

ATTACHMENT B

**PLANNING PROPOSAL: SYDNEY LOCAL
ENVIRONMENTAL PLAN 2012 –
87 BAY STREET GLEBE**



Planning Proposal

87 Bay Street, Glebe

Proposal to amend the
Sydney Local Environmental Plan 2012

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Introduction

This Planning Proposal explains the intended effect of, and justification for, the preparation of an amendment to the *Sydney Local Environmental Plan 2012* (SLEP 2012) for 87 Bay Street, Glebe (also known as 2-8 Wentworth Street), to accommodate mixed use residential development in the form of both market housing and affordable housing, with ground level retail and commercial uses.

The site's redevelopment would:

- facilitate medium density residential development in a prime location near existing local centres and central Sydney;
- provide for affordable housing to increase diversity of housing types available in the community;
- incorporate retail and commercial employment opportunities which would be compatible with residential uses;
- improve permeability of site layout in the form of a through-site link; and
- provide a transition between the higher, more substantial building character of Ultimo and the lower scale character of Glebe.

The Proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guidelines including 'A Guide to Preparing Local Environmental Plans' and 'A Guide to Preparing Planning Proposals'.

Site and Context Description

The subject site is located in the suburb of Glebe and measures 5,427m². The site is legally described as Lot 1 in Deposited Plan 874988 and is bound by Wentworth Park Road to the north, Bay Street to the east, Wentworth Street to the south and Cowper Street to the west. It is known as both 87 Bay Street Glebe, and as 2-8 Wentworth Street Glebe.

The map at Figure 1 shows the affected land, while Figure 2 shows the site's proximity to services and public transport. The photos in Figures 3, 4 and 5 show the site's current form.

The site is currently occupied by buildings designed for industrial, commercial and educational uses. It is within close proximity to public transport links, the Glebe Point Road village centre, several schools and tertiary institutions and Broadway Shopping Centre. Wentworth Park to the north is an area of regionally-significant open space.

In 2009, Hill Thalys Architecture and Urban Projects completed a Design and Feasibility Study for two adjacent sites: the Housing NSW site to the south and the City's depot site to the east. 87 Bay Street was not included in the study as it is in private ownership.

The Housing NSW site has been progressed as the 'Glebe Affordable Housing Project'. A site-specific LEP and DCP are now in force. A stage one development application was approved for the site by Central Sydney Planning Committee and Council on 1 and 5 December 2011 respectively.

The City of Sydney Depot site's redevelopment is pending a review of Council's Depot Strategy.

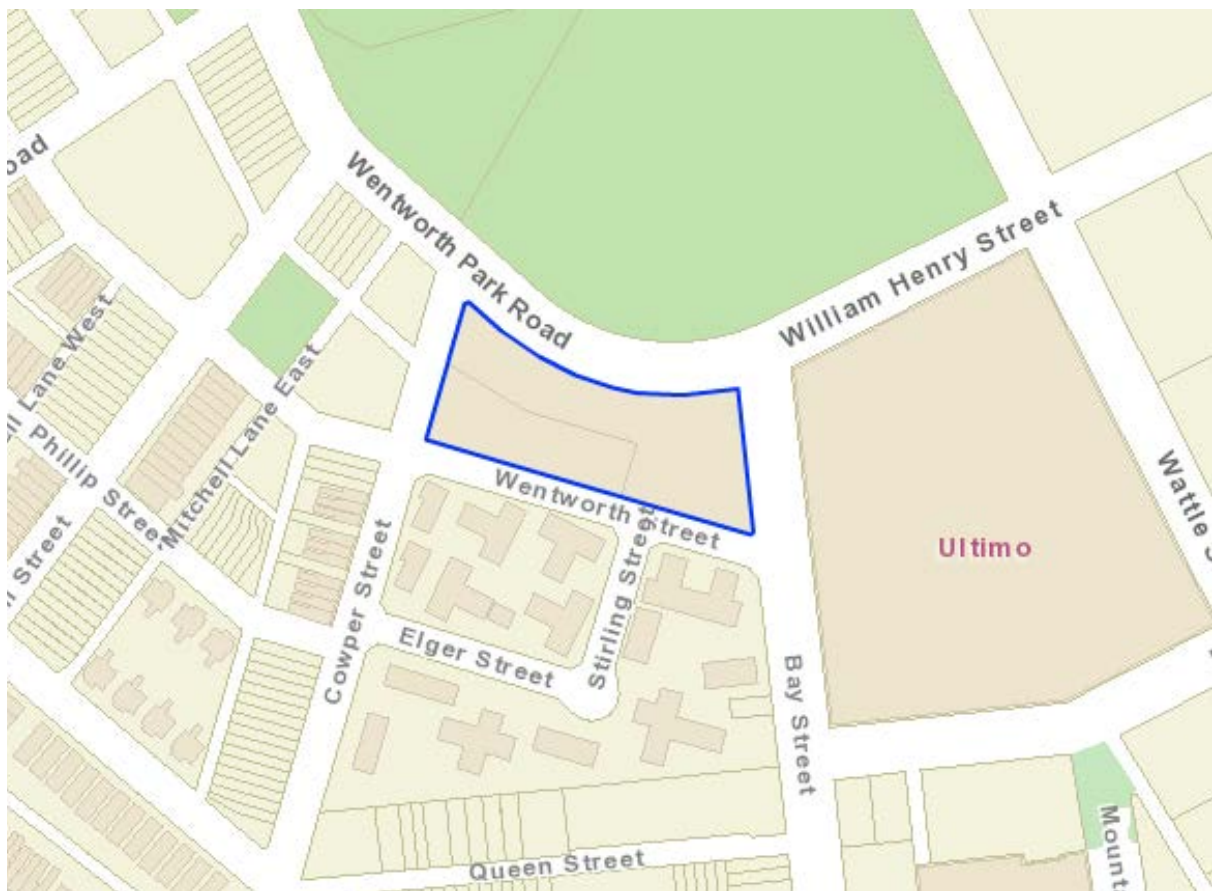


Figure 1: Area of land affected by the proposal (marked in blue)

Site and Context Description

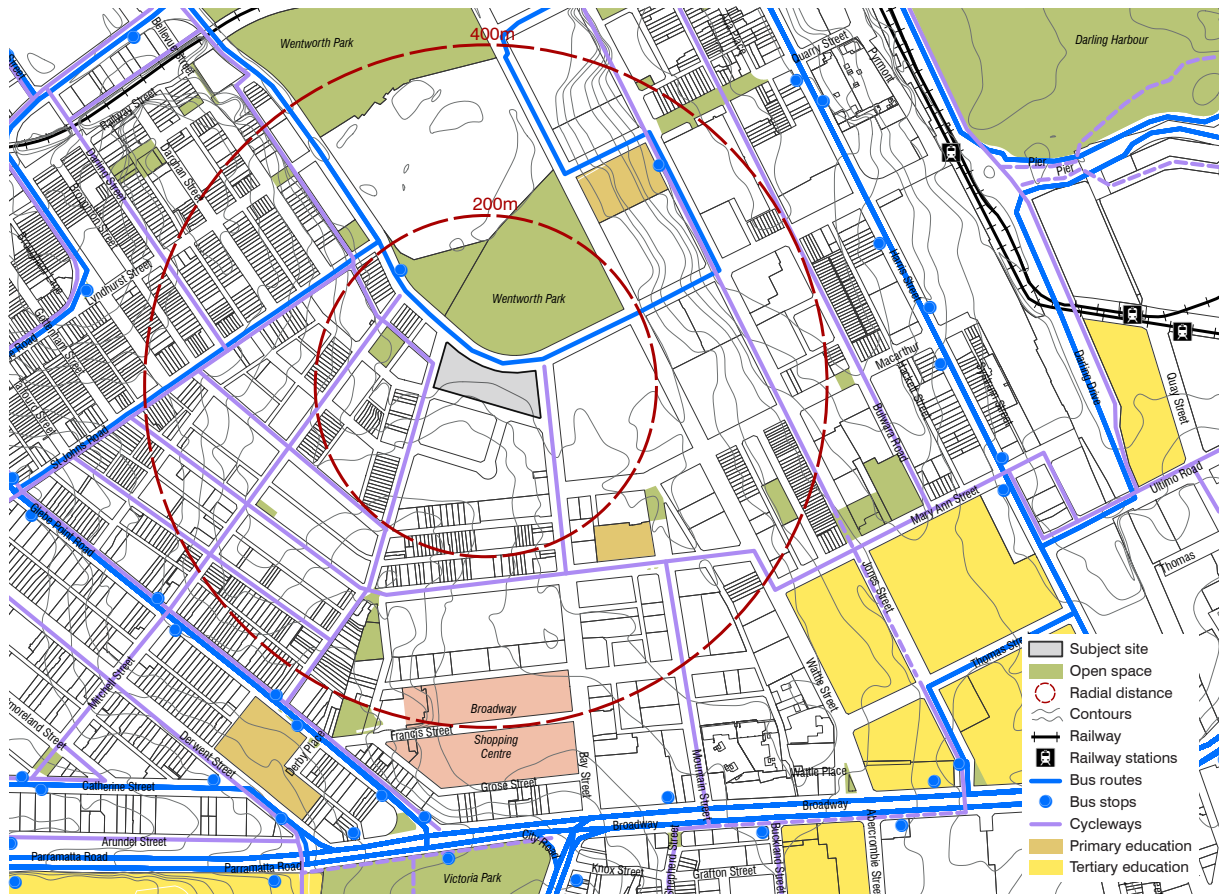


Figure 2: Site Context



Figure 3: Existing development on site, taken from street level on footpath adjoining Wentworth Park

Site and Context Description



Figure 4: Rear of existing development, taken from the Bay Street, looking down Wentworth Street



Figure 5: The site, on the right-hand side, is near to the City of Sydney Depot, to the left of the foreground, and Broadway Shopping Centre, in the centre background

Part 1:

Objective and intended outcomes

Objective

This Planning Proposal will increase the permissible floor space ratio and maximum height controls applying to the site, providing certain development conditions are satisfied. It will enable the development of residential flat buildings and affordable housing units, ranging from between one and nine storeys in height, with ground floor retail and commercial development.

Intended outcomes

The intended outcomes of the Planning Proposal are to:

- provide residential development near amenities and employment;
- deliver affordable housing on site to address the lack of supply within the City of Sydney;
- enable a range of commercial and retail employment activities which are compatible with the residential uses in the area;
- increase permeability of the public domain in the form of a through-site link, incorporating pedestrian and cycling facilities and retaining a view corridor to Wentworth Park;
- integrate the site's built form with the urban design character and context, and improve and activate the interface between the site and the public domain facing Wentworth Park; and
- reflect contemporary design initiatives to improve site sustainability.

Part 2:

Explanation of Provisions

Summary of key controls

The site is currently subject to the *Sydney Local Environmental Plan 2012* (SLEP 2012). An outline of the key controls under SLEP 2012, and the proposed amendments to the SLEP 2012 are contained in Table 1.

