

Attachment A2

Urban Design Report (Part 1)



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Purpose

The purpose of this report is to support and justify the 383 Kent Street planning proposal which has been developed through a careful analysis of the existing and future character of the site, its context and the urban renewal which is occurring throughout the western corridor of Sydney CBD.

The submission of this report follows an extensive period of collaboration and engagement with City of Sydney Council (Council).

By adopting the criteria set out in council's vision for the CBD we have developed a building envelope based on detailed urban design studies and with entirely compliant DCP setbacks.

Following this analysis, a set of appropriate urban design and public domain principles were developed which informed the development of the planning envelope and the indicative design.

The resulting building envelope, as demonstrated in this planning proposal, delivers the possibility for a commercial office tower that provides employment area appropriate to the precinct, a precinct loading dock that will support the future retail amenity on Kent Street and a through site link which will strengthen the connection between the western waterfront and the Sydney CBD and provide areas for people to pause, dwell and rest.



/ Aerial View

Vision

383 Kent Street presents a unique opportunity for Sydney's CBD, as it emerges from the challenges of the Covid-19 pandemic and aims to position itself as not just Australia's premier business hub, but also a vibrant, sustainable, and diverse metropolis, in line with the City of Sydney's 2050 Vision.

The current building at 383 Kent Street, with its 11 storeys of office space and 10 storeys of car parking accommodating 801 car spaces, is uninspiring and unsustainable, reflecting outdated design and a lack of public benefits that the City of Sydney is actively addressing in its CBD strategic plans.

Charter Hall recognizes the potential of the site and aims to deliver an intelligent and innovative response through the City's Design Excellence program. The vision is to transform 383 Kent Street into an architectural landmark that sets a new benchmark for city living, commerce and sustainability along the CBD's Western Edge, aligning with the City's Design Excellence Strategy.

The re-imagined 383 Kent Street will become a focal point for business and a catalyst for urban revitalization in the Western Corridor. The scale and location of the project present an exceptional opportunity to transform the perception of this area, turning it into a lively and coveted slice of the CBD. By embracing the eclectic character of the city and creating a blended precinct of public amenities, boutique retail, and sustainable office spaces, 383 Kent Street will become a publicly activated and charismatic building that exemplifies the story of renewal, rejuvenation, and reinstated relevance for Sydney's west-side.

The redevelopment of 383 Kent Street promises to be a transformative project that will contribute to the ongoing revitalization of Sydney's CBD, creating a sustainable, vibrant, and inclusive urban environment that reflects the city's progressive vision for the future.



/ Aerial View from West

Proposal

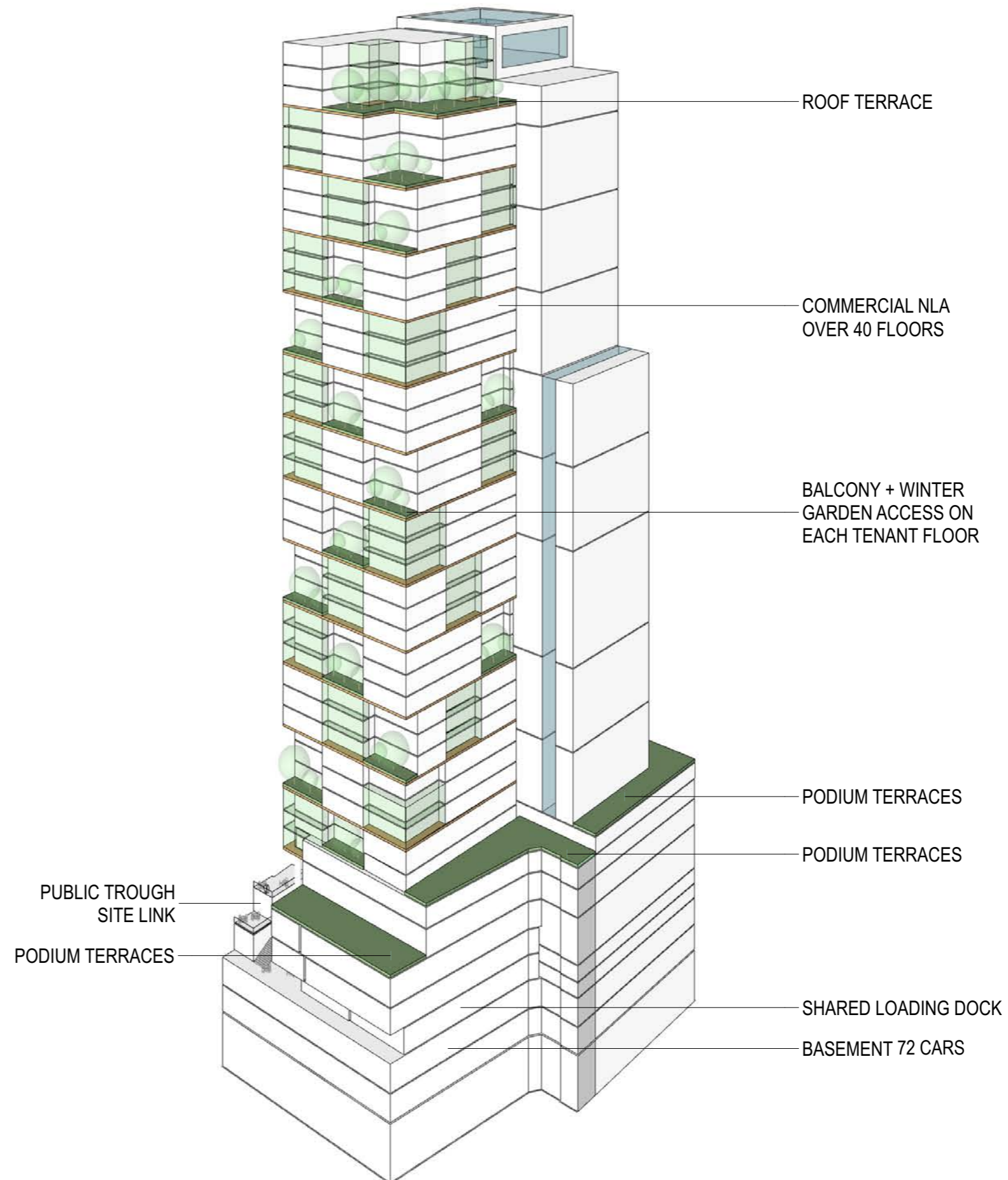
The proposal outlined in this report comprises 72,121 sqm of building GFA (above ground) over 42 levels.

Beyond the commercial offering the proposal features a precinct loading dock, around 600 sqm of retail gathered around a generous through site link, and more than 1,000 sqm of state of the art EOT and wellness facilities plus an abundance of terrace and outdoor spaces with lush greenery.

All of these features will be delivered in a fully DCP compliant envelope that is unmatched in its scale in the western corridor.

