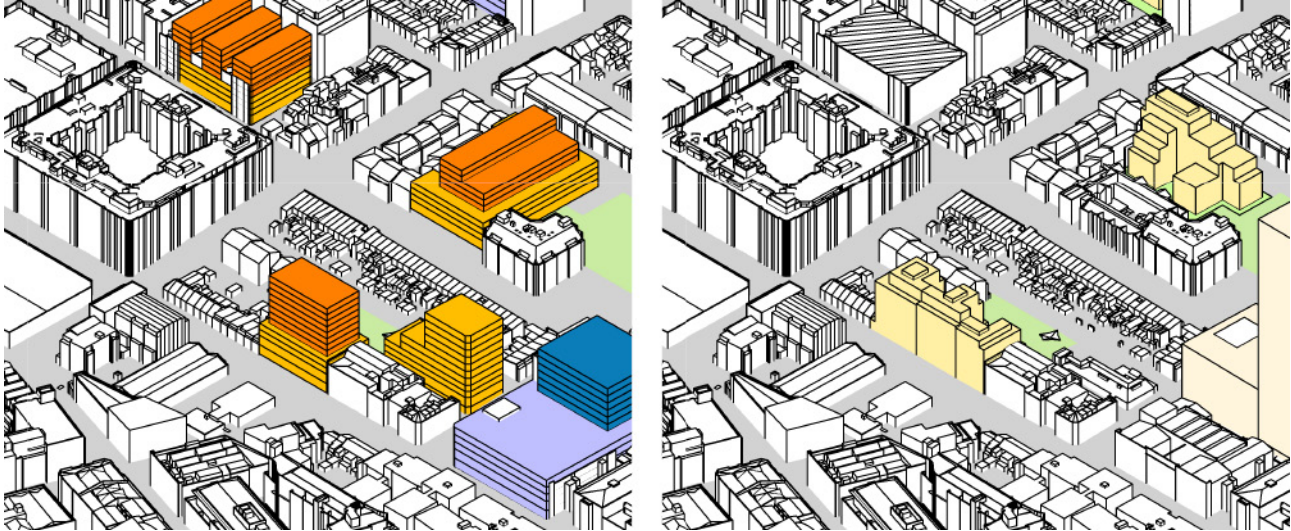


Figure 223 – comparison of Department of Planning's initial study and City of Sydney's study for 470 Wattle Street

Table 69 – Department of Planning's initial study for 470 Wattle Street

	DPE study	CoS study
Gross floor area	2,446 sqm*	1,731 sqm
Floor space ratio	5.50	3.50 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	30m
Height in storeys	12 (<i>HiS not specified</i>)	8^
Deep soil	Not specified	10%
*Site was amalgamated 458-468 Wattle Street in the Department of Planning's initial study; figures shown only represent 470 Wattle Street		

Existing controls

470 Wattle Street is currently occupied by a five-storey mixed-use building, the existing building's characteristics and current planning controls can be seen in Table 70 below. The layout and position of the site can be seen in Figure 224.

Table 70 – existing building and existing planning controls for 470 Wattle Street

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Boarding Accommodation</i>	MU1 – MU
Floor space ratio	<i>4.09 approx.</i>	2.5
Height of building	<i>20m</i>	15m
Height in storeys	<i>6</i>	3
Deep soil	<i>n/a</i>	10%

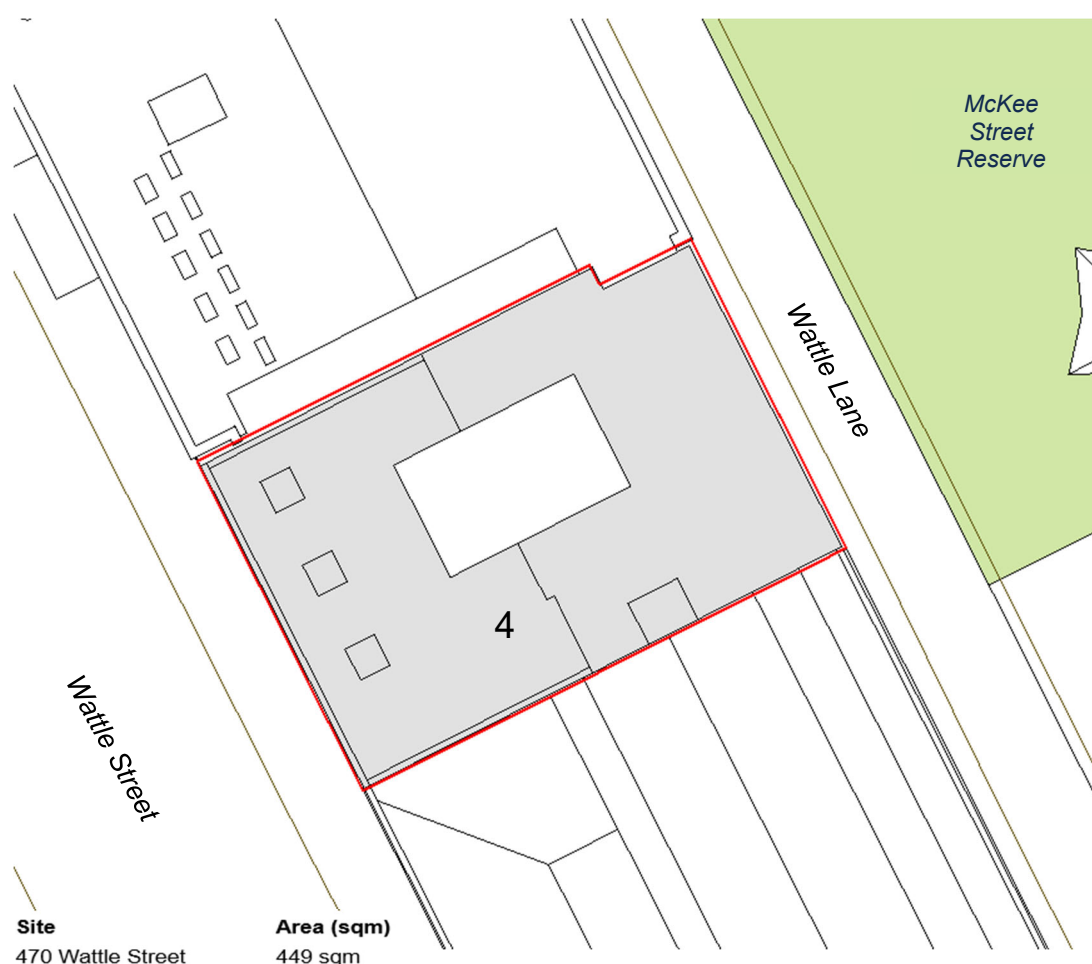


Figure 224 – existing site plan for 470 Wattle Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

The rear setback provides deep soil for the planting of trees to Wattle Lane.