Table 1: Summary of key controls

	Existing Conditions	SLEP 2012	Proposal
Land use	Commercial	B4 Mixed Use Zone	B4 Mixed Use Zone
Density	1.178:1	Max 1.5:1	1.5:1 base FSR, 3.7:1, excluding design excellence bonus
Uses		Permissible uses are those identified in the SLEP 2012 Land Use Table	A minimum of 0.75:1 FSR must be used for uses other than residential accommodation
Maximum building height	One to three storeys	Max 12 metres	Max 33 metres

Proposed amendments to Sydney Local Environmental Plan 2012

It is proposed to amend the *Sydney Local Environmental Plan 2012*, as follows:

1. Insert the following clause:

Division 2, Clause 6.16: 87 Bay Street, Glebe

- a. The objective of this clause is to provide for additional floor space ratio and alternative building height if the development of the site provides for on-site affordable housing and the achievement of certain ESD targets.
- b. This clause applies to the site at 87 Bay Street, Glebe (also known as 2-8 Wentworth Street) Lot 1, Deposited Plan 874988.
- c. Notwithstanding Clause 4.4, the floor space ratio for the site may exceed the maximum floor space ratio for the land on the Floor Space Ratio Map by up to 2:2, if:
 - i. at least 0.75:1 of the permissible FSR on the Floor Space Ratio Map is used for uses other than residential accommodation; and
 - ii. despite other provisions in this Plan, a rate of affordable housing contribution of 7.5 per cent of the floor space ratio above 1.5:1, or of the total approved residential floor space ratio, whichever is the higher, and including any bonus floor space is provided.
- d. The consent authority is authorised to impose an affordable housing condition set out in subclause (c)(ii) when granting consent to the carrying out of development on land to which this clause applies.
- e. In addition to provision (c), the floor space ratio for buildings may only exceed the maximum floor space ratio shown on the floor space ratio map provided all BASIX-affected development exceeds the BASIX target score by not less than 25% of the Target Score for water and 25% of the Target Score for energy.
- f. Any bonus floor space awarded in addition to that specified in (c) is also subject to the provision of affordable housing at the percentage specified in subclause (c)(ii).
- g. Notwithstanding the figure provided in Sheet 008 – Height of Buildings Map, should the development conditions outlined in (c) and (e) be satisfied, the maximum permissible height on the site shall be 33 metres.

Part 3:

Justification

This section sets out the reasons for the proposed outcome and development controls in the Planning Proposal. The following questions are set out in the Department of Planning's 'A Guide to Preparing Planning Proposals', and addresses the need for the Planning Proposal, its strategic planning context, the environmental, social and economic impacts and the implications for State and Commonwealth government agencies.

Section A: Need for a planning proposal

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

This Planning Proposal is informed by a series of design concepts and technical studies, a summary of which can be found in Table 2. The Proposal has been prepared following a request received by the landowner.

This proposal reflects the continuation of the scheme approved for the Housing NSW site onto the subject site. The technical studies support similar development and justify redevelopment. These studies relate to an earlier iteration of the proposal which is reduced in scale; hence the studies are still relevant because identified impacts are marginally reduced. An acid sulphate soil/contamination study has not yet been produced and this will be pursued as part of finalising the Planning Proposal.

The subject site represents an opportunity for urban renewal in an area of the city already well serviced by public transport, open space, and local amenities. The proposal would introduce residential development on the site, including affordable housing.

The Planning Proposal stipulates a minimum amount of floorspace for uses which are not residential accommodation uses as identified in the Standard Instrument for LEPs. These uses can be any of the other land uses permissible in accordance with the Land Use Table in Sydney LEP 2012 for the B4 Mixed Use zone.

Stipulating a non-residential land uses component provides for ongoing employment opportunities in the area. The site has historically been at the interface of industrial and commercial uses to the east, and residential areas to the west. Maintaining the mixed use nature of this site allows for the character of the interface to be maintained whilst recognising the Site's advantages for contributing to the City's housing targets.

Activation of the public domain along Wentworth Park Road and Bay Street, and of the through-site link proposed within the Site, is one of the Intended Outcomes of the Planning Proposal. A Voluntary Planning Agreement accompanying this Planning Proposal includes the requirement for the dedication of land along Wentworth Park Road for footpath widening to improve amenity encourage greater pedestrian activity. Activation will help improve public safety, and provide supporting uses such as retail and food and drink premises to service users of Wentworth Park, which is immediately to the north of the Site. It will also reinforce the development of a spine of active uses from Wentworth Park to Broadway which is incorporated in similar provisions for the adjacent Glebe Affordable Housing Project site.

The relatively small scale of the proposed uses is not expected to impact the viability of future retail uses on Bay Street as part of the Glebe Affordable Housing Project and will likely complement these future uses. The commercial centres of Broadway or Glebe Point Road are not expected to be affected.

For the purposes of this Planning Proposal, the maximum FSR and the mix of proposed uses have been considered together as interdependent components of a particular built form outcome. The amount of 0.75:1 floor space ratio reserved for the non-residential uses was established after consideration of the Intended Outcomes of the Planning Proposal; the built form and amenity impacts of the development mix; and following consultation with the landowner. It is considered to be sufficient to satisfy the objective of activating the interface between the new development and the public domain without compromising the viability of adjacent centres or of the proposed development.

Testing of the development 'envelopes' suggests that at the proposed total site FSR of 3.7:1 (potentially 3.85:1 on achievement of a Design Excellence bonus), the overshadowing and other amenity impacts on neighbours and on the approved Glebe Affordable Housing Development to the south will be acceptable. This is based on a development mix where at least 0.75:1 of the site is non-residential uses.

Testing indicates that at a non-residential component of less than 0.75:1 FSR, it would not be possible to achieve the maximum available FSR of 3.7:1 within the environmental and amenity constraints of the Site. This is because residential development requires a larger envelope for the same amount of floor space, when compared to other development types. Similarly, it would be very difficult to incorporate the architectural articulation and expression that would be necessary to achieve design excellence.

Table 2: Summary of technical studies

Study, Author and full text location	Summary
Design Report <i>Foster and Associates Architects</i> Appendix 1	<p>Following consideration by Council's Design Advisory Panel (DAP), the City provided a set of urban design and planning principles for the Proponent to review in finalising the Proposal.</p> <p>Architects Foster and Associates have provided a conceptual design for the future built form, having undertaken a contextual analysis of the site. The analysis considered surrounding land uses, views and vistas, the street hierarchy, among other aspects to inform a series of concepts and options for the site's design.</p>
Heritage Impact Assessment <i>John Oultram Heritage and Design</i> Appendix 2	<p>This study provides a comprehensive historical summary of the site charting its evolution from swampland to its present-day form incorporating buildings dating from the 1950s.</p> <p>The study concludes that no development on the site is worthy of heritage protection status, but that consideration should be given to the site's location adjoining a heritage conservation area, as well as it being in the vicinity of a number of heritage items, in any design of future built form.</p>
Preliminary Traffic Assessment and Risk Analysis Report <i>ARUP and Traffic Impact Assessment Bitzos Consulting</i> Appendix 3	<p>ARUP's preliminary traffic assessment identifies that the site is well located, with eight bus routes, Central Train Station, light rail, cycleways and extensive pedestrian footpaths servicing the site. The study undertook bidirectional tube counts on Wentworth Park Road and determined that Wentworth Street was appropriate for underground vehicular access.</p> <p>Bitzos undertook additional micro simulation modelling of intersection performance surrounding the Site, incorporating projected traffic from the development and also the Glebe Affordable Housing Project. It found that traffic impacts would be minimal.</p>
Affordable Housing Study <i>Location IQ</i> (Including Addendum) Appendix 4	<p>Location IQ were contracted to review the site's local context and conduct socio-economic profiling of the Glebe area to determine its capacity to accommodate affordable housing. The study concludes that the site is ideally located to accommodate such housing, being close to existing shops, public transport, educational facilities and open spaces. It notes that there is a significant proportion of Glebe's population that are lower income households and further affordable housing provision in this area can be supported.</p> <p>An Addendum to the report supplied additional information concerning the number and sizes of units to be delivered, along with an assessment of the indicative financial contribution represented by the Affordable Housing dedication.</p>

Study, Author and full text location	Summary
Flood and Stormwater Study <i>Mott MacDonald Hughes Trueman</i> Appendix 5	This study has been prepared to understand the site's existing flood conditions, and advise on appropriate flood and drainage requirements. The study identifies the site as being affected by flooding, but that redevelopment provides an opportunity to implement contemporary flood mitigation measures on the site by improving floor levels, overland flood paths and general safety.
Sustainability Report <i>Surface Design</i> Appendix 6	This study analyses the proposal in terms of its efficiency in meeting BASIX, NABERS, and green star rating requirements to ensure the proposed dwellings and commercial development exceed stringent energy and water standards.
Contamination Assessment - Stage 1 Report <i>Urban Environmental Solutions Pty Ltd</i> Appendix 7	This study report identifies a number of historical sources of potential contamination and recommends that a detailed Stage 2 investigation will be required to determine the extent of any contamination.

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

In order for the Proposal to proceed to the development assessment stage, changes to the existing planning instruments are necessary if the development is to be permitted under local planning controls, for assessment under Part 4 of the EP&A Act.

It is considered appropriate to prepare an amendment to the future gazetted Sydney Local Environmental Plan 2012, as the draft has been endorsed by Council and gazettal of the draft by the Minister for Planning and Infrastructure is expected to occur prior to this Proposal being finalised.

The principal development standards outlined in the Proposal are considered the best means of achieving the objectives and intended outcomes; allowing for flexibility in design while maintaining the intended overall built form.

The Planning Proposal will allow community input when placed on exhibition. In addition, future assessment of any subsequent development application under Part 4 will enable community involvement through a consultation and planning process consistent with Council's standard processes.

3. Is there a net community benefit?

The potential benefits of the proposal outweigh the potential adverse impacts, generating a net community benefit. The proposal would deliver a net community benefit in the form of:

- creation of new affordable housing. Affordable housing provides rental accommodation at subsidised rates to very low, low and moderate income households. This form of housing has been identified by the Council and NSW Government as being necessary to limit the displacement of key workers that are integral to the City economy and community. This housing would be managed by a registered community housing provider in perpetuity, and would therefore expand the capacity on the site for very low income households, and create a greater diversity than market housing alone would generate.
- responsive urban form that improves integration with surrounding land uses. The Proposal would enable development that is of a much higher quality design that provides development that is sympathetic to surrounding uses and links with the adjacent public domain.
- improved connectivity between surrounding suburbs. A new through-site link will connect the site with the new Glebe Affordable Housing Project directly south, Wentworth Park, and existing street networks. The link is responsive to the need for movement in and around the site for pedestrians and cyclists.
- maintenance of employment-generating uses on site. The Proposal would allow for retail and commercial uses to be incorporated, providing for ongoing employment opportunities in the area. The relatively small scale of the proposed uses is not expected to impact the viability of future retail uses on Bay Street as part of the Housing NSW redevelopment and will likely complement these future uses. The commercial centres of Broadway or Glebe Point Road are not expected to be affected.

- greater density through establishing residential development on the site. Introducing residential development onto the site will increase the utilisation, and hence efficiency, of existing infrastructure, including sewerage, power, parks, shops, jobs, universities, schools, hospitals, and public transport networks. Increasing density reduces pressure to provide additional housing that would replace either existing employment lands, historically significant housing in surrounding neighbourhoods, or agricultural and other 'green' land on the urban fringe.
- Street setback to allow boulevard creation. The DCP amendment accompanying the Proposal includes a 1.5 metre setback from the Wentworth Park Road street frontage to enable mature trees to be established on the kerbside, extending the boulevard which exists on the Bridge Road end of Wentworth Park Road.
- upgrades to infrastructure on the site associated with redevelopment, including cabling, storm water drainage and sewerage.