A very experienced and dedicated project team developed the envelope and the indicative design presented in this proposal. The core team is listed below:

Client/ Developer:	Charter Hall
Planner:	Ethos Urban
Architect:	fjcstudio
Project Management:	Touchstone Partners
Structure:	TTW
Services & ESD	LCI
First Nation:	Yerrabingin



Location

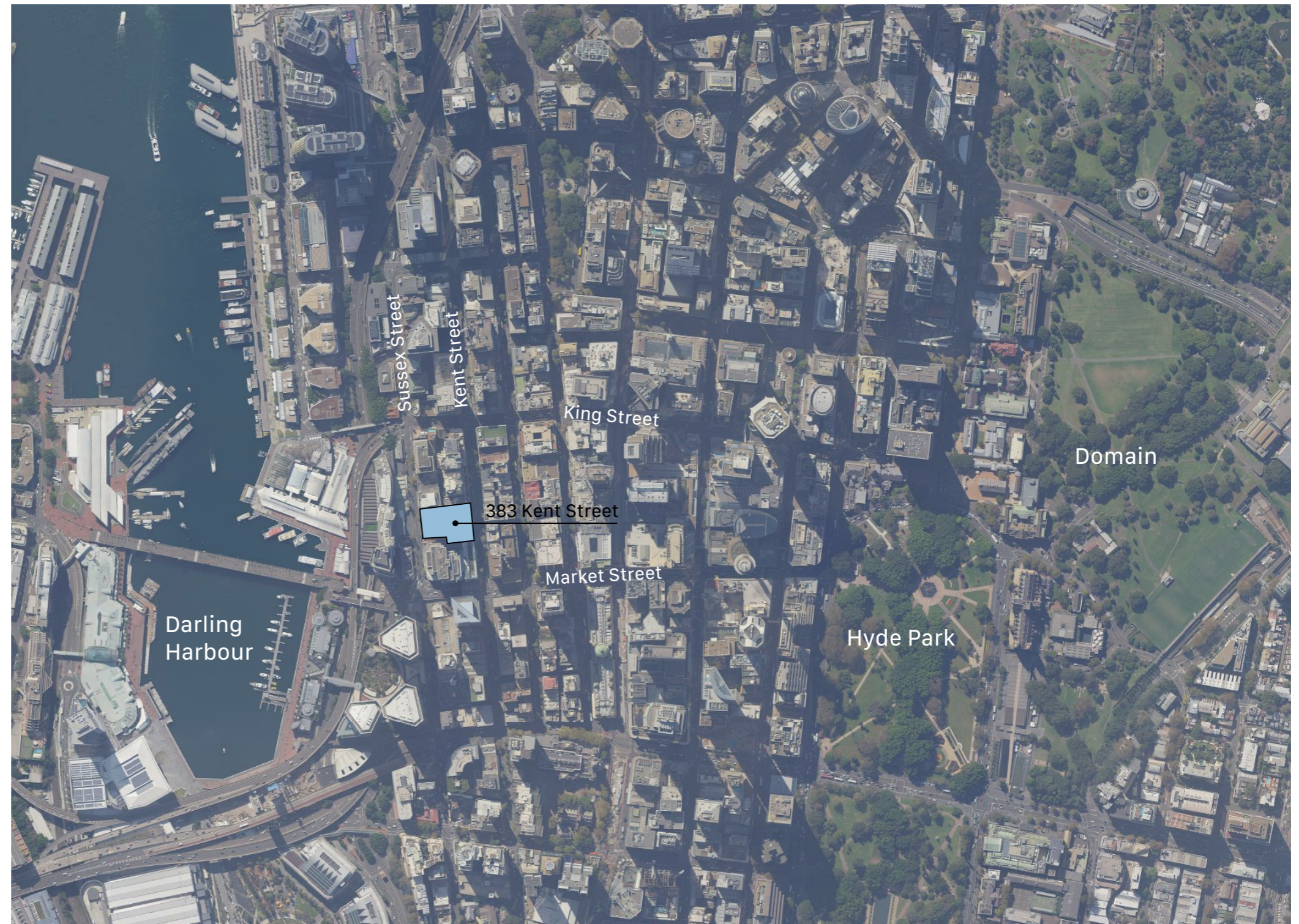
383 Kent Street is a prime location situated in the bustling heart of Sydney's Central Business District (CBD). The site is located on the western side of Kent Street, between King Street and Market Street, making it easily accessible by public transport and by car.

The area is highly sought after by businesses due to its proximity to major transport links, including Wynyard Station and Town Hall Station, which is just a short walk away. The location also offers easy access to the Sydney Harbour Bridge and the Western Distributor, making it convenient for commuters from all parts of the city.

In addition to its convenient location, 383 Kent Street is surrounded by an abundance of amenities, including some of Sydney's best restaurants, cafés, and bars. There are also plenty of retail and entertainment options nearby, with shopping centres such as the Queen Victoria Building and Pitt Street Mall just a short stroll away.

The area is known for its vibrant and dynamic atmosphere, with plenty of events and activities taking place throughout the year. The nearby Darling Harbour is home to numerous cultural and entertainment venues, including the Australian National Maritime Museum and the Sydney Aquarium.

383 Kent Street offers the perfect location for businesses looking for a prestigious address in the heart of Sydney's CBD. Its excellent transport links, abundance of amenities, and exciting atmosphere make it an ideal destination for companies looking to establish a presence in one of the world's most dynamic and cosmopolitan cities.



Connecting with Country

The 383 Kent St site sits in a unique location close to Tumbalong which has been known to be a shared space of the Gadigal and Wangal, as well as a transition space between two extremely diverse ecologies, casuarina swampland and harbour foreshore.

The site is on a sandstone rise, with the Tank Stream valley catchment to the east and the Darling Harbour / Barangaroo shoreline to the west. The site would have been very close to the original shoreline, as much of the land west from about Sussex Street is reclaimed land along that coastline.

Pre colonisation the shoreline was close to the current Sussex Street, with a semi-circular rise or promontory along the eastern coastline of Darling Harbour close to 383 Kent Street. This would have been a place to view across the water to Pirrama (Pyrmont) and beyond to Wanne Country (from Darling Harbour along the western harbour shore towards Parramatta) as well as back eastwards into the Tank Stream valley in Cadi Country.



Figure 1: Tank Stream valley catchment area within Sydney CBD area. The dotted black line is the 1788 shoreline and the solid black line is the current shore line. The catchment area for the Tank Stream, the marsh at the head of the Stream, the Tank Stream itself (centre) are shown in blue. The approximate site location is at the red rectangle (Source: Yerrabingin)