More public space for more people – streets and open spaces –

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 225).

Reinforce **'street wall' form** of most buildings –

The height of the building along Wattle Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

The site is not exposed to winds as it is protected by surrounding development.

The site is exposed to noise from Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle Street to form a barrier to noise. Larger rear wings combine with the narrow depth to enable openable windows to habitable rooms and private open space to face away from the noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.

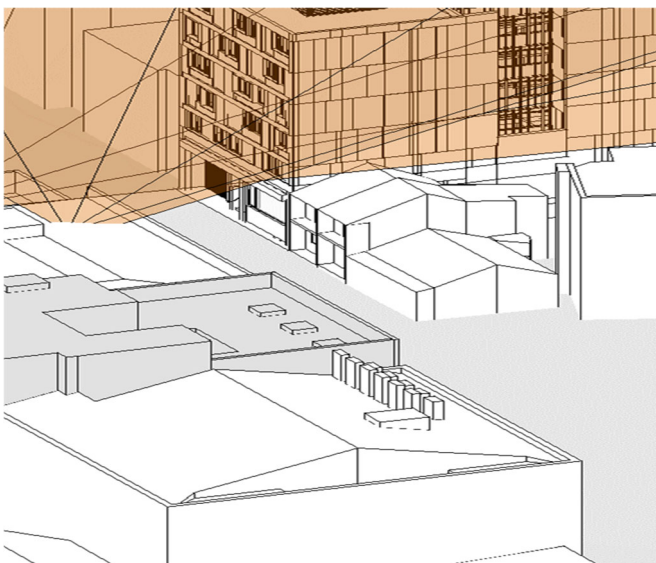


Figure 225 – solar access to adjoining residential properties

Proposed controls

For 470 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.50:1 with a Design Excellence clause; a height limit of 30 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 71 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 226.

Table 71 – proposed planning controls for 470 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Boarding Accommodation	MU1 – MU	Mixed use
Floor space ratio	4.09 approx.	2.5	3.50 + DesEx
Height of building	20m	15m	30m
Height in storeys	6	3	8^
Deep soil	n/a	10%	10%



Figure 226 – proposed site plan for 470 Wattle Street

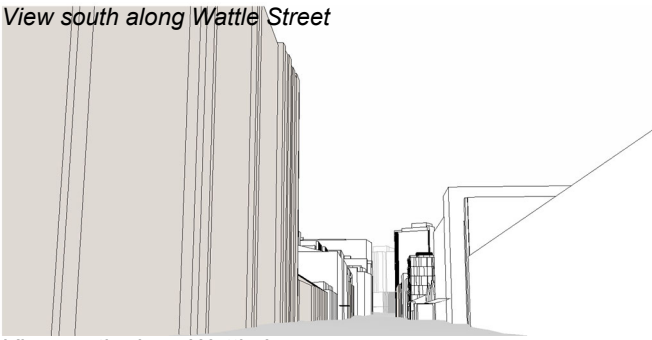
Visualisation



Figure 227 – view locations

Existing

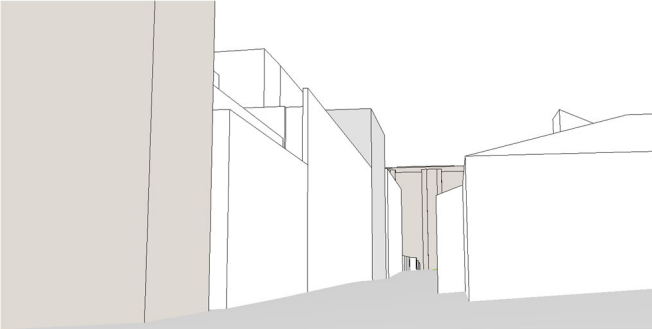
View south along Wattle Street



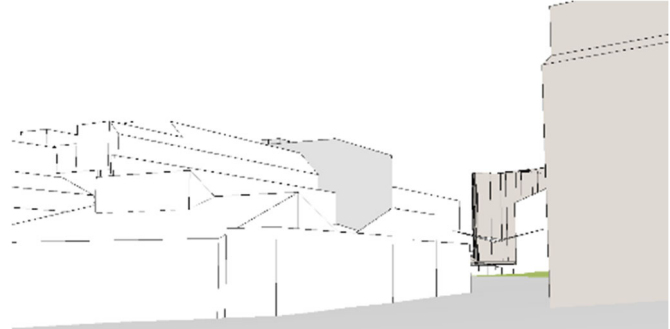
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