The potential negative aspects of the proposal include:

- construction impacts to adjoining properties. The proposal will see the generation of construction jobs during development. Consistent with other development applications for construction, any future development application for the site would be required to submit a statement of environmental effects, a demolition and construction waste management plan, and other documentation which would then form part of conditions of consent to ensure any construction impacts are minimised and mitigated.
- increased vehicular traffic due to the establishment of residential units. This demand can be adequately accommodated by the existing public transport infrastructure in the vicinity of the site which includes major bus corridors on Broadway and City Road, two light rail stations, and Central train station within 1km. There is excellent public transport and a number of shops, universities, schools, and employment opportunities within walking and cycling distance. This, coupled with limits placed on permissible car parking spaces and street parking, would reduce car ownership rates and subsequently minimise any additional traffic generation.

Section B: Relationship to strategic planning framework

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The *Metropolitan Plan for Sydney 2036* was released in December 2010 and supersedes the *Sydney Metropolitan Strategy 2005*. The draft *Sydney City Subregional Strategy* is also applicable to the site.

In May 2012, the Department released a discussion paper titled *Sydney over the next 20 years: a discussion paper*. This Proposal is also consistent with this document.

Metropolitan Plan for Sydney 2036

Vision: By 2036, Sydney will be a more compact, networked city with improved accessibility, capable of supporting more jobs, homes and lifestyle opportunities within the existing urban footprint. Being brownfield, mixed use development, the Proposal clearly aligns with this vision.

Draft Sydney City Subregional Strategy

The Proposal is consistent with this strategy as it:

- increases the availability of housing;
- increases the diversity of housing;
- locates housing growth within the urban footprint, and near identified local centres, job opportunities, infrastructure and services;
- contains residential growth to existing residential land, reducing the pressure on both employment lands and non-urban fringe areas from being subsumed by residential growth.

The consistency of the proposal with the *Metropolitan Plan for Sydney 2036* and draft *Sydney City Subregional Strategy* are outlined in Appendix 7.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

The Council's Community Strategic Plan is Sustainable Sydney 2030, a vision for the sustainable development of Sydney to 2030 and beyond. It includes 10 strategic directions to guide the future of Sydney.

Of particular relevance to this proposal is Direction 8: Housing for a Diverse Population. This direction seeks to build on Sydney's character as a city of diversity and equity, with a place for everyone. It recognises that housing affordability is an increasing challenge in inner Sydney and that Council can support and advocate initiatives to expand affordable housing opportunities.

The proposal is consistent with this Direction as it enables the expansion of the community housing sector, through provision of an affordable housing component. It also increases the supply of market housing, and provides for a diversity of housing options for the community.

The consistency of the proposal with all 'objectives' within each of the ten Sustainable Sydney 2030 'directions' is outlined in Appendix 8, with reference to the relevant 'actions' of each objective, as outlined in the strategic plan.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The consistency of the Proposal with the applicable State Environmental Planning Policies (SEPPs) is outlined in Table 3. Consistency with former Regional Environmental Plans (REPs) covering the Sydney and Greater Metropolitan Regions, which are deemed to have the weight of SEPPs, is outlined in Table 4. Note that SEPPs which have been repealed or were never finalised are not included in this table.

Table 3: Consistency with State Environmental Planning Policies (SEPPs)

State Environmental Planning Policy	Statement of Consistency
SEPP No 1 - Development Standards	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 4 - Development Without Consent and Miscellaneous Exempt and Complying Development	Not applicable.
SEPP No 6 - Number of Storeys in a Building	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 10 - Retention of Low Cost Rental Accommodation	Not applicable.
SEPP No 14 - Coastal Wetlands	Not applicable.
SEPP No 15 - Rural Landsharing Communities	Not applicable.
SEPP No 19 - Bushland in Urban Areas	Not applicable.
SEPP No 21 - Caravan Parks	Not applicable.
SEPP No 22 - Shops and Commercial Premises	Consistent. The Proposal does not restrict previously permitted commercial land uses.
SEPP No 26 - Littoral Rainforests	Not applicable.
SEPP No 29 - Western Sydney Recreation Area	Not applicable.
SEPP No 30 - Intensive Agriculture	Not applicable.

State Environmental Planning Policy	Statement of Consistency
SEPP No 32 - Urban Consolidation (Redevelopment of Urban Land)	Consistent. The Proposal represents an urban renewal opportunity and enables a range of uses appropriate to the site.
SEPP No 33 - Hazardous and Offensive Development	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 36 - Manufactured Home Estates	Not applicable.
SEPP No 39 - Spit Island Bird Habitat	Not applicable.
SEPP No 41 - Casino Entertainment Complex	Not applicable.
SEPP No 44 - Koala Habitat Protection	Not applicable.
SEPP No 47 - Moore Park Showground	Not applicable.
SEPP No 50 - Canal Estate Development	Consistent. The Proposal does not permit canal estate development.
SEPP No 52 - Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable.
SEPP No 53 - Metropolitan Residential Development	Not applicable.
SEPP No 55 - Remediation of Land	Consistent. The site is not proposed to be rezoned, as it is already zoned B4 Mixed Uses under Sydney LEP 2012. The site has already been considered suitable, or capable of being made suitable, for the proposed uses. Further contamination assessment will be required to determine the extent of any contamination and the remediation actions necessary to make the site suitable.
SEPP No 59 - Central Western Sydney Regional Open Space and Residential	Not applicable.
SEPP No 60 - Exempt and Complying Development	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 62 - Sustainable Aquaculture	Not applicable.
SEPP No 64 - Advertising and Signage	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP No 65 - Design Quality of Residential Flat Development	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.

State Environmental Planning Policy	Statement of Consistency
SEPP No 70 - Affordable Housing (Revised Schemes)	Consistent. The Proposal does not affect the schemes outlined in the SEPP, or propose any new schemes. The objectives of the Proposal also align with the objectives of this SEPP.
SEPP No 71 - Coastal Protection	Not applicable.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Major Development) 2005	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Sydney Region Growth Centres) 2006	Not applicable.
SEPP (Infrastructure) 2007	Consistent. The Proposal does not place any restrictions on infrastructure that would contradict the SEPP.
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	Not applicable.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable.
SEPP (Temporary Structures) 2007	Consistent. The Proposal does not adopt any provisions on temporary structures that contradict this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
SEPP (Rural Lands) 2008	Not applicable.
SEPP (Western Sydney Parklands) 2009	Not applicable.
SEPP (Affordable Rental Housing) 2009	Consistent. The Proposal is supported by a draft DCP that does not inhibit the operation of this SEPP. The objectives of the Proposal also align with the objectives of this SEPP.
SEPP (Western Sydney Employment Area) 2009	Not applicable.
SEPP (Development on Kurnell Peninsula) 2005	Not applicable.

Table 4: Consistency with former Sydney and Greater metropolitan Regional Environmental Plans (REPs)

State Environmental Planning Policy	Statement of Consistency
Sydney REP No 5 - (Chatswood Town Centre)	Not applicable.
Sydney REP No 8 (Central Coast Plateau Areas)	Not applicable.
Sydney REP No 9 - Extractive Industry (No 2 - 1995)	Not applicable.
Sydney REP No 11 - Penrith Lakes Scheme	Not applicable.
Sydney REP No 13 - Mulgoa Valley	Not applicable.
Sydney REP No 16 - Walsh Bay	Not applicable.
Sydney REP No 17 - Kurnell Peninsula (1989)	Not applicable.
Sydney REP No 18 - Public Transport Corridors	Not applicable.
Sydney REP No 19 - Rouse Hill Development Area	Not applicable.
Sydney REP No 20 - Hawkesbury-Nepean River (No 2 - 1997)	Not applicable.
Sydney REP No 24 - Homebush Bay Area	Not applicable.
Sydney REP No 25 - Orchard Hills	Not applicable.
Sydney REP No 26 - City West	Not applicable.
Sydney REP No 28 - Parramatta	Not applicable.
Sydney REP No 29 - Rhodes Peninsula	Not applicable.
Sydney REP No 30 - St Marys	Not applicable.
Sydney REP No 33 - Cooks Cove	Not applicable.
Sydney REP (Sydney Harbour Catchment) 2005	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this REP.
Drinking Water Catchments REP No 1	Not applicable.
Greater Metropolitan REP No 2 - Georges River Catchment	Not applicable.

7. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The consistency of the Proposal with the applicable Ministerial Directions under section 117 of the Environmental Planning and Assessment Act 1979 is outlined in Table 5.

Table 5: Consistency with Ministerial (s.117) directions

1. Employment and Resources	
Direction	Statement of Consistency
1.1 Business and Industrial Zones	Consistent. The proposal would allow the continuation of business operations.
1.2 Rural Zones	Not applicable.

1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.

2. Environment and Heritage

Direction	Statement of Consistency
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	Consistent. The site does not contain any heritage items of significance, confirmed by a Heritage Impact Statement, which can be found at Appendix 3. The proposal is consistent with the conservation aims of the City.
2.4 Recreation Vehicle Areas	Not applicable.

3. Housing, Infrastructure and Urban Development

Direction	Statement of Consistency
3.1 Residential Zones	Consistent. The proposal would enable affordable and market housing to be developed on site. The proposal is located within the existing urban footprint and is able to utilise existing infrastructure.
3.2 Caravan Parks and Manufactured Home Estates	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this Direction.
3.3 Home Occupations	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this Direction.
3.4 Integrating Land Use and Transport	Consistent. The proposal covers land that is located walking distance to existing public transport, including bus, light rail and heavy rail, and to existing employment lands.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.

4. Hazard and Risk	
Direction	Statement of Consistency
4.1 Acid Sulfate Soils	<p>Consistent.</p> <p>A preliminary contamination assessment will be required to ensure the suitability of any subsequent development applications, and to manage any impacts of acid sulfate soils.</p>
4.2 Mine Subsidence and Unstable Land	Not applicable.
Direction	Statement of Consistency
4.3 Flood Prone Land	<p>Consistent.</p> <p>A preliminary flooding and stormwater study has been undertaken by Mott Macdonald to support the proposal, refer Appendix 5.</p>
4.4 Planning for Bushfire Protection	Not applicable.
5. Regional Planning	
Direction	Statement of Consistency
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
6. Local Plan Making	
Direction	Statement of Consistency
6.1 Approval and Referral Requirements	<p>Consistent.</p> <p>The proposal does not include concurrence, consultation or referral provisions or identify any development as designated development.</p>
6.2 Reserving Land for Public Purposes	<p>Consistent.</p> <p>The proposal does not contain any land reserved for a public purpose, and no requests have been made by a Minister or public authority to reserve such land.</p>
6.3 Site Specific Provisions	<p>Consistent.</p> <p>The proposal amends existing local planning instruments but does not introduce unnecessarily restrictive site specific planning controls.</p>

7. Metropolitan Planning

Direction

Statement of Consistency

7.1 Implementation of the Metropolitan Strategy

Consistent.

The proposal is consistent with the aims, objectives and provisions of the Metropolitan Strategy (as supported by the draft Sydney Subregional Strategy), refer Appendix 7, as well as the recently-released Sydney over the next 20 years: a discussion paper (Department of Planning 2012).