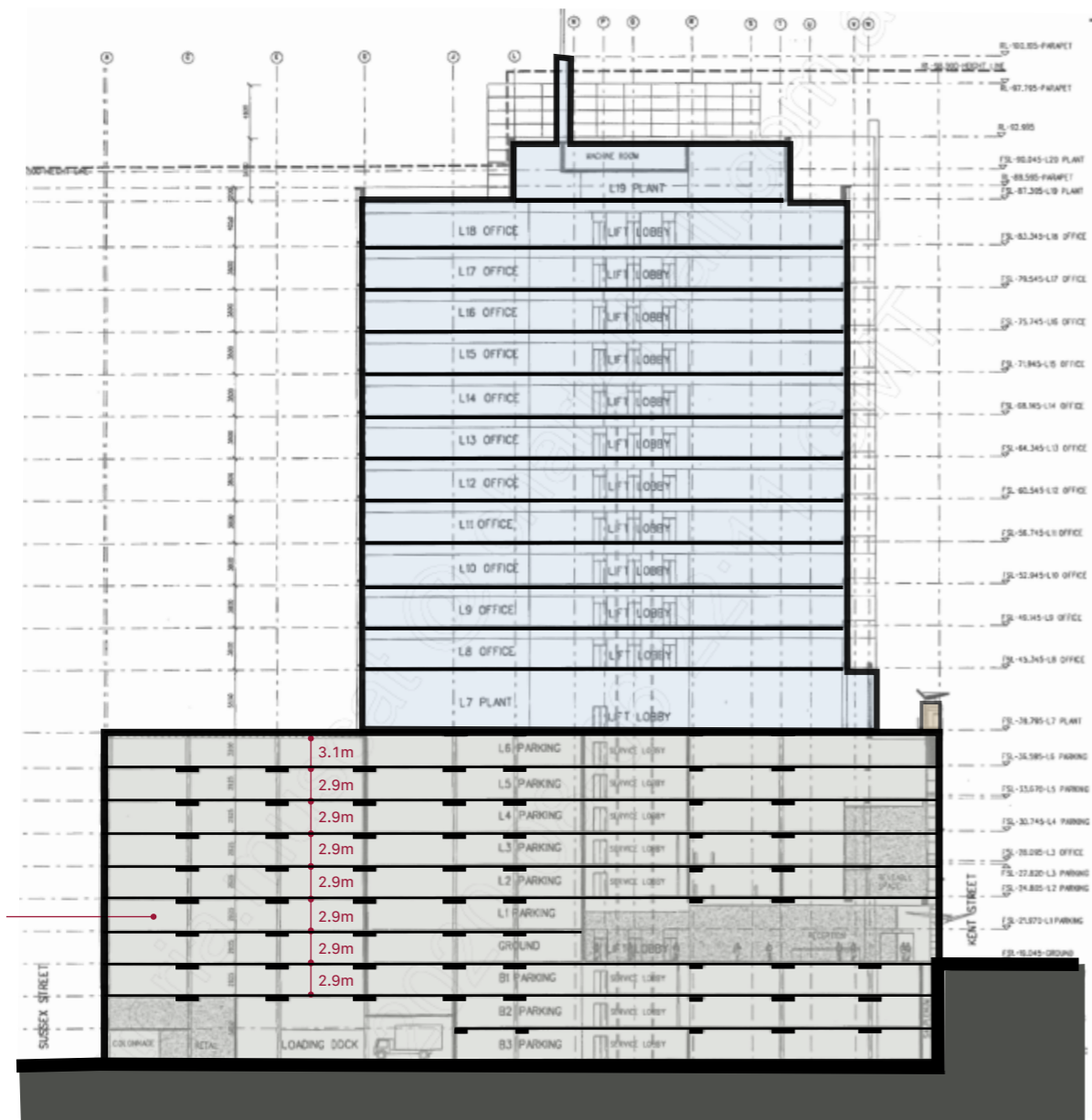


/ Text and imagery supplied by Yerrabingin

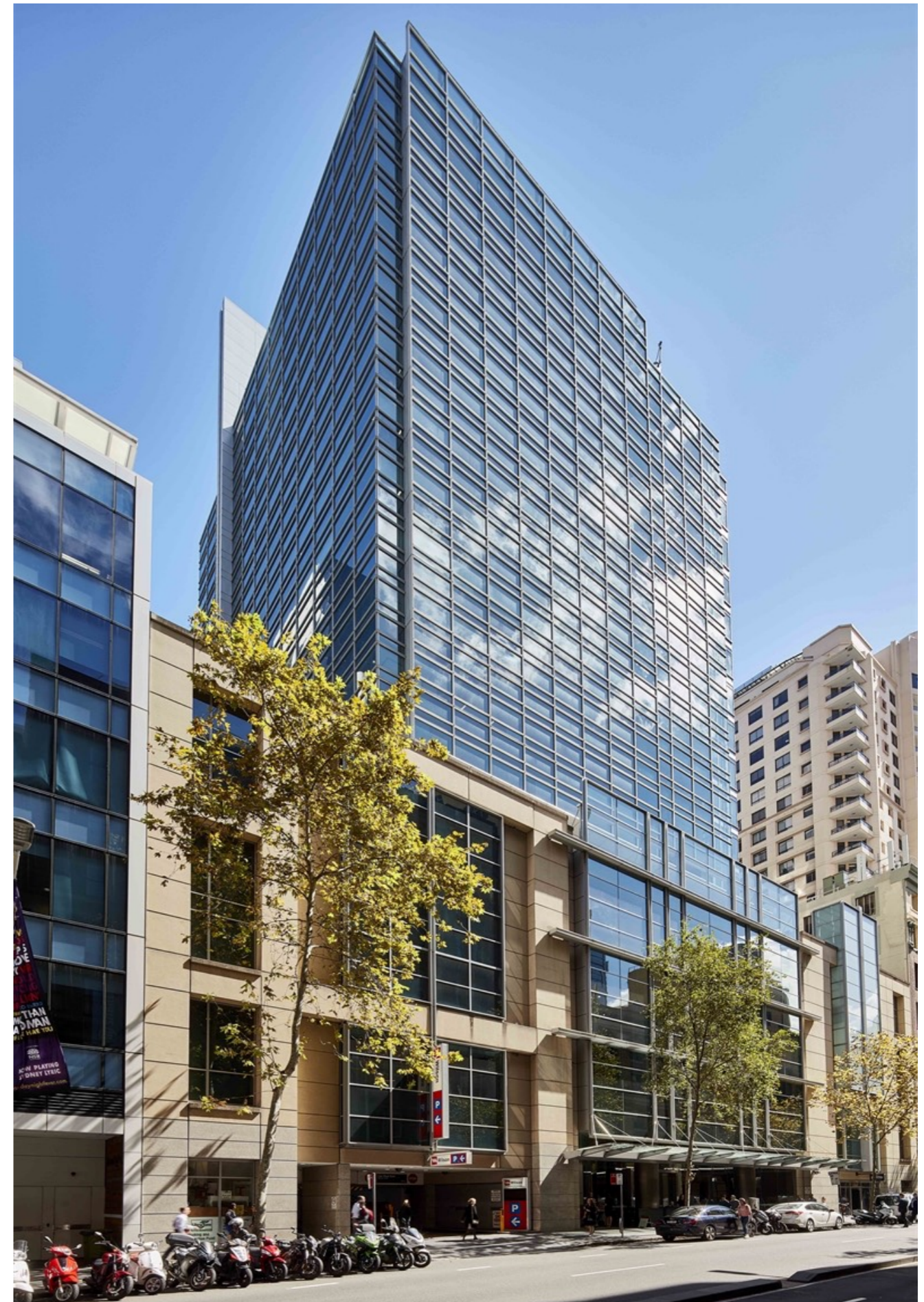


Existing Building

The existing building at 383 Kent Street provides 11 storeys of office comprising 17,928m² net lettable area with two street frontages, Kent Street and Sussex Street). The office tower sits above a 10-level (801 bay) car park which was originally constructed in the late 1970's. Vehicular access is from both Kent Street and Sussex Street.