Existing + approved

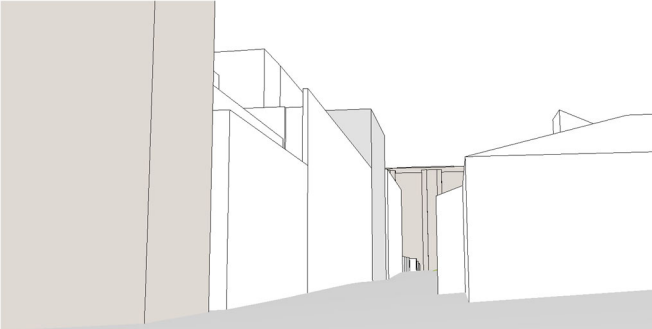
View south along Wattle Street



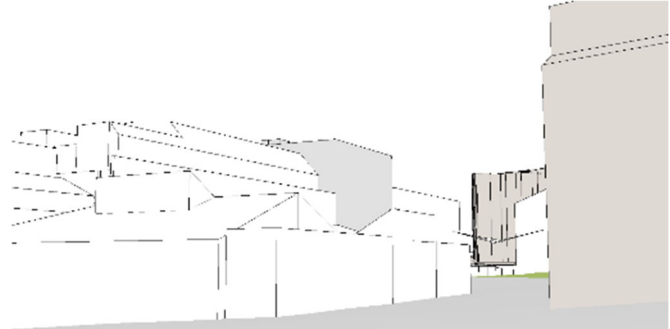
View north along Wattle Street



View north along Wattle Lane

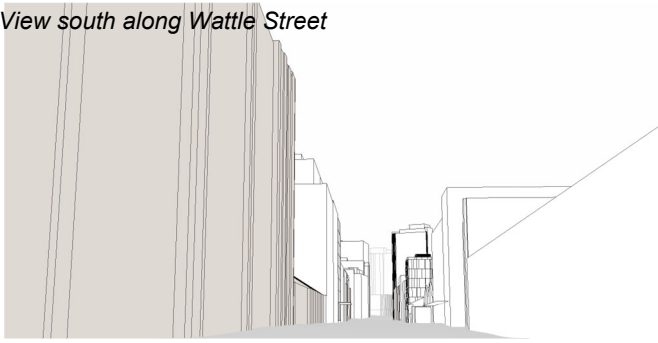


View west across McKee Street Reserve



Proposed

View south along Wattle Street



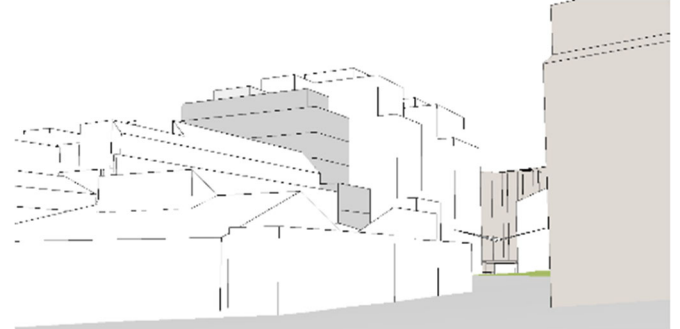
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



86-92 Harris Street

Overview

86-92 Harris Street (Lot 1 DP 791724) is located at the northern end of Harris Street, with a secondary frontage to Pyrmont Street, as can be seen in Figure 228 and Figure 229.



Figure 228 – location plan of 86-92 Harris Street

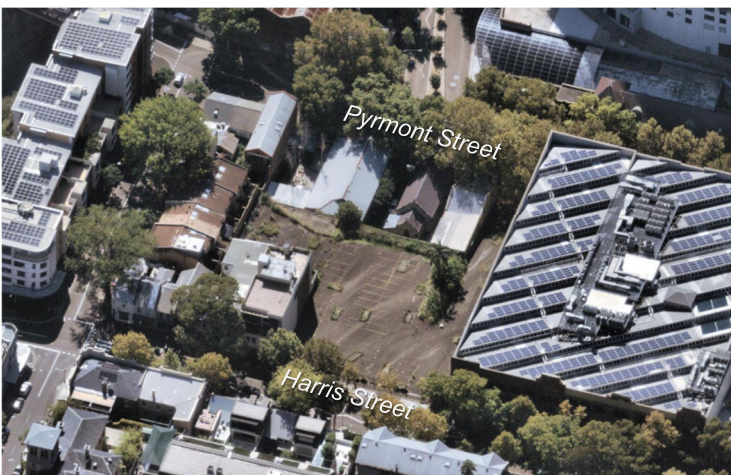


Figure 229 – oblique aerial of 86-92 Harris Street

Background

86-92 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1, a height of 15 storeys, as shown in Figure 230. The initial study did not consider the sites context adjacent to heritage items to its south and east, opposite on Harris Street and nearby to the north. It did not consider minimising overshadowing of neighbouring residential buildings opposite on Harris Street, and the provision of deep soil. These controls can be seen in Table 72 below.

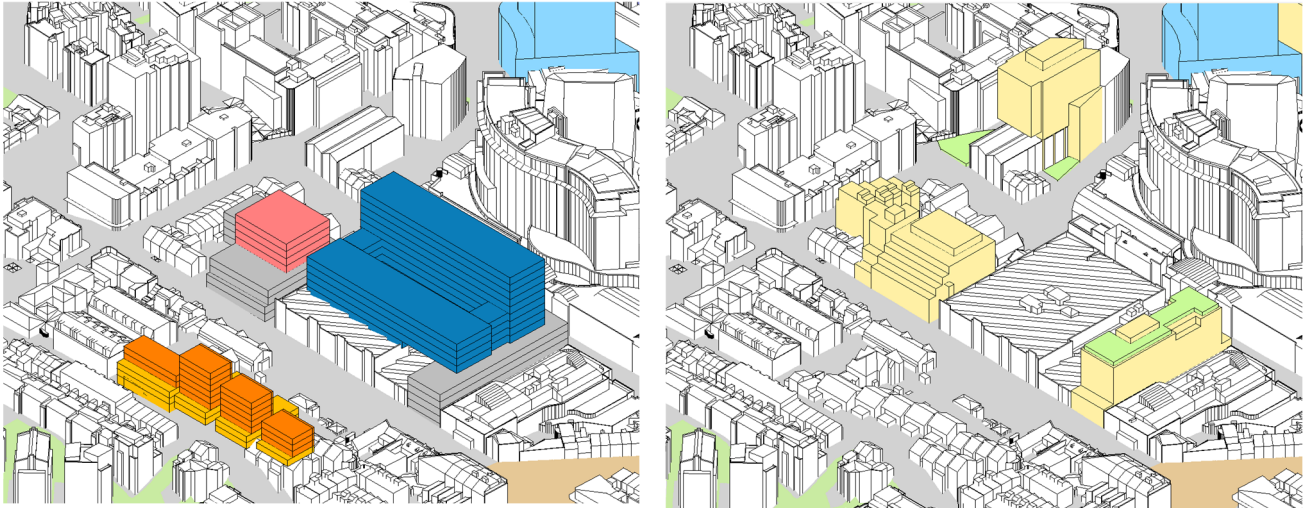


Figure 230 - comparison of Department of Planning's initial study and the proposed form for 86-92 Harris Street