Section C: Environmental, social and economic impact

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

The proposal covers land located in an existing built-up urban area of Sydney with a long history of residential, commercial and industrial uses. The proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Potential for any environmental impacts have been considered as part of the Proposal's preparation, including the attached technical studies. The following is a brief list of key impacts that have been identified, and their appropriate management strategies.

Flooding and stormwater management

There are appropriate provisions in draft SLEP 2011 to ensure future development manages any impacts of flooding and stormwater.

Contamination

A Stage 1 Environmental Site Assessment has been prepared for the site, and indicates that there are a number of potential historical sources of contamination. Further contamination assessment will be required to determine the extent of any contamination and the remediation actions required to make the site suitable.

Acid sulfate soils

The site is identified as being 'Class 2' in draft SLEP 2011 acid sulphate soils map. Additional technical studies would be required in the finalisation of the Proposal, and a management plan would need to be prepared.

Traffic and parking

The proposal would enable an increase in residential population in the area, which has the potential to increase demand for parking, and contribute to traffic congestion. Residents in any new development would not be eligible for on street parking permits. By discouraging car ownership in this way, and enforcing the car parking requirements of the relevant planning instrument, the demand on road infrastructure has capacity to be appropriately managed.

Overshadowing and privacy

The proposal would increase the permissible heights on site, which could result in unacceptable overshadowing to the Housing NSW site and overlooking to single storey buildings to the east unless controlled. The distribution of heights will form part of the controls contained in the accompanying DCP amendment. Further, planning controls like SEPP 65 would ensure any overshadowing and overlooking is minimised in approved building designs and configurations, protecting the amenity to surrounding properties.

Character and heritage

The proposal would enable a new, larger development on a site adjacent to established neighbourhoods of Glebe and Ultimo. These neighbourhoods have distinct character and, in the case of Glebe, heritage significance that is protected through a conservation area. The proposed distribution of height limits and built form in the proposal will be captured in specific design controls of the DCP. This will ensure the approved building design responds to the existing neighbourhood character, and achieves adequate articulation and activation to surrounding streetscapes.

10. How has the planning proposal adequately addressed any social and economic effects?

The proposal would enable development with a number of positive economic outcomes. The increased residential density would provide housing for workers in identified nearby commercial centres, and in central Sydney less than one kilometre away. The site's redevelopment would help contain residential growth to existing brownfield land, reducing pressure on surrounding commercial land to incorporate residential uses. The retention of commercial uses would complement identified adjoining activity hubs and local centres.

The provision of affordable housing would promote diversity among the residential population and would reduce pressure to meet housing targets in more poorly serviced locations. By ensuring affordable and market housing are integrated within the site, a mixed community would be created. It would also increase potential tenant satisfaction, economic participation, and educational opportunities.

Section D: State and Commonwealth interests

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

The full range of utility services including electricity, telecommunications, water supply, sewer and stormwater are all currently available on the subject site. It is expected that these services would be upgraded to cater for the increased densities. Proposed provisions ensure adequate infrastructure is addressed as part of subsequent development applications.

The site is well serviced by public transport, including a major bus corridor and two light rail stations within 700m. Royal Prince Alfred Hospital is nearby, and primary, secondary and tertiary education facilities are also available.

The site is also well serviced by shops, restaurants, libraries and other community services. It is directly opposite Wentworth Park, a major public open space, and Victoria Park, which contains a public swimming pool, is approximately 800m away.

12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

A Gateway determination advises on the full list of public authorities to be consulted as part of the next stage in the preparation of the LEP. It is proposed that the following authorities be consulted regarding the Proposal:

- (a) Sydney Catchment Authority;
- (b) Sydney Water;
- (c) Ausgrid;
- (d) TransGrid;
- (e) Transport for NSW;
- (f) Families and Community Services – Housing NSW;
- (g) Office of Environment and Heritage; and
- (h) Leichhardt Municipal Council.

Part 4:

Community Consultation

As this Planning Proposal follows so soon after Council has endorsed the Sydney Local Environmental Plan 2012, it is proposed that an extended exhibition period be considered, to aid public understanding of, and appropriate input to, the Planning Proposal.

Public consultation takes place following a Gateway determination made by the Minister for Planning, in accordance with Sections 56 and 57 of the EP&A Act. It is proposed that, at a minimum, this involves the notification of the public exhibition of the proposal:

- (a) on the City of Sydney website;
- (b) in newspapers that circulate widely in the City of Sydney local government area;
- (c) in writing to the owners; the adjoining landowners; relevant community groups; and the surrounding community in the immediate vicinity of the site
- (d) at one public meeting.

It is proposed that the proposal be exhibited for a period of at least 60 days to coincide with the exhibition of an accompanying DCP amendment and draft Voluntary Planning Agreement.

Table 6: Updates to the Planning Proposal following Council Resolution 15 October 2012

Section Updated	Reason for update	Description of Update
p.5 – Site and context description	Reference to GAHP stage 2 DA was incorrect	Reference removed.
p.6 - Figure 2	Improve the figure	Detail added to better illustrate relationship with surrounding context.
p.9 – Part 1: Objective and intended outcomes	More fully describe the Objective	Greater detail added to the Objective.
p.10 – Part 2: Explanation of provisions - Summary of key controls	Reflect publication of Sydney LEP 2012, and to address comments in the Gateway Determination	References to Leichhardt LEP 2000 removed. Extra row added to compare restrictions on use under existing and proposed planning controls.
p.10 – Part2: Explanation of provisions - Proposed amendments to Sydney Local Environmental Plan 2012	Address comments in the Gateway Determination Minor amendment to achieve consistency with Council report and VPA negotiations	Objective added to the clause for greater clarity. The phrase ‘non-residential’ uses has been replaced with specific uses from the Standard Instrument. The application of the alternative maximum Height of Buildings has been more clearly linked to the satisfaction of certain development conditions. The intent of the Planning Proposal as reported to Council is to allow for a theoretical maximum FSR of 3.85:1, if the nominated development conditions are satisfied and design excellence is achieved. This figure has also been the basis of all Planning Agreement negotiations.
		The Planning Proposal as drafted prior to the gazettal of Sydney LEP 2012 envisaged a site-specific Design Excellence clause with a FSR bonus of 10% based on the site FSR of 3.5:1, with the maximum FSR, including all bonuses, of 3.85:1. The Sydney LEP 2012 Design Excellence bonus provision is structured in a different manner, in that it only applies to the FSR as shown on the FSR Map, which in this case is 1.5:1. To achieve the intended maximum FSR of 3.85:1 requires that the FSR formula be amended so that the additional floorspace available through the Planning Proposal be raised from 2.0:1 to 2.2:1. The theoretical maximum FSR for the site remains 3.85:1.
p.12 – Part 3: Justification. Section A – Need for a planning proposal	Address comments in the Gateway Determination	Provide greater clarity and justification for the minimum non-residential FSR requirement in the proposed amendment. ‘Contamination Assessment – Stage 1 Report’ added to Table 2: Summary of technical studies.

Section Updated	Reason for update	Description of Update
	Reflect updated information from the landowner	Summarise content of additional traffic impact analysis and an Addendum to the Affordable Housing Study.
p.18 – Part 3: Justification. Section B – Relationship to strategic planning framework	Address comments in the Gateway Determination	SEPP 55 Statement of Consistency amended to indicate the City is satisfied that the land can be used for the proposed uses.
p.23 – Part 3: Justification. Section C – Environmental, social and economic impact	Address comments in the Gateway Determination	A reference to 'Contamination' has been added.
p.25 – Part 3: Justification Section D: State and Commonwealth interests	Address public agency consultation requirements in the Gateway Determination	The list of public agencies for consultation has been amended.

Appendices

Appendix 1: Design Report

Appendix 2: Heritage Impact Assessment

Appendix 3: Preliminary Traffic Assessment and Risk Analysis Report

Appendix 4: Affordable Housing Study

Appendix 5: Flood and Stormwater Study

Appendix 6: Sustainability Report

Appendix 7: Contamination Assessment Report

Appendix 8: Consistency with the Sydney Metropolitan Strategy and draft Sydney City Subregional Strategy

Appendix 9: Consistency with Sustainable Sydney 2030

Appendix 1:

Design Report

Urban Context Analysis

1. Location Plan
2. Urban Context
3. Infrastructure Plan
4. Street Hierarchy and Connectivity
5. Building Study: Early Development
6. Building Study: Recent Development
7. Building Study: Anticipated Development
8. Future Local Context

Urban Design Framework

9. Environment
10. Land Use
11. Views and vistas
12. Site Coverage
13. Building Heights
14. Building Edge
15. Connectivity
16. Urban Design Summary

Massing Study and Concept Envelope

17. 3 Plan Options
18. Option 1
19. Option 2
20. Option 3
21. Option Analysis and Evaluation
22. Typology and Built Form Precedents
23. Preferred Plan Development
24. Preferred Plan
25. Preferred Option Axonometric

Density and Built Form Development and Testing

26. Urban Density
27. Urban Sections
28. Urban Sections
29. Site Sections
30. Public Domain Plan
31. Public Domain Sections
32. Public Domain Sections
33. Public Domain Sections
34. Vehicular Access
35. Pedestrian Access
36. Communal Open Space/Landscaping

SEPP 65 Residential Compliance and Amenity testing:

37. Shadows - Solar Access to adjoining dev. Assessment
38. Shadows - Solar Access to adjoining dev. Assessment
39. Natural Ventilation to Apartments
40. Solar Access to Apartments
41. Visual Privacy

FSR testing

42. Area and Apartment Mix Schedule



Urban Design Framework
Location plan

87 Bay Street comprises a significant sovereign block approximately 1.8 kilometers from the Sydney CBD. The site is located on the southern edge of the large urban open space forming Wentworth Park. Bay Street located on the Eastern boundary of the site defines the limits of the Glebe and Ultimo suburbs.

The City of Sydney Depot facilities are located across the street - also occupying an entire large block. Across Wentworth Street to the south is a large single ownership site which currently has low rise housing apartment blocks owned by the Department of Housing. This site is currently being rezoned to allow more intensive urban development.

Both the CoS depot site and the DoH Housing site were part of a joint demonstration project under the Sustainable Sydney 2030 Strategy. The planning outcomes of this process and the implications for the future urban character of the precinct and in particular the subject site are presented in more detail through the following report.

Urban Design Framework
Urban context

The site is located on the suburb boundary between Glebe to the west and Ultimo to the east.

Ultimo to the east can be generally characterised by:

- Recllinear street grid.
- Long street blocks
- Combination and often in close proximity of large warehouse structures and small fine grain terrace houses.