/ East-West Section of existing Building



/ Photo of Existing Building/ Sussex St

Solar Access & Prevailing Winds

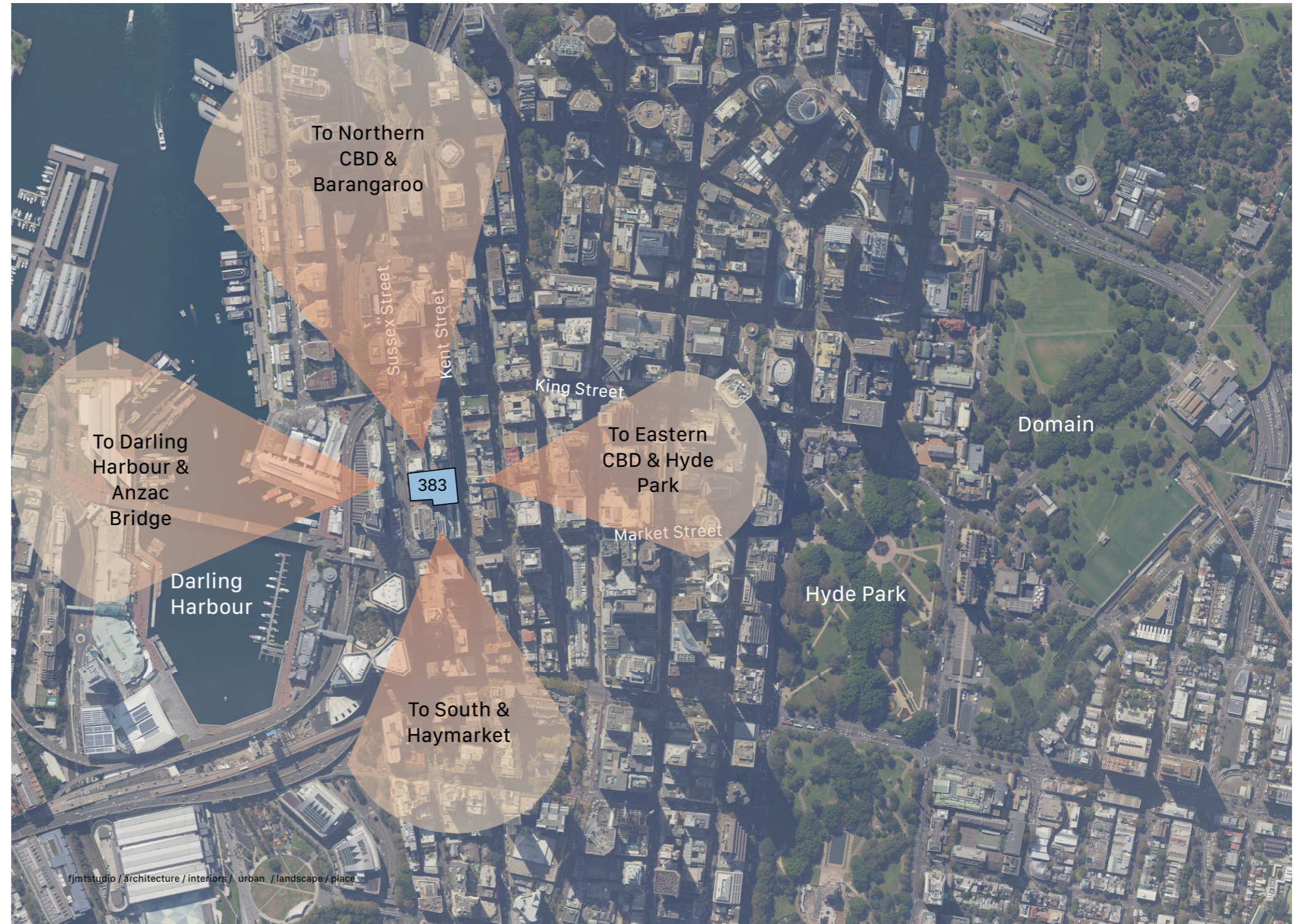
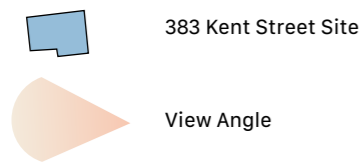
The site has a North-South Orientation and enjoys good solar access. Prevailing winds are from North West and South East.

-  383 Kent Street Site
-  Wind Direction
-  Winter Sun Path
-  Summer Sun Path



Views







The site has extensive view opportunities, in particular to the North - to northern CBD and Barangaroo, and the West - over Darling Harbour and Anzac Bridge and from upper levels it enjoys additional views to the East towards Hyde Park and the South towards Haymarket.



Proximity to Transport

The site is well connected to public transport with multiple train and light rail stations within short walking distance.

The busy two way Kent Street bike path goes directly past the site and connects the Southern and Northern parts of the CBD and beyond.

-  383 Kent Street Site
-  Train Station
-  Light Rail Station
-  Train Line
-  Light Rail Line
-  Dedicated Bike Path





Tower Cluster Map

The site is located within a tower cluster - a feature of the Central Sydney Planning Strategy (CSPS).

The CSPS introduced the Tower Clusters in July 2016, to provide an indication of where potential uplift may be achievable in less environmentally constrained parts of the CBD. Clusters of skyscrapers potentially up to 330m high, were identified and mapped by the City of Sydney to provide an indication of where additional commercial growth could be accommodated.

These traverse a range of locations, including the traditional 'core' at the northern end of the CBD, as well as Haymarket, Chinatown and Central Station Precincts to the south of the CBD and the western corridor in which the subject site is located.

-  383 Kent Street Site
-  Tower Cluster



Heritage Context

While the existing building itself is not heritage listed the surrounding area and in particular Kent Street has a high density of heritage buildings.

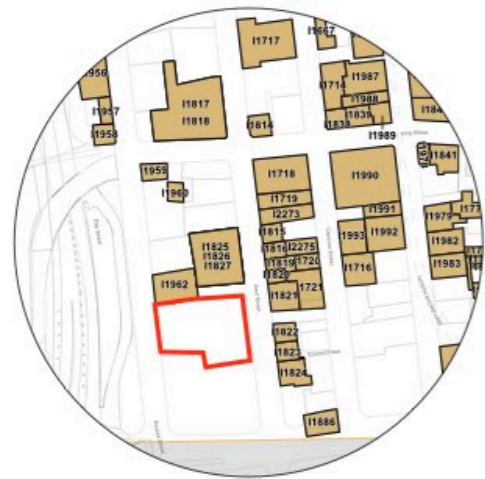
Kent Street and the lanes surrounding it contain evidence of one of the early warehousing areas in Sydney that developed due to its proximity to Darling Harbour and the City Markets. The area is characterised by nineteenth and early twentieth century warehouse development interspersed with a hotels that flourished in association with the wharves as well as a number of banks.