Table 72 – Department of Planning's initial study for 86-92 Harris Street

	Department of Planning's initial study	Proposed form
Gross floor area	11,044 sqm	8,300 sqm
Floor space ratio	4.0	3.0
Height of building	To Solar Access Planes	27 m
Height in storeys	15	8^
Deep soil	0%	15%

Existing controls

86-92 Harris Street is currently vacant, however, was previously used as an at-grade carpark, with much of the infrastructure still present. The present site condition and existing planning controls are summarised in Table 73 below. The layout and position of the site can be seen in Figure 231.

Table 73 – existing building and existing planning controls for 86-92 Harris Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Vacant/carpark</i>	E2 – Commercial Centre
Floor space ratio	<i>0</i>	2.0
Height of building	<i>n/a</i>	15m
Height in storeys	<i>n/a</i>	3
Deep soil	<i>n/a</i>	10%



Figure 231 – existing site plan for 86-92 Harris Street

Urban design principles

More deep soil for **more trees** and cool green spaces –

Minimum of 15% deep soil is provided in the northern part of the site in a consolidated area that will enable the planting of a substantial bosque of trees contributing a green outlook to neighbouring sites and a cool oasis in the centre of the large block the site sits within.

More public space for more people – streets and open spaces –

The block bounded by Harris, John, Pymont and Union streets is long in the north south direction along Harris and Pymont streets. The site allows for a six-metre wide through site walkway linking these streets. The width allows for a pathway and tree planting to provide it with shade. The difference in elevation between the two street frontages requires a dedicated publicly accessible lift to ensure the walkway is accessible to all people.

Minimise overshadowing of existing residential properties –

Overshadowing to neighbouring residential properties is minimised as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 232).

Reinforce **'street wall' form** of most buildings –

The site's slope is used to the development's advantage by locating two storeys below the Harris Street level behind an excavated area adjacent to the street to provide light and ventilation. To maintain the street wall on Harris Street a freestanding wall, like that previously approved, will be needed on the street frontage (refer Figure 233). The building height fits within streetscape and upper-level setbacks to accommodate additional storeys without disturbing the context.

Conserve **heritage** values –

On Pymont Street an open frontage without buildings provides the appropriate setting for the heritage items to the north and south. The freestanding wall on Harris Street completes the setting for the heritage items to the south and north. The walkway along the southern boundary allows the existing wall and windows to the heritage item adjacent to maintain its presence and outlook.

Good **design for wind and noise** –

The building's height and surrounding development means that unsafe or uncomfortable winds are not a likely to occur.

The site is not on a busy road and is relatively quiet.

Match **land use** to place –

The surrounding commercial uses to the south and west means that the existing commercial land use continues to be appropriate for this site.

Consider **views** to and from public places –

The site does not interrupt key views from public places.

Maximise development within constraints –

Within the limits set by other urban design principles described above the potential floor area is maximised.

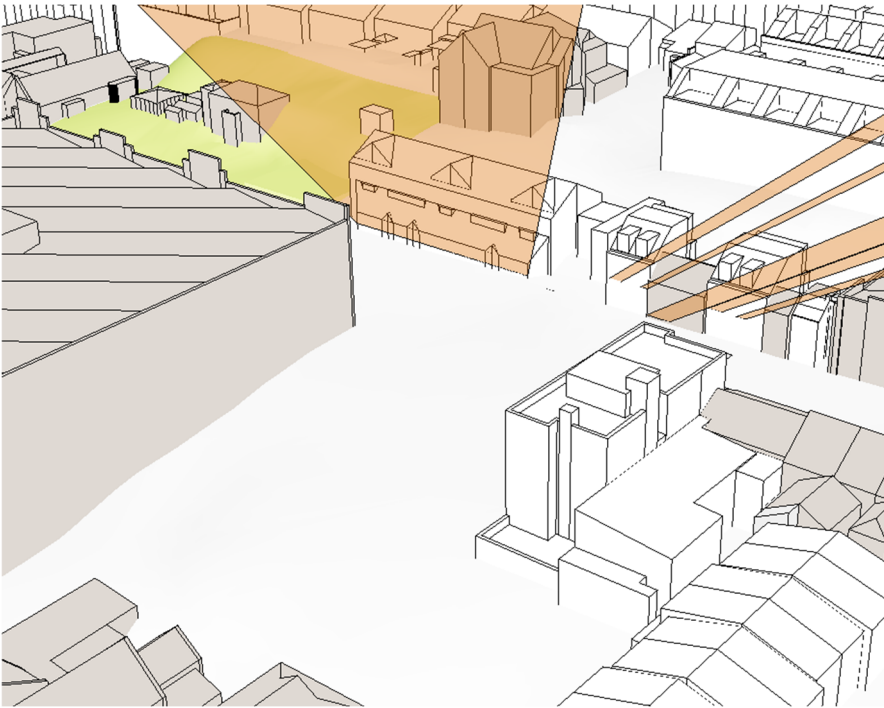


Figure 232 – minimise overshadowing of neighbouring residences and Maybanke Recreation Centre