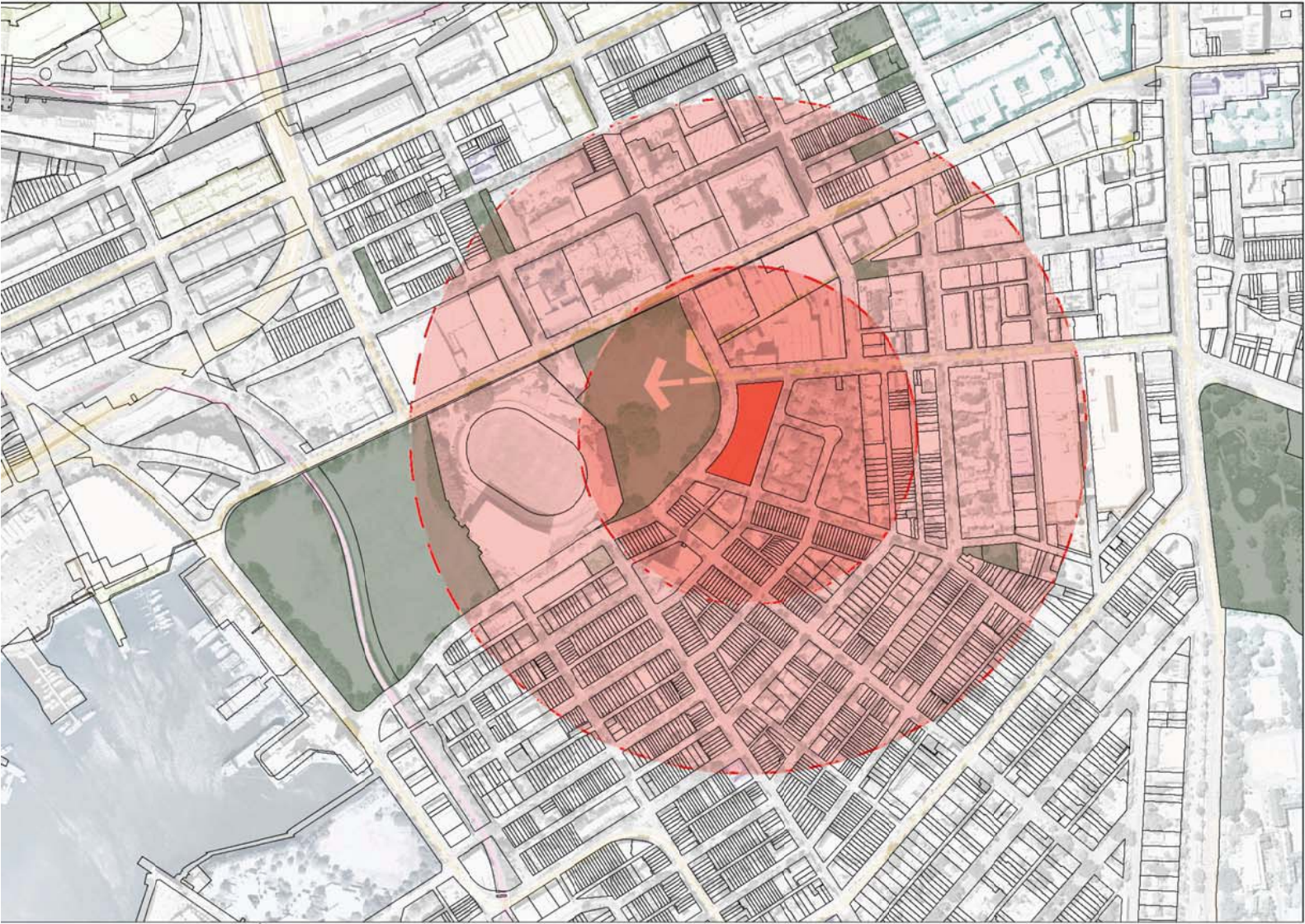
Glebe to the west can be generalised by:

- Tapered recllinear street pattern following the typography
- Short blocks and rear access lanes.
- Mostly fine grain residential lots.
- Low scale 1 and 2 storey housing.

Public Transport
The light rail station is located approximately 360m north of the site off Watlie Street. The light rail connects from Lilyfield to the city via Pyrmont.

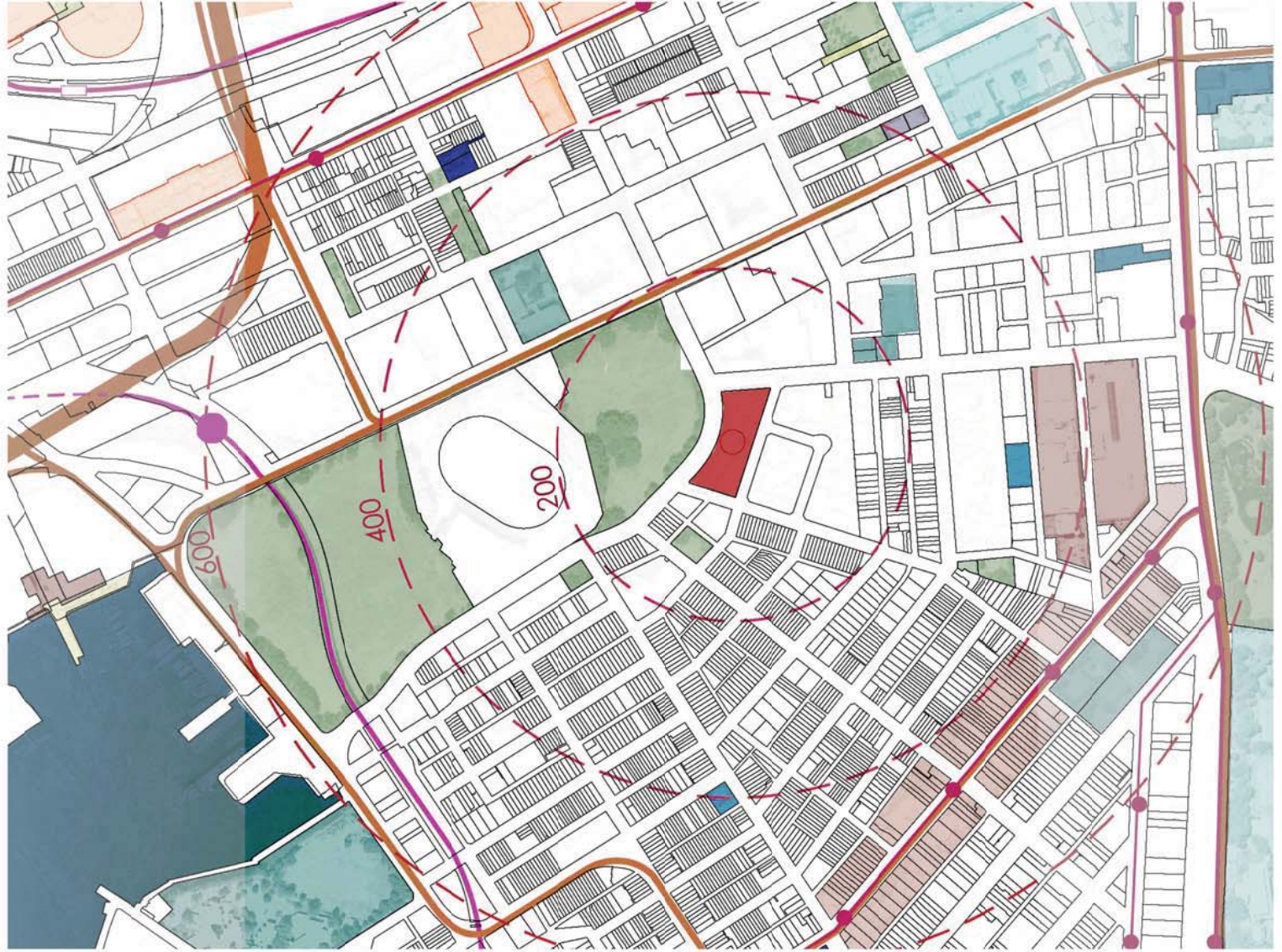
The bus routes are located at either Harris Street Ultimo, Broadway and Glebe Point Road, Glebe with numerous options available.

The Village to Village Co+S community bus service also stops adjacent to the site.



400m. radius
200m. radius





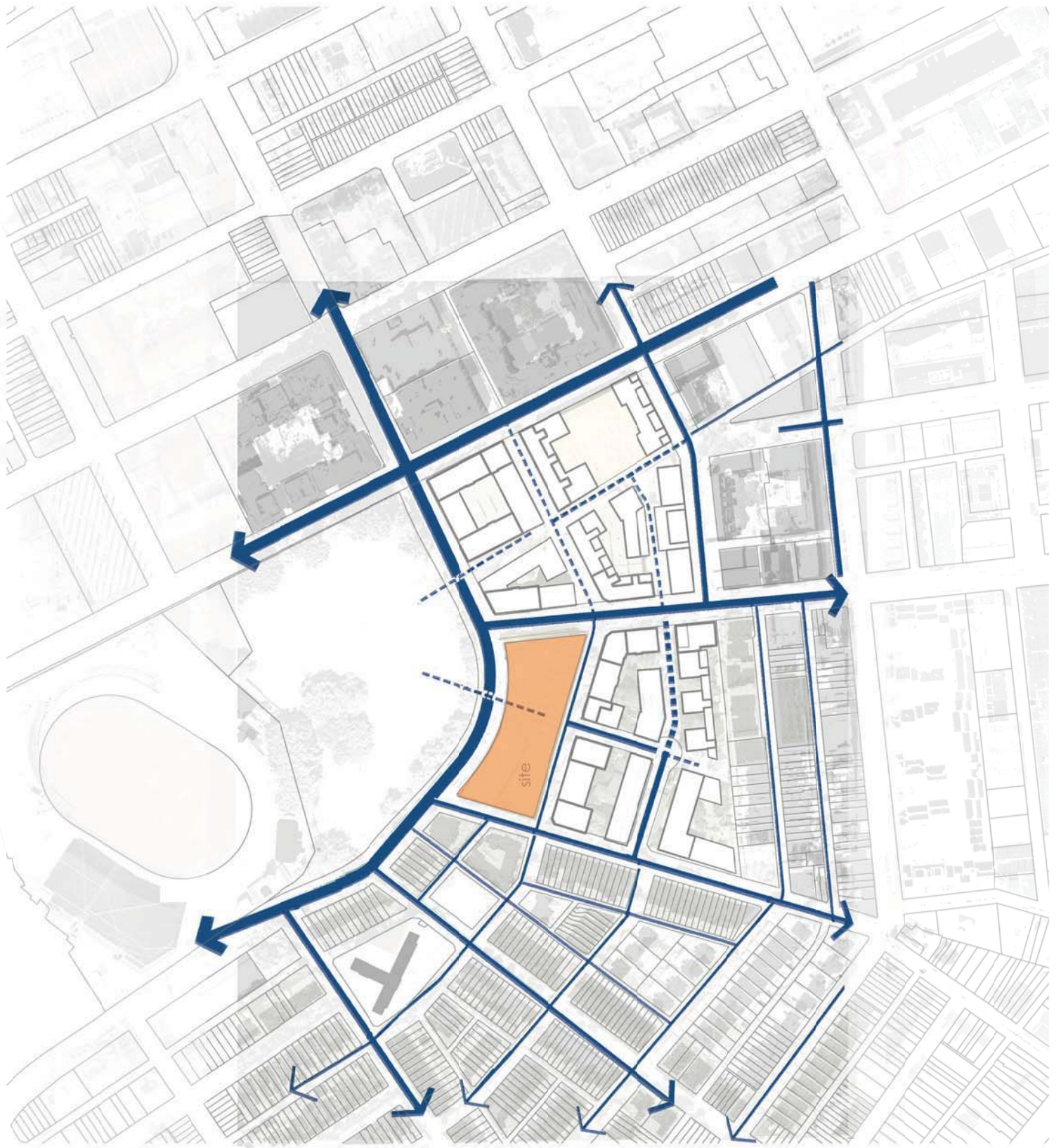
Urban Design Framework
Urban analysis

The site occupies a single sovereign block bounded by Wentworth Park Road to the north, Bay Street to the east, Wentworth Street to the south and Cowper Street to the west. North of the site across Wentworth Park Road is Wentworth Park a large urban open space. Other small parks are within walking distance to the site in the Glebe and Ultimo area. Victoria Park another large regional park is located at the other end of Bay Street across Parramatta Road.