-  383 Kent Street Site
-  Heritage Buildings



Heritage Context

Heritage Map



Item - General

Kent Street



Heritage Item I1825, I1826, I1827

Building Name
Three Star House, Bruck Fabrics, McNally House,
Metropolitan Business College
Former Warehouse Façade

Building Address: 367-371 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

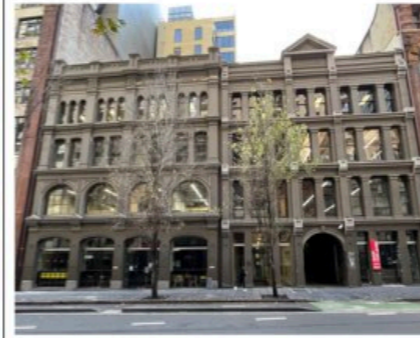


Heritage Item I1823

Building Name Century House

Building Address: 360-362 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

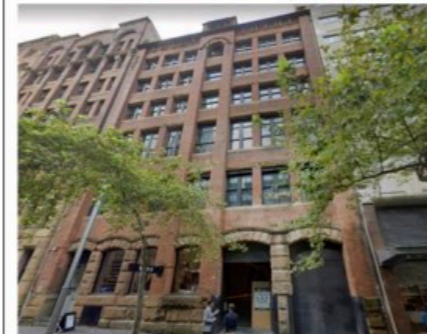


Heritage Item I1815, I1819

Building Name
Merchant & Partners building at 332-338 Kent Street
Former Warehouse Including Cartway, Courtyard and
Interior (formerly 340 Kent Street)

Building Address: 332-338 Kent SYDNEY NSW 2000

Endorsed Significance
Local

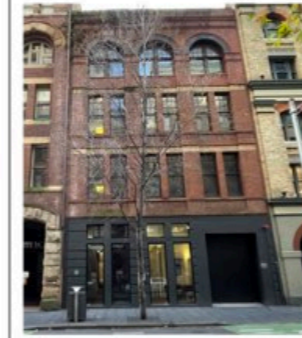


Heritage Item I1824

Building Name
J A D Gibson & Co House, Kelco House
Former Warehouse Including Interiors and Cart Docks

Building Address: 364-372 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local



Heritage Item I1820

Building Name
Royston House
Former Warehouse Including Interiors

Building Address: 342-344 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

Sussex Street



Heritage Item I1959

Building Name
Windermere Chambers, City Bank of Sydney Western
Branch & King Street Post Office.

Building Address: 138 Sussex Street SYDNEY NSW 2000

Endorsed Significance
Local

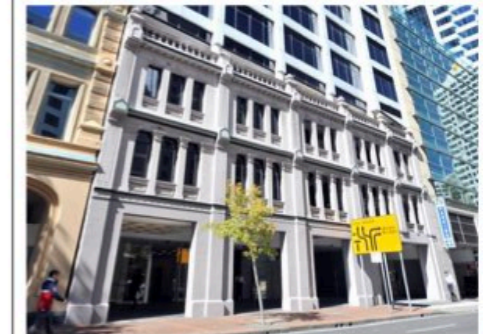


Heritage Item I1822

Building Name
Ame House, Gideon House, Norton House
Former Warehouse Including Interiors

Building Address: 352-358 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local



Heritage Item I1962

Building Name
P & O Building
Former "Cmc House" Façade

Building Address: 160-166 Sussex Street SYDNEY NSW 2000

Endorsed Significance
Local

Western Edge Transformation

The western corridor of Sydney's CBD has undergone significant redevelopment and transformation in recent years, with major urban renewal projects, infrastructure upgrades, and changes to the built environment.

These developments have aimed to enhance the liveability, accessibility, and sustainability of the area, and to support economic growth and cultural vibrancy.

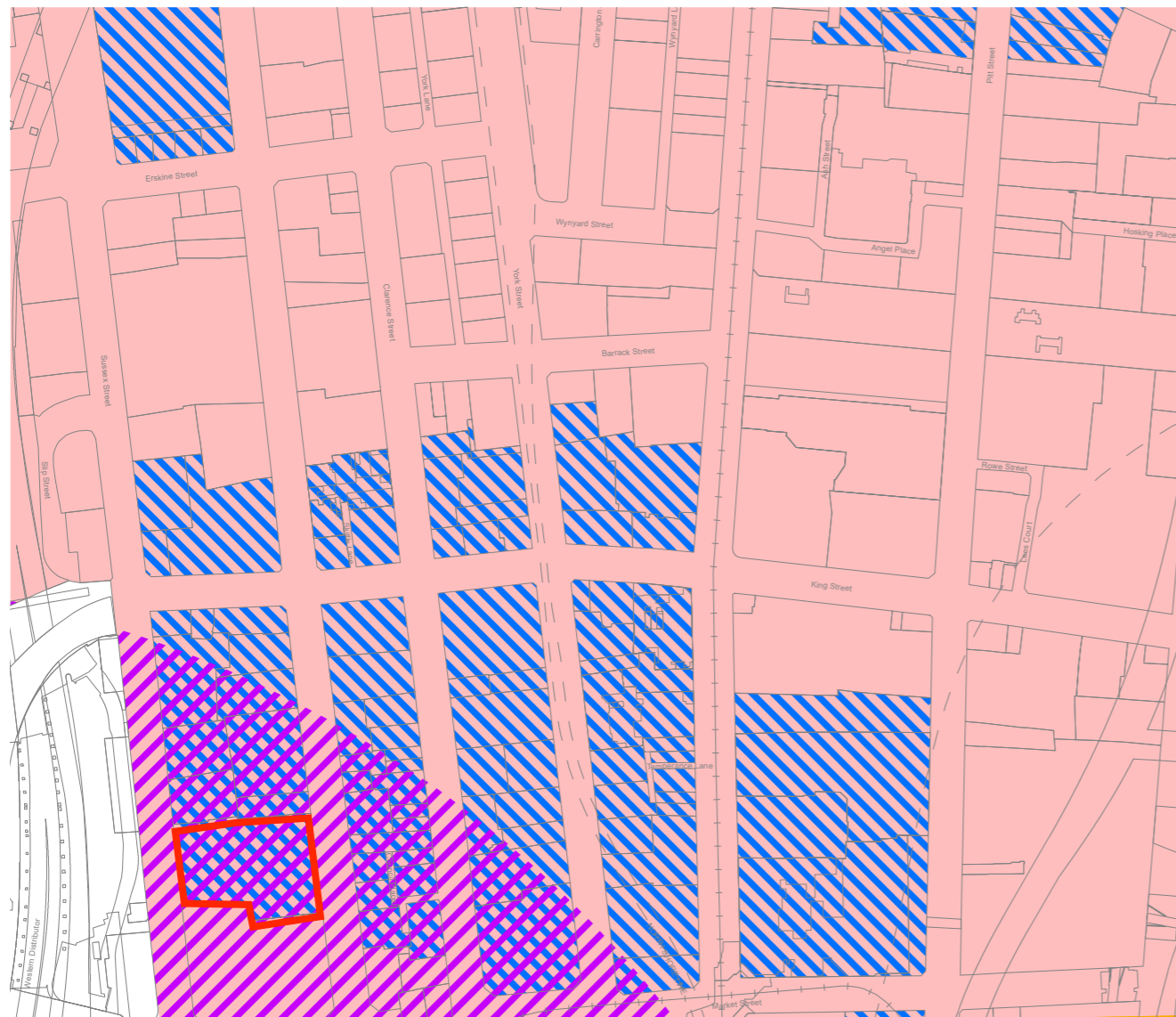
The planning proposal for 383 Kent Street will be a landmark development supporting the strategies set out in the CSPA and a catalyst for further positive transformation of this area.