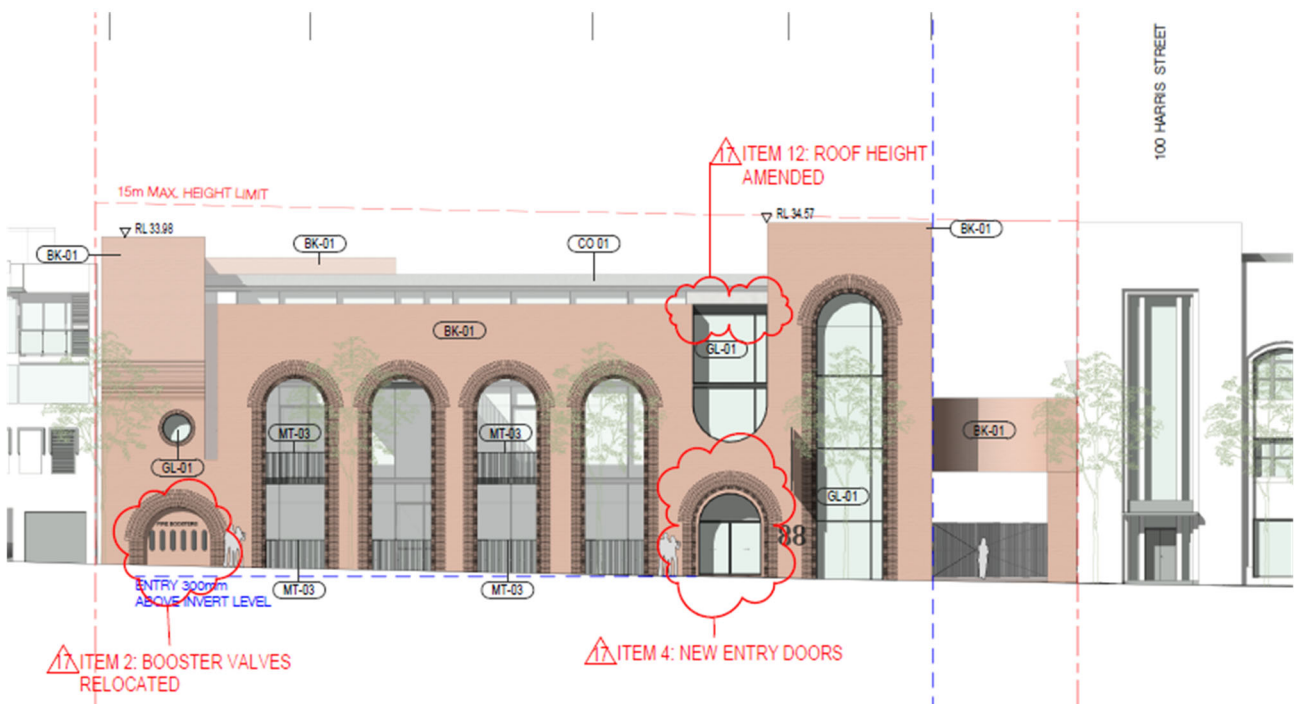


Figure 233 – The freestanding wall, previously approved for 86-92 Harris Street [D/2018/875/B]

Proposed controls

In response to the exhibited controls, the landowner of this site made a submission to the City for an alternative scheme on the site. The overall built form remains at 8 storeys, and the through site link and deep soil areas are also retained. The proposal differs in overall height in metres, floor space, street level setback and the presentation of the street wall form to the Harris Street frontage.

The resulting FSR is 3:1. The overall height limit is 33 metres and 8 storeys. The setback at the Harris Street frontage is now set at the site boundary with a 3-storey street wall height. The upper levels set back a further 4 metres at each level. The modified controls are summarised in Table 74 below and details of site layout are shown in Figure 234.

Table 74 – modified planning controls for 86-92 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Vacant/carpark</i>	E2 – CC	Commercial
Floor space ratio	0	2.0	3.0
Height of building	<i>n/a</i>	15m	33m
Height in storeys	<i>n/a</i>	3	8^
Deep soil	<i>n/a</i>	10%	15%