The site is in a very good location within a short walking distance of good public transport and within walking distance of the City CBD. Central Station and numerous bus routes are available on Broadway and Parramatta Road and are within walking distance. The light rail runs across the northern section of Wentworth Park and the nearest station is located off Watfille Street approximately 350 metres north of the site.

The site is well serviced by city CBD and city fringe facilities such as Broadway and Haymarket Shopping Centres and the local shops of Glebe Point Road and Broadway. The fish markets are also easily accessible and located at the northern end of Wentworth Park. A new retail precinct is also proposed within the Central Park (old CUB site) which is currently under development.

The site is also very well located in relation to schools and universities. The large tertiary institutions such as UTS, Ultimo TAFE, Sydney and Notre Dame Universities are in close proximity around the Parramatta Road and Broadway precincts. Schools such as International Grama, Glebe public, Ultimo Public and the Blackwattle Campus of the Sydney Secondary College are within a few minute walk of the site.



Urban Design Framework
Street Hierarchy

Street Hierarchy

Vehicle Access

The site fronts 4 streets, to the north is Wentworth Park Road which continues west from the site around the western edge of park and connects to Pyramont Bridge Road, east from the site it changes name to William Henry Street which transverse Ultimo enroute to the connect with Goulburn Street and the southern end of the CBD.

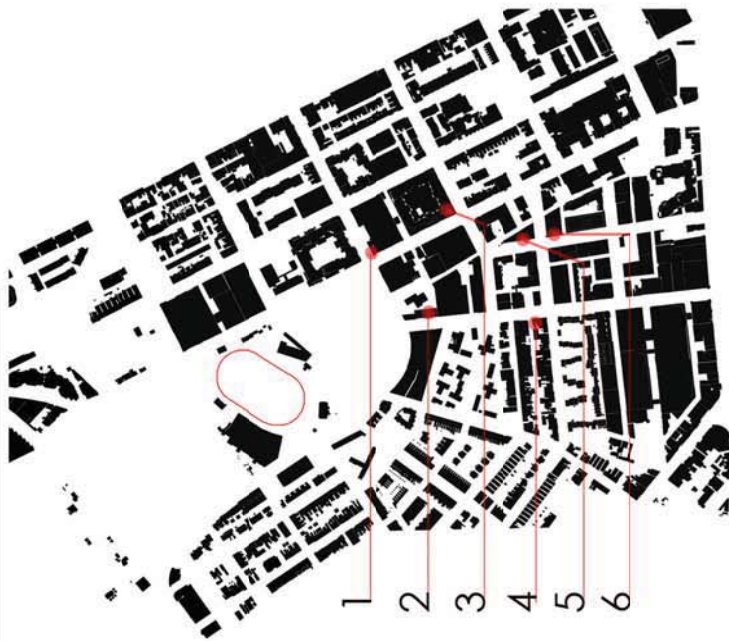
Bay Street to the east of the site is a north-south Street connecting Broadway and terminating at the north-east corner of the site at Wentworth Park Road. Cowper Street is a low volume local street and Wentworth Street is a narrow east-west street which becomes one way for a short section between Stirling and Bay Street.

Vehicular access to and from the site will be assessed in relation to the following:

- Local flood study to determine the possible locations to access and egress the site
- Traffic study to determine the capacity and suitability of the surrounding street network and appropriate exit and entry points.
- Existing traffic conditions such as the traffic lights



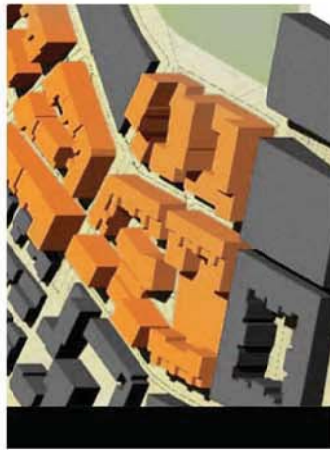
Urban Design Framework
Early development



Urban Design Framework
Recent development



Urban Design Framework
Anticipated dev.



Urban Design Framework
Future Local Context

The key objectives identified by the planning process of the Sustainable Sydney 2030 demonstration project include:

- Place base urban consolidation to deliver housing within walking distance of the city.
- Expanded public domain of new streets and connections.
- New street edge buildings with multiple entries and a mix of uses to provide a positive frontage and oversight of the public realm.

Also identified as preferred Urban Framework by the CoS and DoH planning process conducted by Hill Thalis was:

- Bay St is the major street and is the 'Green' link between the two major open spaces of Wentworth Park and Victoria Park.

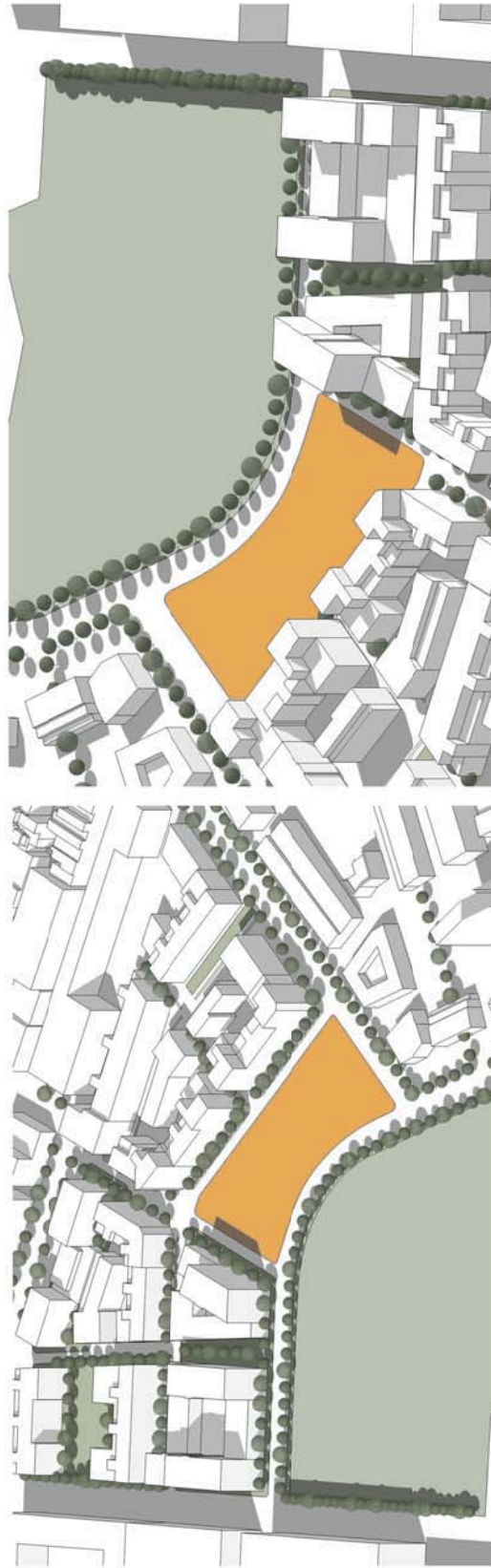
There exists an opportunity to expand the public domain and improve connectivity particularly within the large single ownership sites.

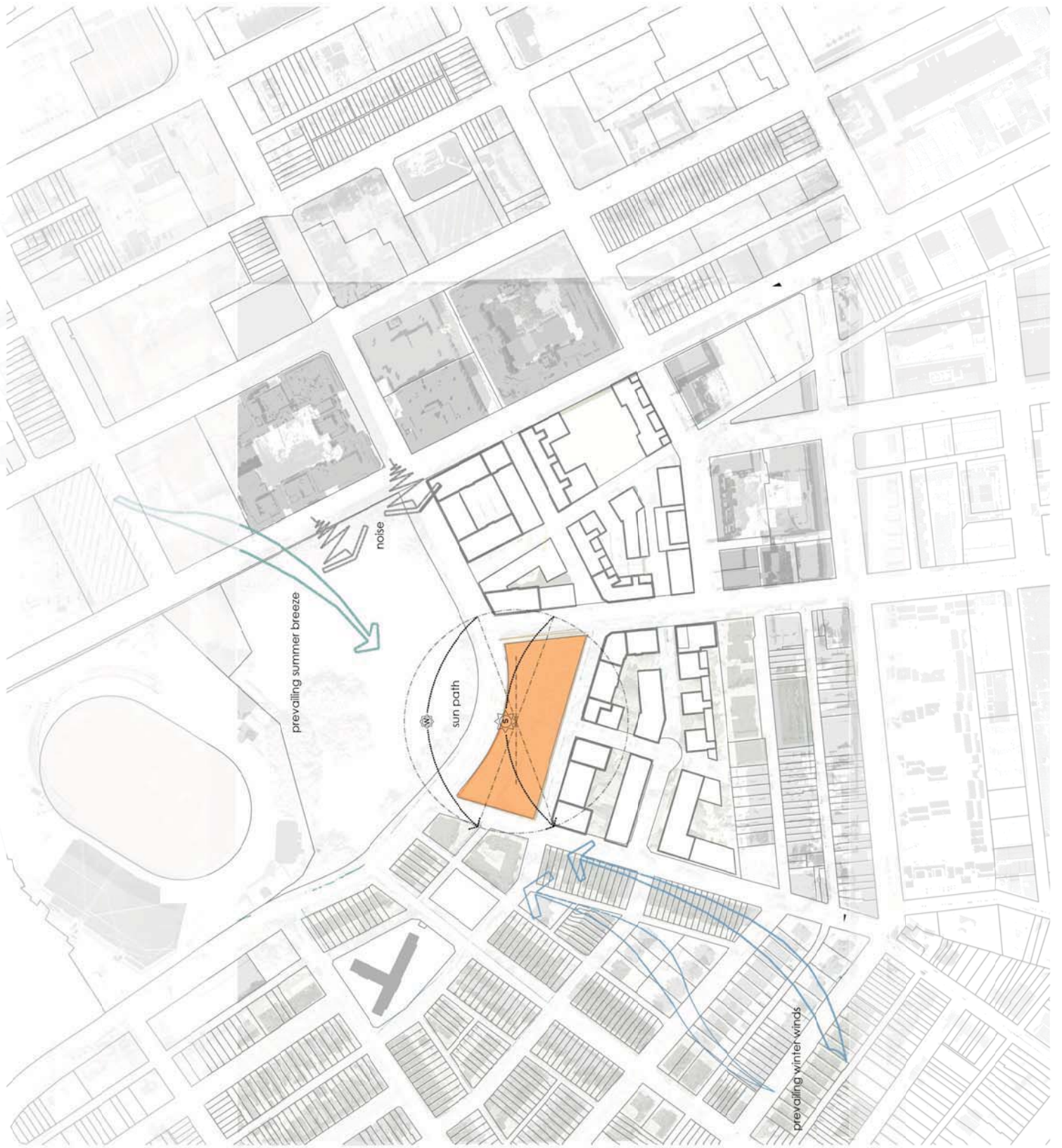
New local streets are proposed within the DoH and CoS Depot sites to improve the permeability of the site.