	<p>41-45 Erskine St Submitted DA 17 storey Residential</p>			<p>Barrack Place Built Commercial</p>
	<p>301&305 Kent Approved SSDA Stage 1 Hotel Envelope height up to RL 95.9</p>			<p>333 Kent Approved DA 14-storey Commercial</p>
	<p>82-84 Sussex Approved DA 7 Storey Addition, Mixed Use</p>			<p>Substation 164 Built Commercial</p>
	<p>160 Sussex Approved Stage 1 DA Commercial</p>			<p>1 Market DA Submitted Commercial</p>
	<p>Cockle Bay Redevelopment SSDA Under Assessment 43 Level Commercial Building</p>			<p>200 Sussex SEARs Lodged Commercial podium with residential tower above RL 152.0</p>
<p>Height Increase Zone *Central Sydney Planning Strategy</p>				

Sydney LEP 2012

Tower Cluster Site Affected by Cross City Tunnel Ventilation Stack

Site Identification Map





-  / Tower cluster Area
-  / Land affected by Cross City Tunnel Ventilation Stack

Height Limit 110m

Height of Buildings Map



-  / 110
-  / Land affected by Clause 6.17, 6.19 and proposed public view protection planes provisions

Sydney LEP 2012

Site Floor Space Ratio 8:1
Area 3

Floor Space Ratio Map



AC / 8:1

Not a Heritage Item

Heritage Map



Item General

Sydney DCP 2012

Special Character Area

The site is located within the 'York Street Special Character Area including Clarence Street and Kent Street'.

The DCP outlines the following principles for any new development in this area..

(A) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(B) Maintain and reinforce the urban character and scale of the area by requiring development to:

(i) Have street frontage heights and building setbacks above street frontage heights, consistent with the prevailing scale and form of heritage items.

(ii) Respond to the historic warehouse and commercial typologies and materiality in the area.

(iii) Ensure new development is designed and sited to enhance the views and settings of heritage items within the area.

(iv) Maintain and enhance the historic fine grain subdivision pattern.

(v) In Barrack Street, ensure new development is limited in height to the prevailing height of buildings, and enhances solar access to the public domain.

(C) Conserve and enhance the heritage significance of warehouses and associated cartways and courtyards and ensure solar access to courtyards is maintained and enhanced in the design of new development.

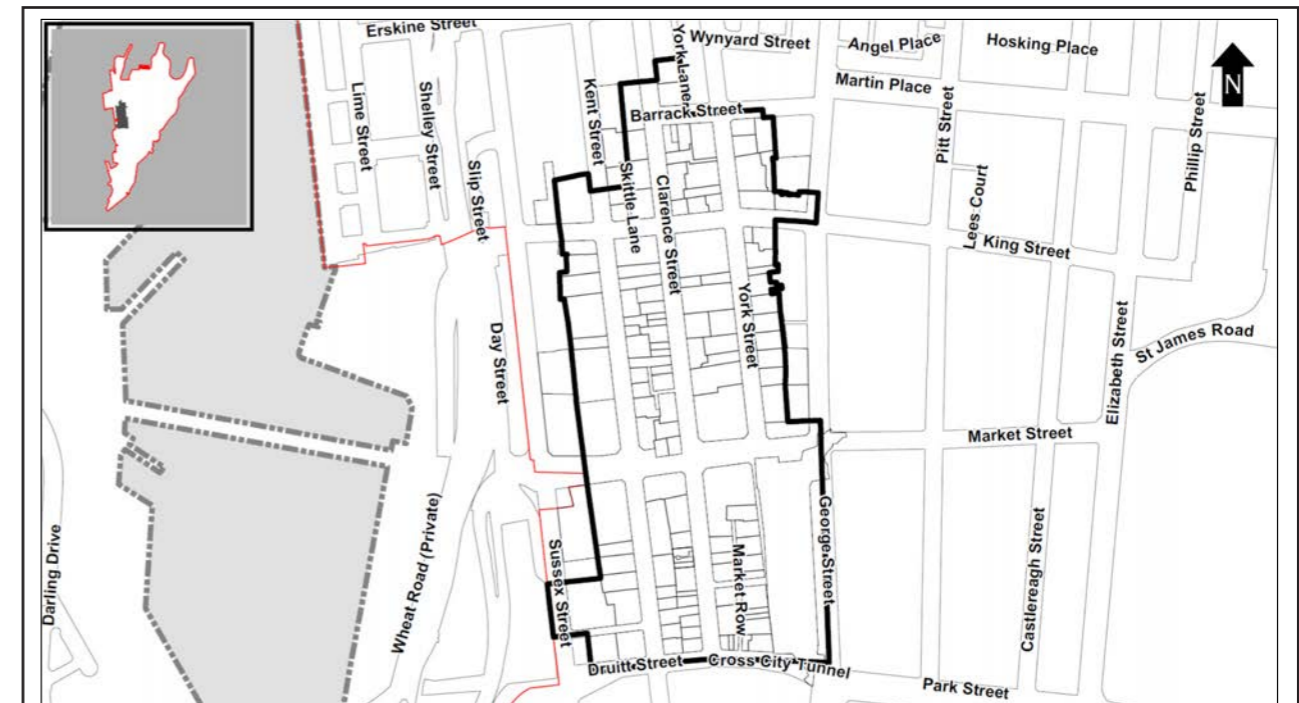
(D) Conserve and enhance the historic pattern of streets and lanes, and encourage fine grain pedestrian permeability through the longer street blocks. Conserve

early sandstone and woodblock street pavements that is known to survive within the area beneath later pavements.

(E) Enhance the character of the lanes by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. Ensure development provides appropriate street wall heights and high quality designed active frontages.

(F) Conserve and enhance existing significant views between the area and Darling Harbour and Pyrmont, higher level views north to the Harbour Bridge and the significant vistas terminated by the QVB building, Sydney Town Hall, and the General Post Office building beyond the area.

(G) Maintain and enhance the visual relationship between Darling Harbour and heritage items historically associated with the maritime and trading functions.



Locality Statement

York Street and the streets and lanes surrounding it contain evidence of one of the early warehousing areas in Sydney that developed due to its proximity to Darling Harbour and the City Markets. The area is characterised by nineteenth and early twentieth century warehouse development interspersed with a hotels that flourished in association with the wharves as well as a number of banks. The warehouse stock generally comprises masonry buildings, 3-8 stories in height, and robustly articulated. The architectural emphasis of the buildings located at street intersections are a distinctive characteristic of this area. The network of lanes, internal cartways and courtyards, uniform block pattern with narrow frontages and west-east transport links represent the progressive development of the area, past and present commercial and retail character.

Barrack Street, at the northern end of the area, is one of the finest urban places in Sydney being defined on all four sides, for the most part, by heritage items of exceptional quality.

With the completion of the Sydney Harbour Bridge in 1932, York Street became the main arterial road into the City Centre. Its character altered as higher scale development incorporating retail and commercial office uses was constructed on key street corners, such as the Grace building, ACA House and Asbestos House. In the post WWII period, the value of the warehouse stock diminished as the shipping trade at Darling Harbour declined, whilst the land value and the need for commercial office space increased. As a result, a considerable number of warehouses were either demolished or their facades retained as podiums to high rise development, changing the skyline of the area.

Sydney DCP 2012

The site is partially located within the 'York Street Special Character Area including Clarence Street and Kent Street'.

Different controls apply to the Kent Street and Sussex Street frontage as extracted below.