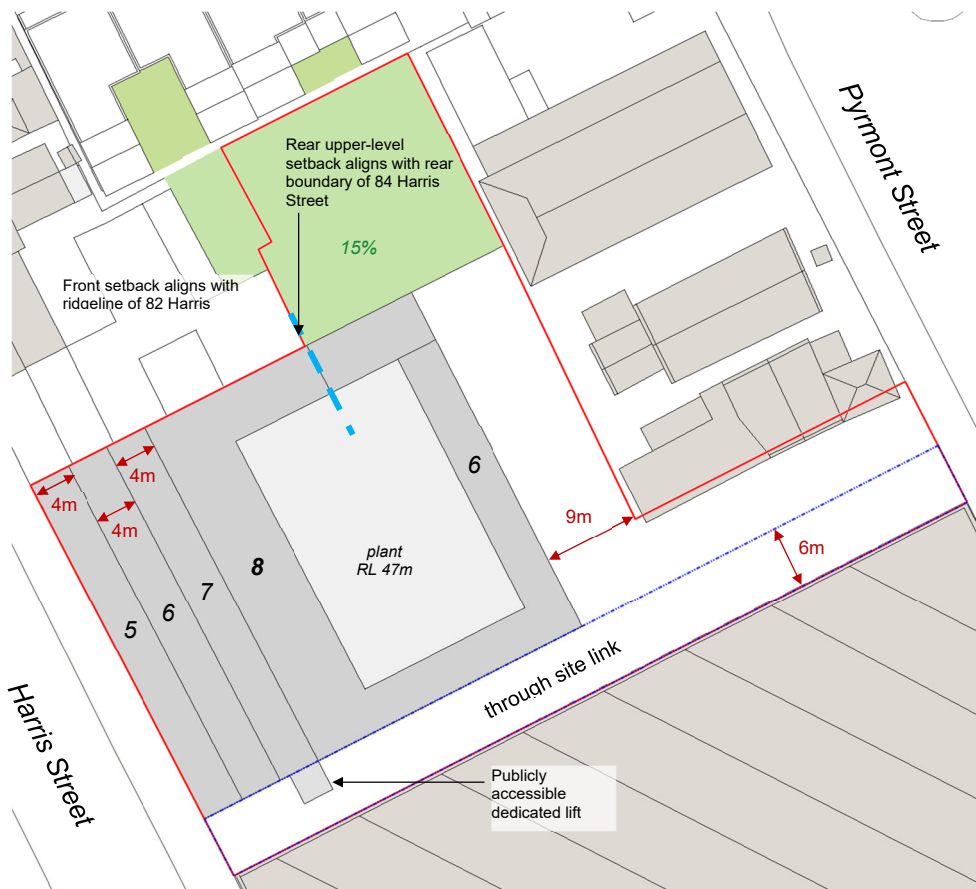


Figure 234 – modified site plan for 86-92 Harris Street

Visualisation



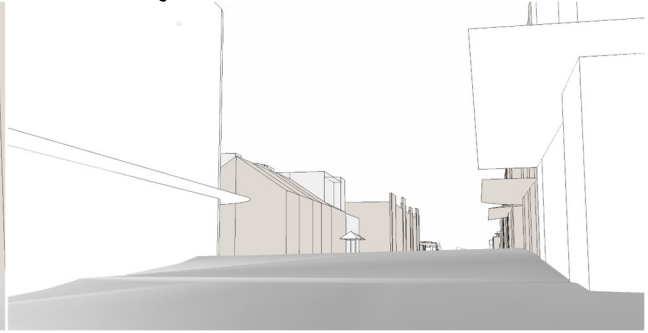
Figure 235 – view locations

Existing

View north along Harris Street



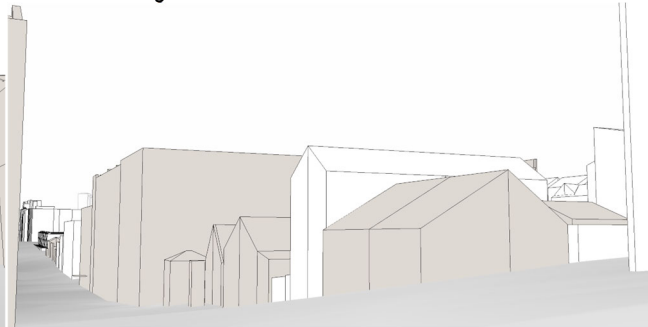
View south along Harris Street



View west along Jones Bay Road



View north along Point Street

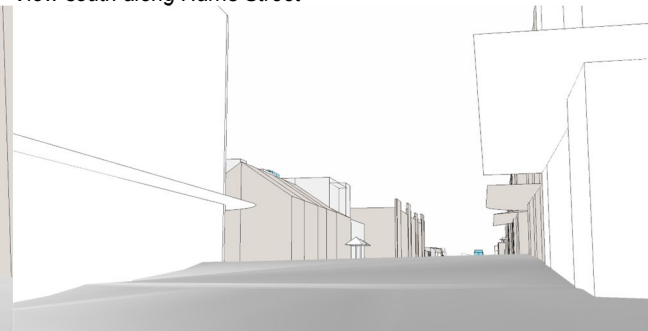


Existing + approved

View north along Harris Street



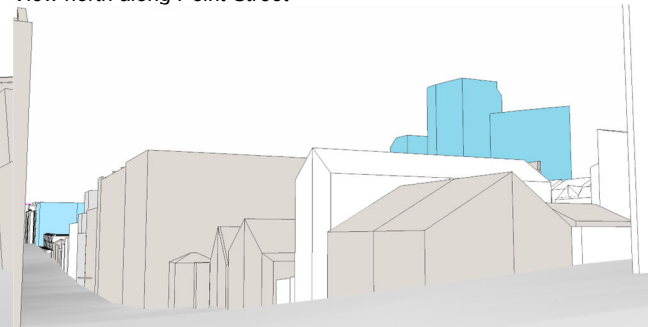
View south along Harris Street



View west along Jones Bay Road



View north along Point Street

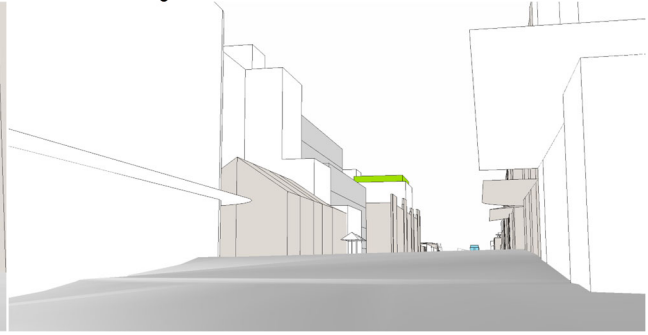


Exhibited controls

View north along Harris Street



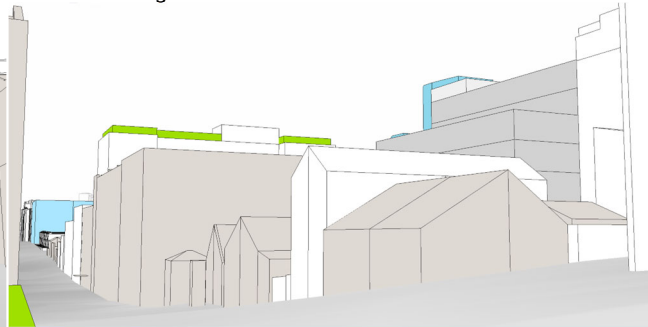
View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Modified controls

View north along Harris Street



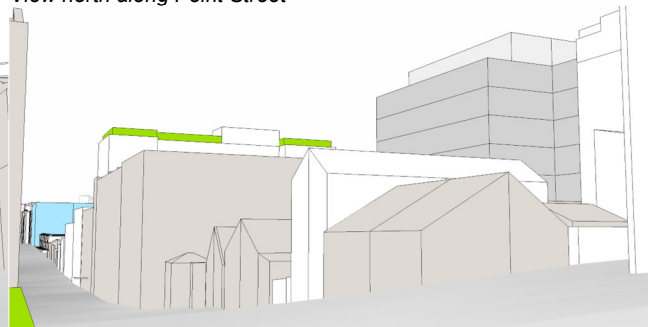
View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Small Lot Houses

Overview

In Pyrmont and Ultimo there are some small streets of around 9 – 12 metre reservation width that are well liked by local residents. They contain a distinctive housing type that adds to housing diversity and choice in the area, and are, relatively, less expensive. These houses have a single frontage, zero side and front setbacks, are generally two stories high, are relatively small in size, and have small areas of private open space. They were generally created by subdivision of lots that in other cases run between a standard 20 metre wide street and a small street. The two lot types, single double frontage lots between street and small street and two single frontage lots, one facing a street the other facing a small street are intermixed.