Proposed within the depot is a pedestrian connection from the proposed internal local streets to the open space of Wentworth Park, this was identified as the 'Blue' link within the 2030 Strategy prepared by Hill Thalis.

A connection of this nature is also possible through the subject site to connect the realigned Stirling Street with the Wentworth Park open space.

This connection will be an extension of the proposed breakup of the large single ownership sites which currently cut the valley areas of Glebe and Ultimo off from the open space of Wentworth Park.





Urban Design Framework
Environment

Solar

The site has its long axis orientated north to north-east and Wentworth Park is located directly north of the site across Wentworth Park Road. The property therefore is well situated to maximize the solar access into the site while maintain sunlight to the new development proposed to the south of the site

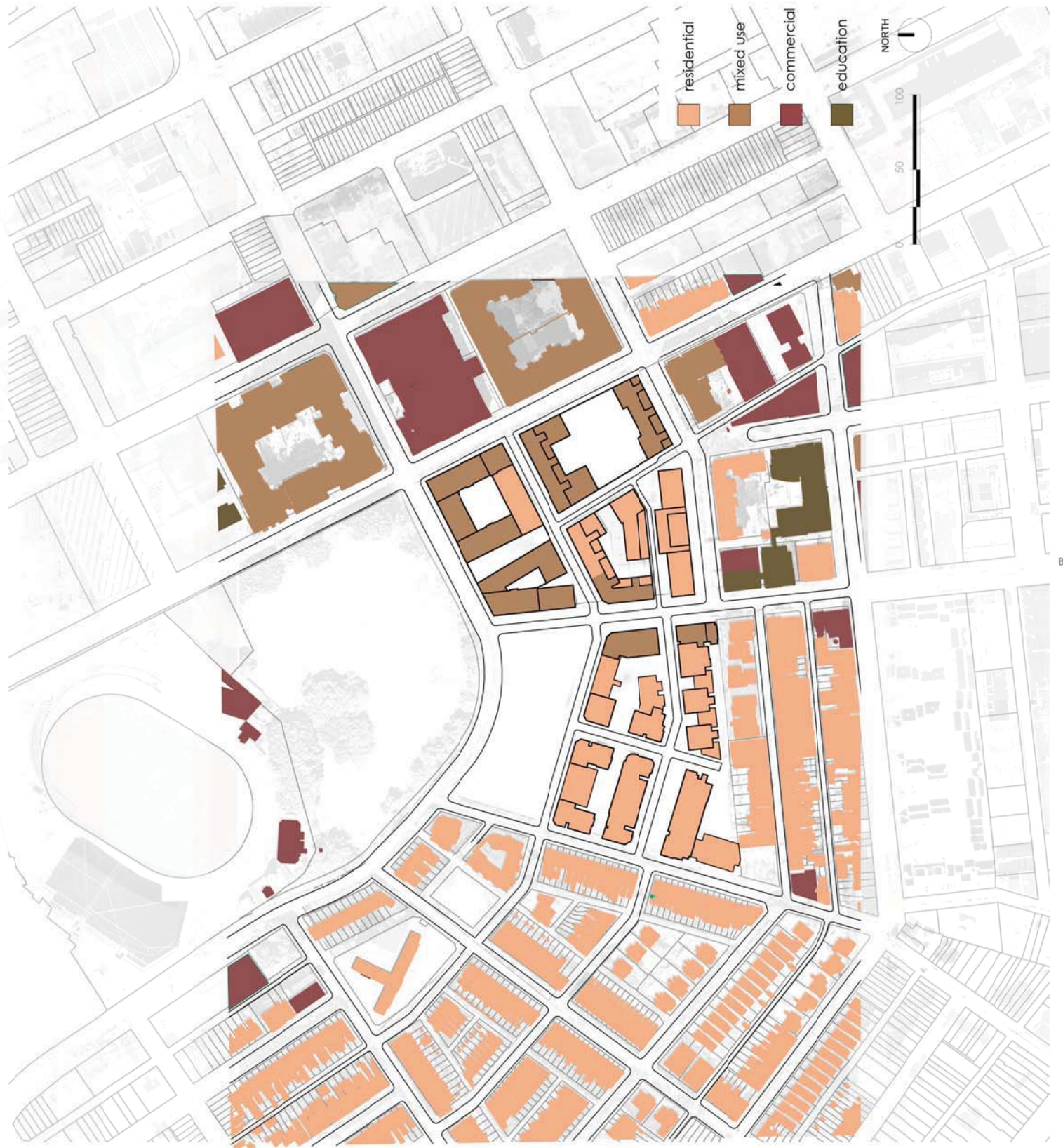
Wind

The site is located within a valley and therefore will be quite protected from the winter southerly winds, while opportunities exist to maximize the northerly and north-easterly summer breezes coming off the harbor.

Noise

The most significant noise source will come from vehicles and the busy streets such as Wattle Street and even the intersection of Wentworth Park Road and Bay Street. No notable bus routes pass the site while Wattle Street does support many heavy vehicles these are over 130m from the site.





Urban Design Framework
Land Use

The site is currently zoned industrial and is a combination of commercial office, showroom/retail and tertiary education uses. The immediately surrounding sites are the CoS depot, parkland and various farms and types of residential accommodation.

Ultimo to the east is characterised by a combination of large warehouse buildings converted to apartments, storage facilities or offices and small fine grain terrace houses. Some more recent residential developments and apartment buildings have replaced some of the original structures. Glebe to the west is dominated by small lots and low scale housing. The exceptions to this are some industrial uses around the edge of the park such as a meat processing facility and the large housing block at John Byrne Court.

In the wider urban context a number of schools such as International Grama, Ultimo Public and the Blackwattle Campus of the Sydney Secondary College are within 5 minute walk of the site. The large tertiary institutions such as U.S. Sydney University, Notre Dame University and the Ultimo TAFE Campus are located in close proximity to the site.

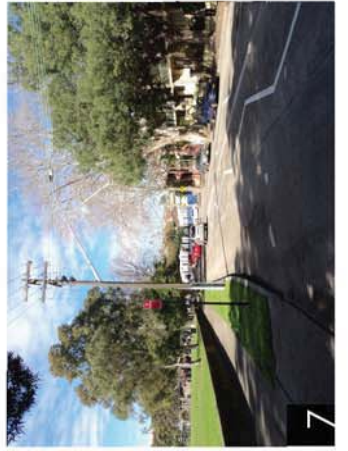
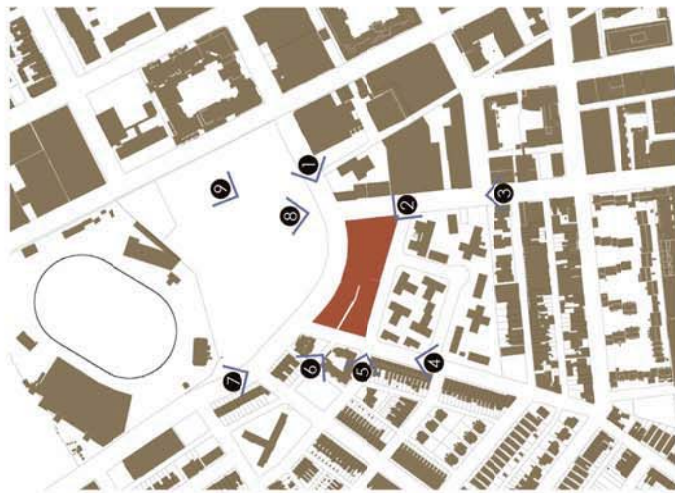
The site is also well served by existing retail uses such as Broadway Shopping Centre, the Fish Markets in Pyrmont, Market City Shopping Centre and Paddy's Markets in Haymarket. Glebe Point Road shops providing good variety of retail experiences and options.

The CoS and DoH planning proposed a number of opportunities for ground floor retail and also the potential for markets in the old garage structure on the corner of Macarthur and Watfile Streets was identified.

Opportunities

The site can easily accommodate and there is an opportunity to continue the current building use and employment opportunities including commercial, educational and small retail facilities in combination with new housing accommodation. This mixed land use is consistent with the Sustainable Sydney 2030 objectives and is appropriate for a site in close proximity to the City. This approach is also consistent with the Draft LEP which proposes the land be zoned Mixed Use.

Urban Design Framework
Views and Vistas





Urban Design Framework
Site coverage - Existing

The built form of the surrounding area is articulated in the figure ground diagram. The site is located between the larger mixed use buildings of Ultimo and the finer grain of the predominantly low rise residential development of Glebe.

The large single ownership sites of the CoS Depot to the east, DoH Housing to the south and the subject site all combine to form a barrier to the pedestrian and street access and permeability to the park as well as generally between Ultimo and Glebe.





Urban Design Framework
Building heights

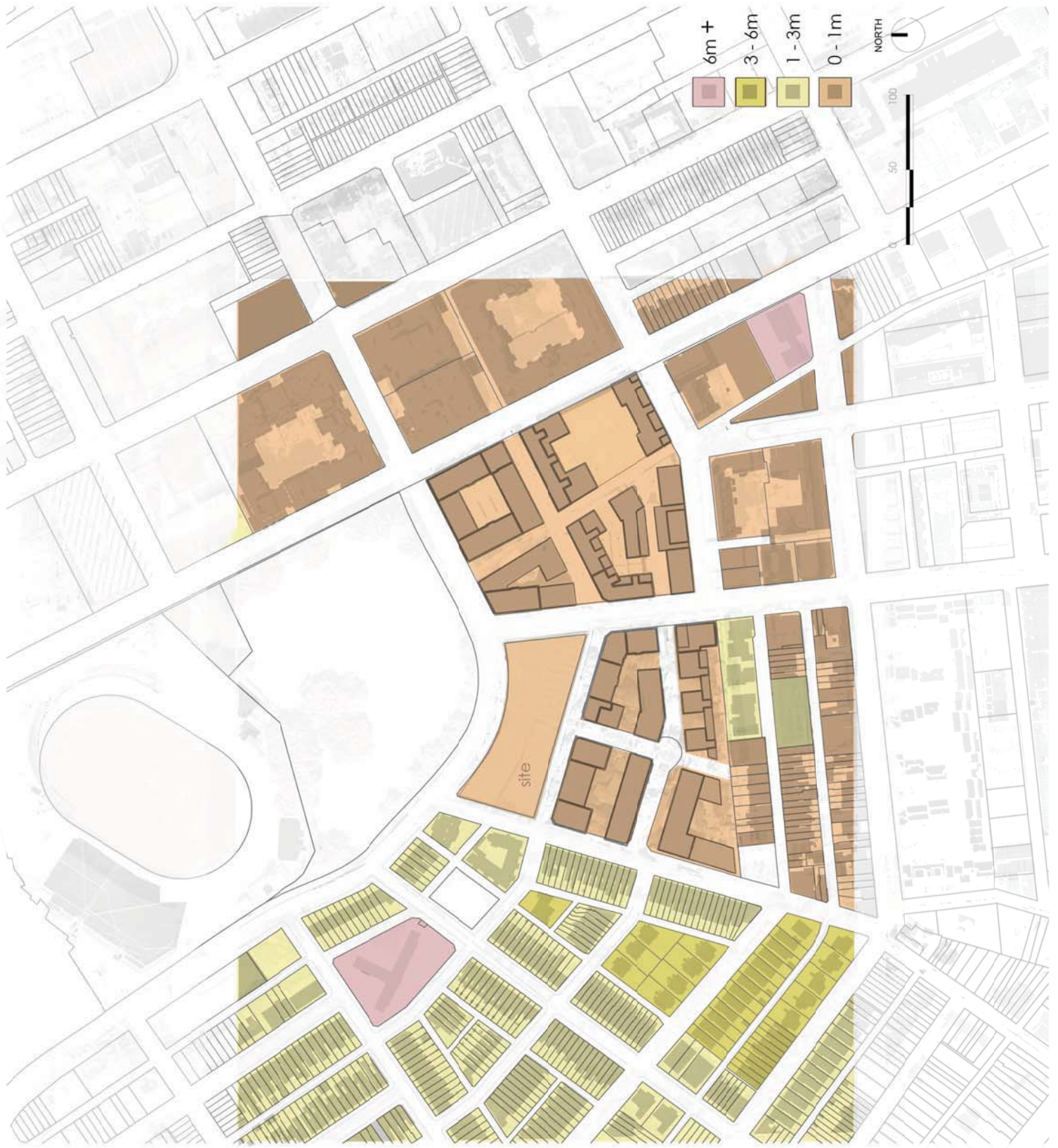
The site has developed over the years as a series of separate and connected one and two storey ex-industrial and commercial buildings. The immediately surrounding sites are the CoS depot which has varied built forms ranging in heights from single storey workshops to 3 storey buildings. The Doh site to the south has a series of low rise 3 storey walk up residential flat buildings.