Street Frontage Height & Front Setbacks - Kent Street



For the Kent street side the following DCP controls of the special character area apply

Max Street frontage height: 45m
Tower Setback: 8m

Street Frontage Height & Front Setbacks - Sussex Street

Table 5.1: Permissible range of Street Frontage Heights

Permissible range of Street Frontage Heights		Proposed total height of building			
		Up to 55m	Greater than 55m up to 120m	Greater than 120m	
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	20-35m* Or 20-45 for street block corner sites less than 1000sqm	20-35m*	20-25m*
	Frontage adjacent to a Public Place with a width up to 8m wide (eg lanes)	20-45m	20-45m	20-25m*	
Heritage items outside Special Character Areas		Existing height	Existing height	Existing height	

Table 5.2: Minimum Street Setbacks

Minimum Street Setbacks		Proposed total height of building			
		Up to 55m	Greater than 55m up to 120m	Greater than 120m	
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to Public Places with a width greater than 8m wide	8m or 6m where adjoining sites Street Setbacks are less than 6m	8m*	8m*
	Frontage adjacent to Public Places with a width up to 8m wide (eg lanes)	2m	8m*	8m*	
Heritage items outside Special Character Areas		10m to Public Places greater than 8m wide (streets). 2-10m on Public Places up to 8m wide (lanes) determined by heritage values and context.			

For the Sussex street side the following general DCP controls (for sites outside of special character areas) apply.

Max Street frontage height: 20-25m
Tower Setback: 8m

Side & Rear Setbacks - General

Table 5.4: Minimum Side and Rear Setbacks and Building Form Separations

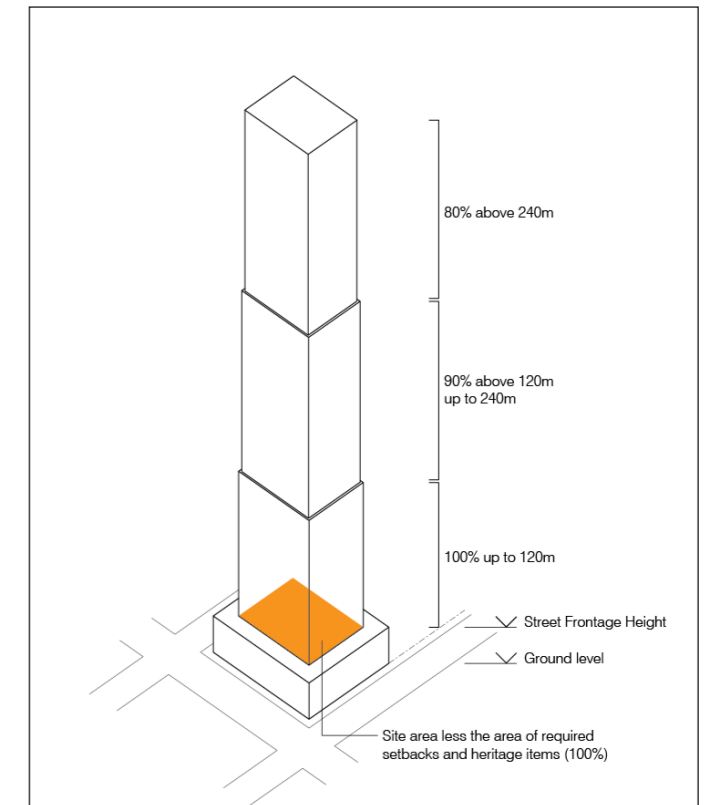
Minimum Side and Rear Setbacks and Building Form Separations	Proposed total height of building			
	Up to 55m	Greater than 55m up to 120m	Greater than 120m up to 240m	Greater than 240m
Side and Rear Setback above Street Frontage Height	0m	4m	3.33% of the proposed total height of building	8m
Building Form Separations on the same site	0m	8m	6.66% of the proposed total height of building	16m

Note: For separation on the same site use the lower building form height to determine the required separation.

Generally side setbacks will be:

3.33% of the proposed total height of the building

Tapering/ Max BEA - General



Above the Street Frontage Height the total Building Envelope Area may occupy the following proportion of the site area less any areas of heritage items and required DCP setbacks:

- (a) 100% up to 120m above ground;
- (b) 90% above 120m up to 240m above ground; and
- (c) 80% above 240m above ground.

Central Sydney Planning Strategy

Height Control

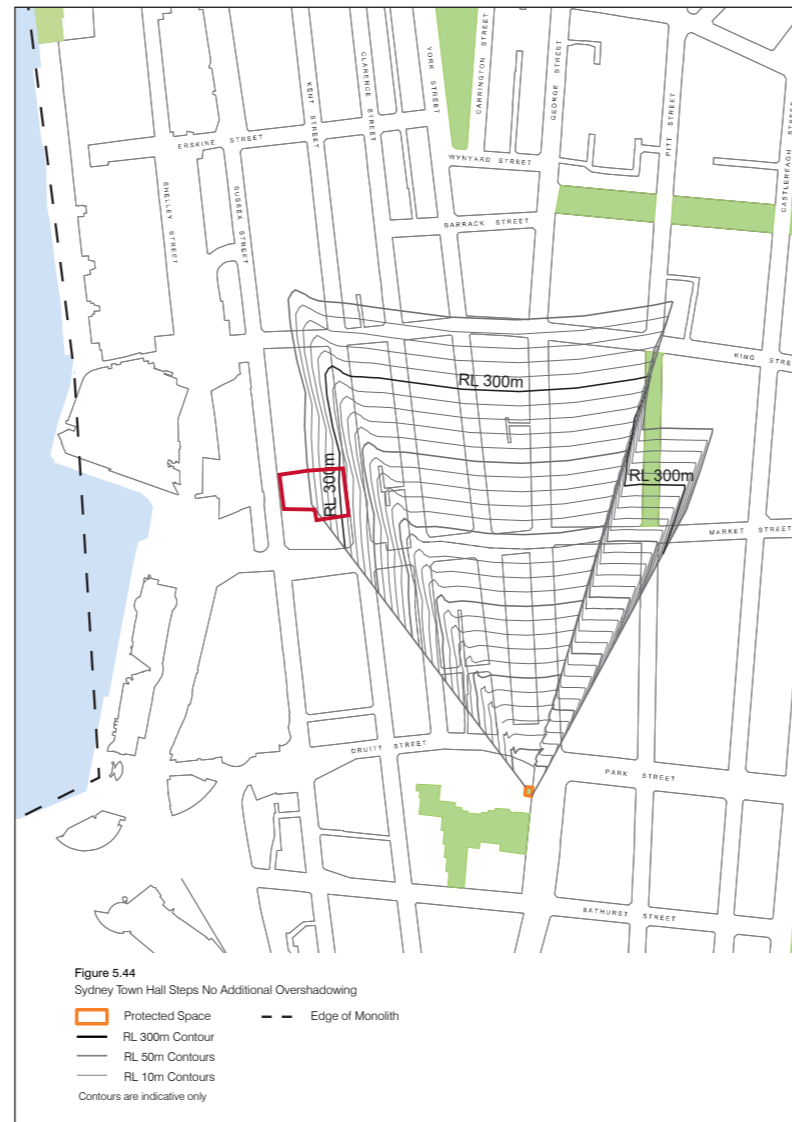
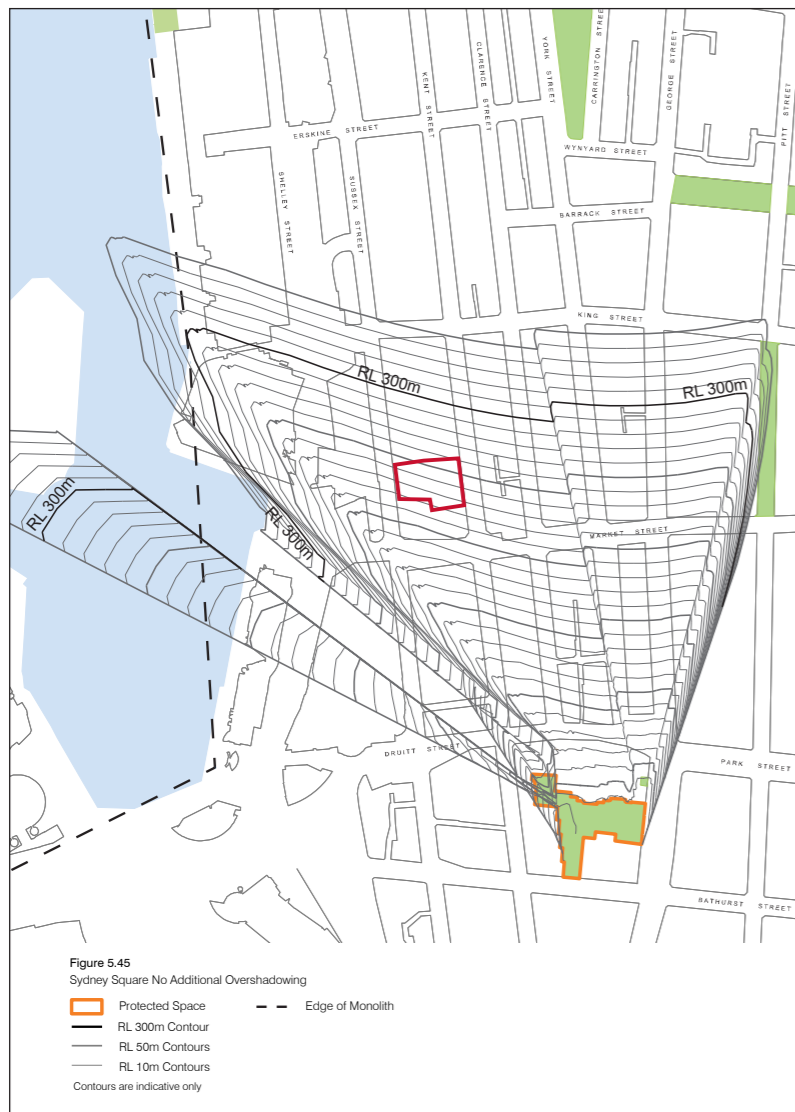
The ultimate height limitations for the site are defined by the following 3 solar access planes