Small streets with this housing type have less car parking and the lack of street crossings allow for more tree planting and safer more comfortable conditions for people walking or riding bicycles. They are overlooked by the small houses and have more people coming and going on the street by foot. Together these conditions produce the environment that local's understand, value and enjoy.

In recent decades, this pattern of development, unanticipated in, but not prevented by, the City's Development Control Plan has languished. Reviving it will increase the overall density of the peninsula while reinvigorating the small streets. It will reinforce rather than change the existing character of the area.

The new small lot houses are modelled on the existing houses in the small streets of Pyrmont, with some amenity criteria similar to the Apartment Design Guide criteria for studio apartments.

Like the existing small lot dwellings in Pyrmont and Ultimo there are no front or side setbacks, no car parking requirements, front porches and balconies, a setback area at the rear, and two storeys height. Like the apartment design guide there are criteria for: for natural cross ventilation – at each level, minimum internal floor area – 35 square metres, minimum habitable room dimension – three metres, minimum sun access for living rooms and private open space – one square metre for two hours between 9am and 3pm at mid-winter, minimum private open space, privacy screening and roof gardens. To ensure private open space amenity is easy to achieve roof terraces are suggested.

Urban design principles

More deep soil for **more trees** and cool green spaces –

The building type makes possible more street tree planting by eliminating the need for driveway cross overs. Roof planting adds to the overall greening.

More public space for more people – streets and open spaces –

The small lot sizes prevent the addition of more publicly accessible open space. The housing type reduces the need for vehicle access in the streets freeing up more space for people in the small streets in a slower speed street environment.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan.

Reinforce **'street wall' form** of most buildings –

The small lot houses will infill the "missing teeth" of the existing two storey street wall on the small streets.

Conserve **heritage** values –

The reintroduction of a traditional housing type reinforces the existing character of Heritage Conservation Areas and is compatible with heritage items.

Good **design for wind and noise** –

The small scale of the small lot houses will not adversely affect wind conditions in the small streets.

Small streets are protected from noise.

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places –

The sites are not affected by view corridors.

Maximise development **within constraints** –

Within the limits set by other urban design principles described above the potential floor area is maximised.



Where driveways dominate, people do not



Small houses improve a small street

Figure 236 – 12 new small lot houses will make Paternoster Row a better place

Proposed controls

Table 75 – proposed planning controls for small lot houses

Proposed controls	
Access	frontage to a min 6m wide street [mostly 9m wide]
	no car parking [new and existing lots]
Size	min. GFA 35 sqm
	min. width and depth 3m [interior of habitable rooms]
	existing max. height [generally 9m]
Height	2 storeys; excluding stair and landing allowed for access to roof terrace
	2.7m minimum floor to ceiling height to habitable rooms
Setbacks	no street and side setbacks
	1m min. rear setback – excluding privacy devices for windows
Private open space	existing residential lot – 16 sqm courtyard, 3m min width (existing DCP controls)
	new lots must provide the following private open space - front balcony; 1m min depth - roof terrace; 4sqm min area, 1m min depth, setback 2m from the primary street frontage
Solar access and overshadowing	2 hrs midwinter sunlight to 1sqm of living room window
	2 hrs midwinter sunlight to 1sqm of private open space
	minimise overshadowing of existing living room windows and private open space
Natural cross ventilation	natural cross ventilation on each level
Deep soil and rooftop gardens	no deep soil requirement (no requirement in current & proposed DCP for lots <150sqm);
	rooftop garden to each new dwelling; setback 1m from the primary street, minimum width of 1m and minimum soil depth of 1m
Ecology	existing trees to be maintained (per tree definition with section 3.5-3 of the DCP);
	tree in the street in front of the new dwelling
Note: potential controls are draft only and subject to further detailed study	



Figure 237 – proposed controls for small lot houses, indicative layout along Paternoster Row