No Additional Overshadowing (NAO)

Sydney Square

Sydney Town Hall Steps

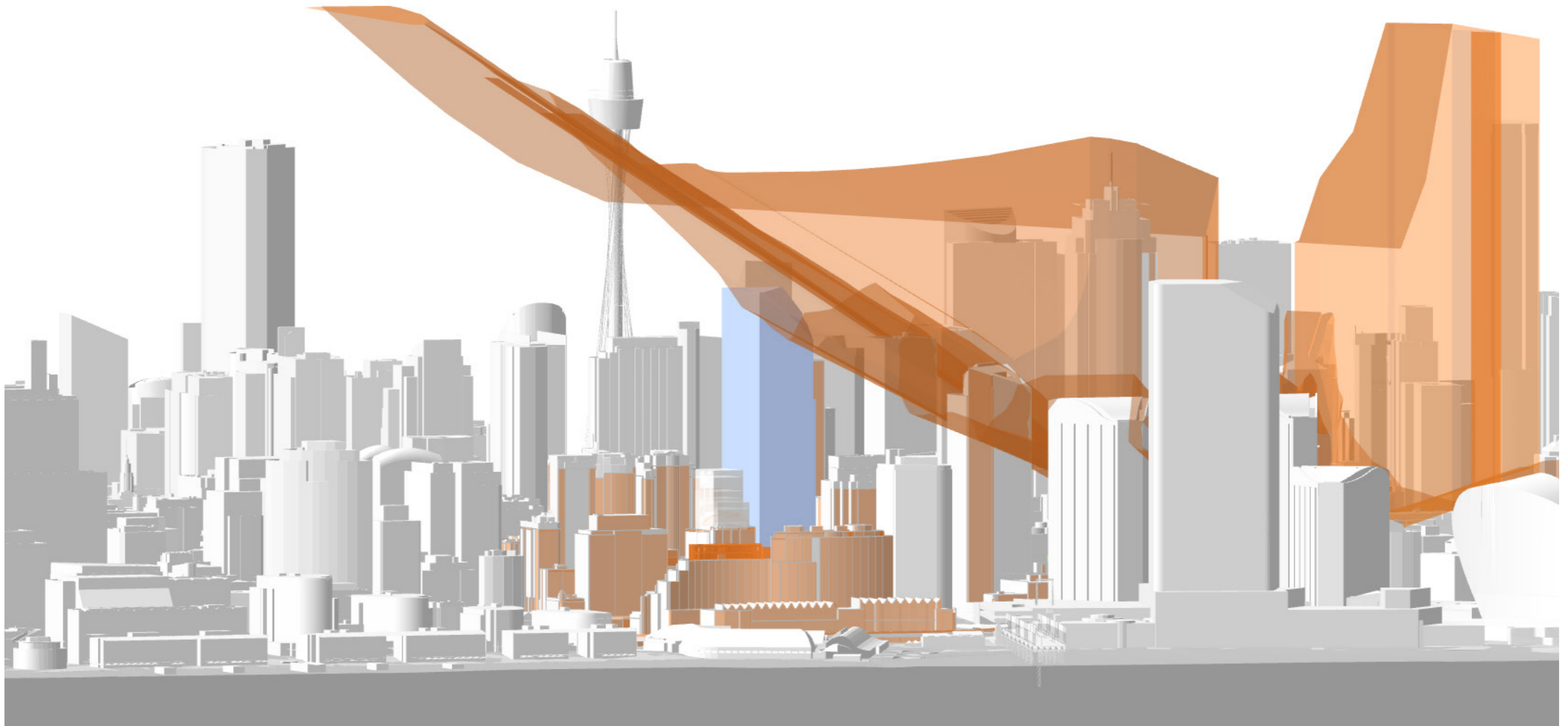
Future Town Hall Square



Central Sydney Planning Strategy

Height Control

Envelope with NAO planes (in orange) applied



Ground Plane & Through Site Link

The Sydney DCP proposes a through site link for the 383 Kent St site. Once completed it will become part of a significant East-West link that connects Hyde Park with Darling Harbour, Pyrmont and Ultimo.

The DCP outlines the following requirements for Through Site Links:

Through-site links are to be provided on sites:

(a) greater than 5,000sqm in area;

(b) with parallel street frontages greater than 100m apart, and

(c) where the consent authority considers one is needed or desirable.

Through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.

Through-site links are to be designed to:

(a) generally have a minimum width of 4m, or 6m where bike access is provided, and have a clear height of at least 6m;

b) be direct and accessible to all, have a clear line of sight between public places and be open to the sky as much as is practicable;

(c) align with breaks between buildings so that views are extended and there is less sense of enclosure;

(d) be easily identified by users and include signage advising of the publicly accessible status of the link and the places to which it connects;

(e) be clearly distinguished from vehicle accessways, unless they are purposely designed as shareways;

(f) include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant;

(g) be clear of obstructions or structures, such as electricity substations, or car park exhaust vents;

(h) include landscaping to assist in guiding people along the link while enabling long sight lines; and

(i) be fully accessible 24 hours a day.