Figure 238 – proposed controls for small lot houses, indicative layout

Visualisation

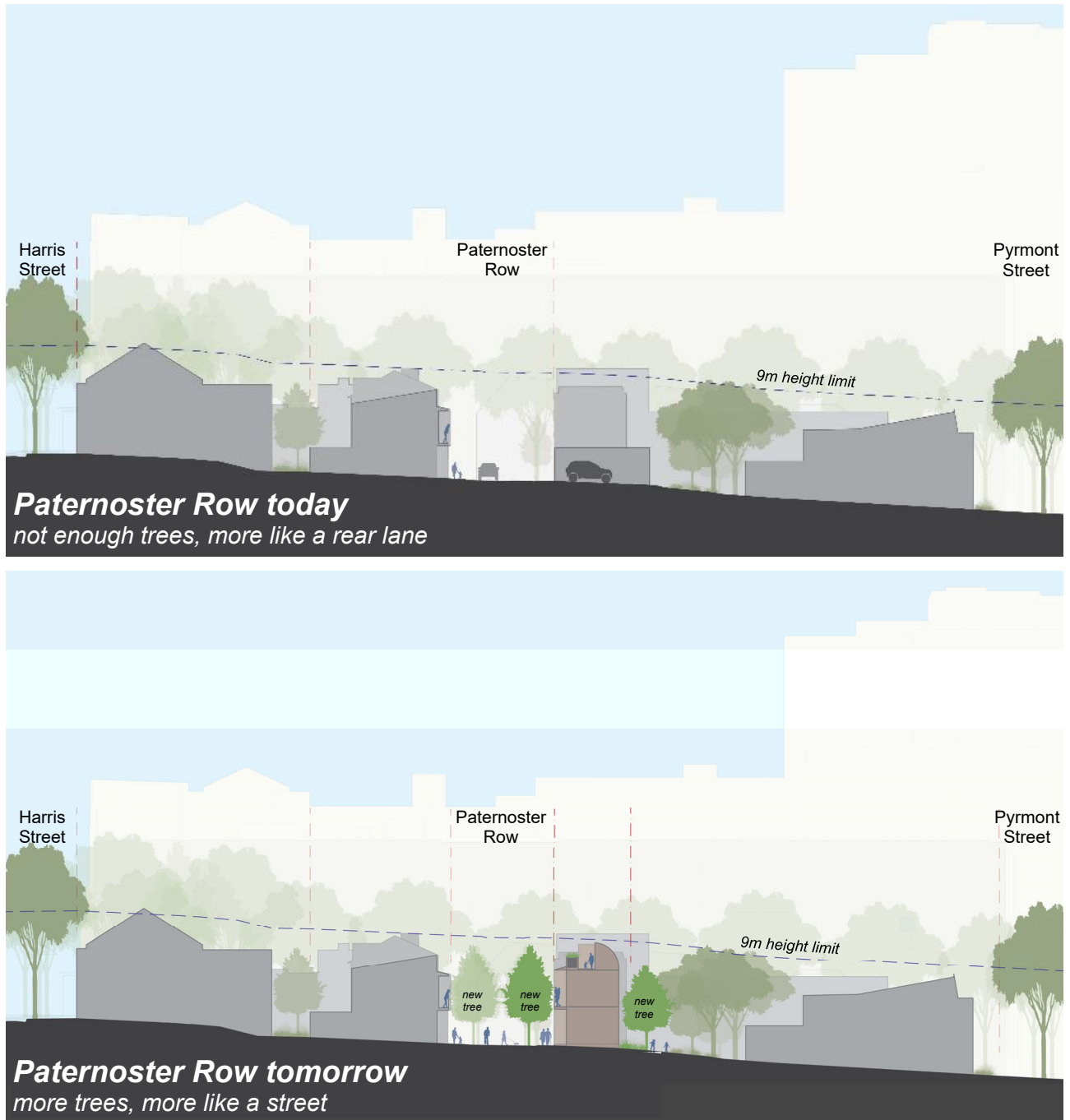


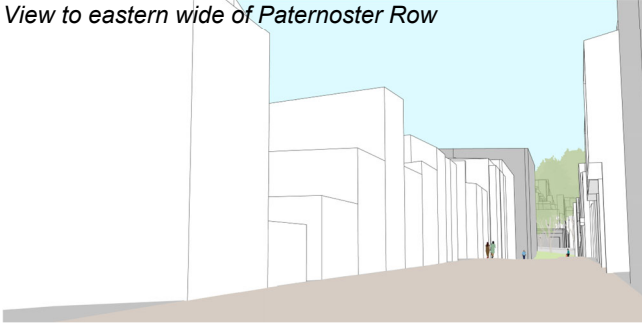
Figure 239 – cross section through Paternoster Row towards the north

Paternoster Row today – not enough trees, like a rear lane

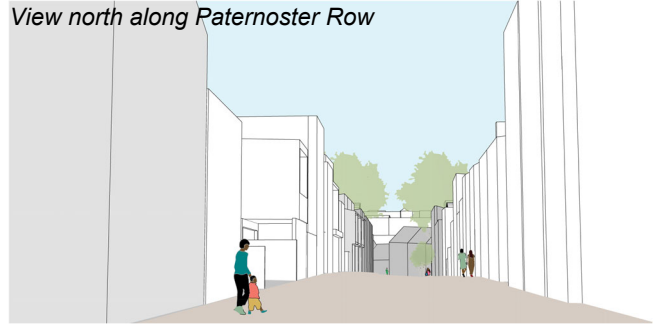
View south along Paternoster Row



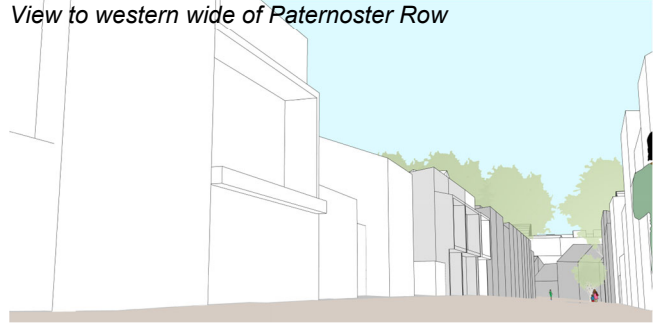
View to eastern wide of Paternoster Row



View north along Paternoster Row

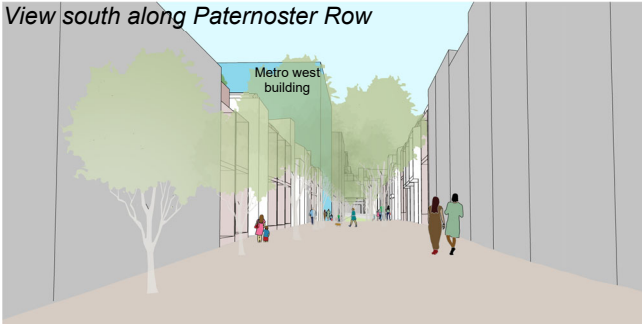


View to western wide of Paternoster Row

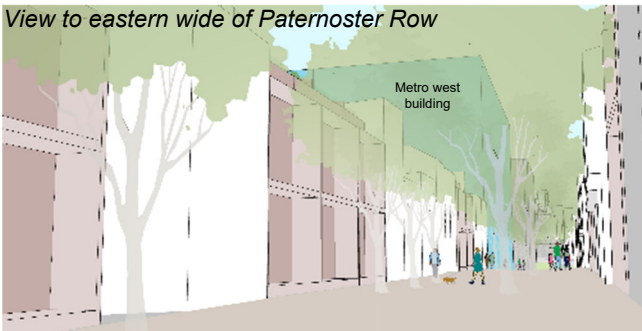


Paternoster Row tomorrow – more trees, like a street

View south along Paternoster Row



View to eastern wide of Paternoster Row



View north along Paternoster Row



View to western wide of Paternoster Row