Ultimo to the east has buildings varying in height from one to nine storeys and is characterized by a combination and of large warehouse buildings converted to apartments, storage facilities or offices and small fine grain terrace houses. Some more recent residential developments and apartment buildings have replaced some of the original structures.

Glebe west of Cowper Street is dominated by small lots and low scale housing of predominantly one to two storey in height. The notable exception to this is the large housing block of John Byrne Court located to the north-west of the site which is approximately 13 levels.

The area south of the site toward Broadway is again varied in the heights of the buildings from one to six storeys. Some more recent residential developments toward Broadway have towers between 12-15 storeys.





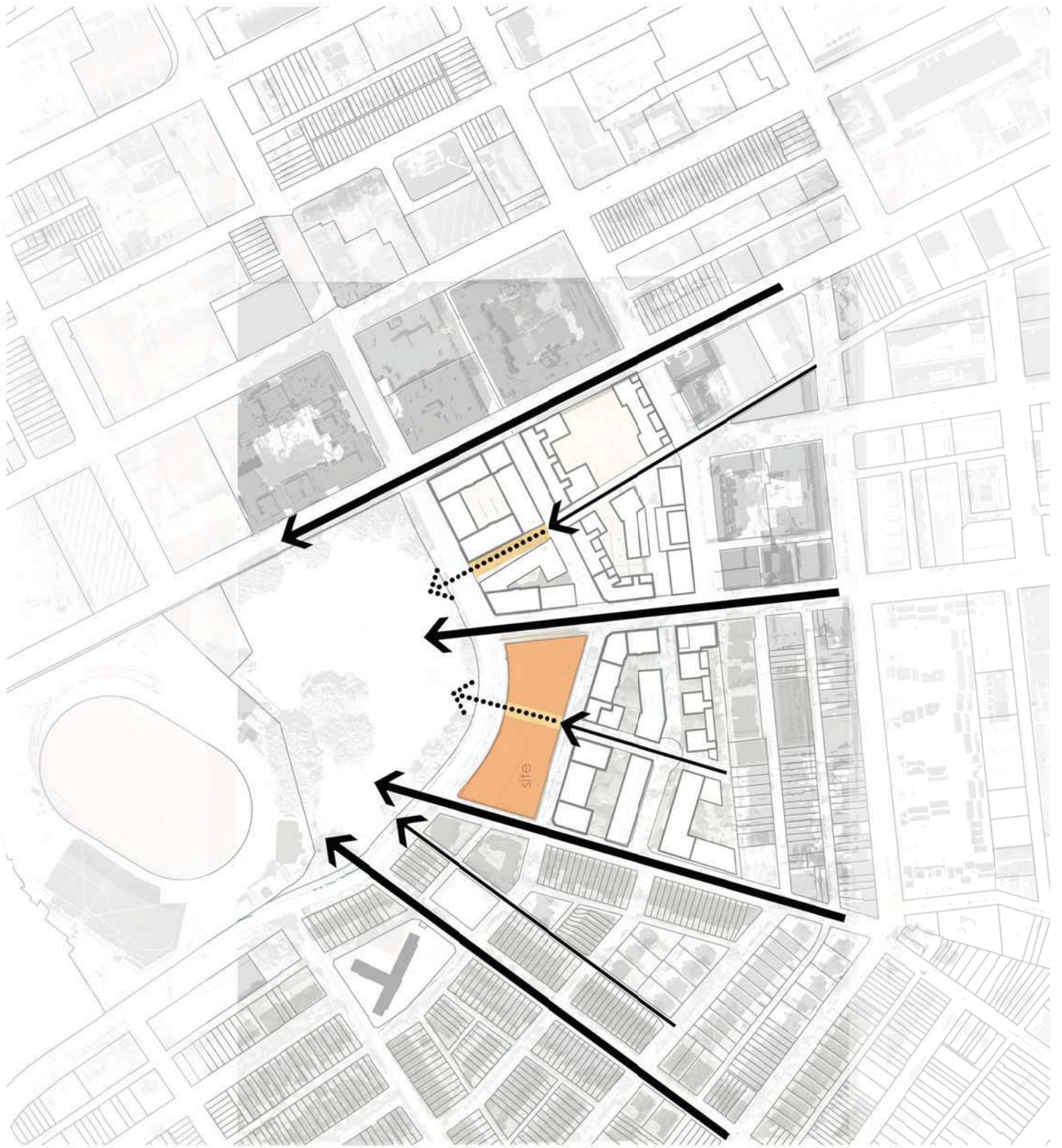
Urban Design Framework
Building edge

The Glebe edge of Wentworth Park is defined generally by 2-3 storey structures including houses, light industrial uses such as Glenmore Meats through to the northwest corner on the intersection of Wentworth Park Road and Pyrmont Bridge Road is a recent mixed use development with retail at ground floor and 4 levels of residential apartments above. The low scale nature of the buildings means that visually the mature trees predominantly define this edge of the park. The east or ultimate edge of the park has a more defined hard edge and the dominant built form is the old brick warehouse and wool store structures a number of which have been converted to residential or commercial uses. In recent years residential apartment developments have replaced the some of the older stock warehouses however their envelopes are generally consistent with the 9-10 storey built form of the adjoining structures.

The southern edge of the park is currently defined by two industrial/commercial sites. The first is the CoS depot which occupies the entire block and is a conglomeration of disparate buildings ranging in age and heights. The boundary of this site to the park is particularly poorly defined. The depot site is subject to the masterplan prepared by Hill Thalis for the Sustainable Sydney 2030 demonstration project. The planning outcomes of this work resulted in three 9 storey towers arranged end on defining the park with 4 storey mill between the towers.

Opportunities

- The site with its long frontage to the southern edge of Wentworth Park provides a unique opportunity to when combined with the redevelopment of the CoS depot site to define the nature the built form edge to the large urban open space. In relation to the guiding principles established by CoS Sustainable Sydney 2030 planning on the depot site the following are developed for the subject site:
 - New pedestrian and visual connection from the proposed street network.
 - Perpendicular tower forms responding in height to the established eastern park edge wall height
 - A well defined street wall to define the park edge as well as enhance the public and private domains
 - An active street front at ground level with complimentary uses such as small scale retail and commercial
 - Multiple entry points to assist surveillance of the public domain.



Extend connections through the site. The extension of the repositioned Stirling Street as a pedestrian and visual connection through the site will improve the site permeability and access. This public access through site link will relate to the pedestrian connection 'Blackwattle Stand', proposed on the CoS depot site and together they will open up the valley areas of Ultima and Glebe to the large open public space of Wentworth Park.

Maintain views through the site to the park. Introduce a new visual and physical connection through the site by extending the proposed realigned Stirling Street. Retain where possible higher level views through the site to the north toward the park particularly from the proposed affordable housing buildings on the DoH site to the south.



Urban Design Framework
Summary

Appropriate built form and heights reflecting the established 2030 Strategy. The building heights and forms of 9-10 storeys established on the CoS depot and DOH sites which extend the building heights of the predominant urban forms of the eastern edge of Wentworth Park should be developed to provide a new southern park edge street wall character.

The built form established on the CoS depot site of perpendicular tower forms defining the southern edge of the park and an active street wall should be developed on the subject site to maximize solar access and views to the park.

Park definition

Perpendicular tower forms responding in height to the established eastern park edge wall height will allow good solar amenity into and through the site to the proposed buildings beyond. A well defined podium form and an active street front at ground level with complimentary uses such as small scale retail and commercial will enhance the public domain.

Extend connections through the site

The extension of the repositioned Stirling Street as a pedestrian and visual connection through the site will improve the site permeability and access. This public access through site link will relate to the pedestrian connection 'Blackwattle Strand', proposed on the CoS depot site and together they will open up the valley areas of Ultimo and Glebe to the large open public space of Wentworth Park.



Massing Study and Concept Envelope
3 plan options.

Option Summary Sheet

Option 1 - Perimeter Block Option

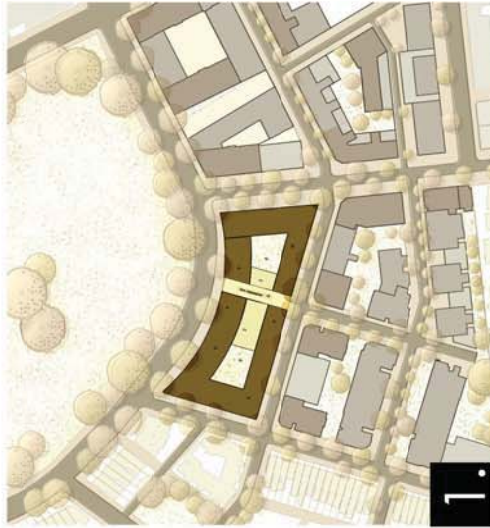
This option explores variations to the traditional full perimeter block typology.

Option 2 - Direct 2030 Strategy Interpretation

This option is a direct interpretation on the site of the planning and principles developed by Hill Tholfs for the immediate surrounding precinct namely the CoS and DoH adjoining sites.

Option 3 - The Preferred Option

The third option is a four tower option with the tall residential buildings orientated perpendicular to the park edge.



Massing Study and Concept Envelope
Option 1.

Option 1 - Perimeter Block Option

This option explores variations to the traditional perimeter block typology. The perimeter block is a common built form on the western edge of Ultimo in areas addressing the park. The basic full perimeter block was assessed during the development of options as it allowed maximum flexibility for a later stage.

Attributes

- Full perimeter street wall buildings between 9-10 stories relating in height to the Ultimo wall edge buildings facing the park.

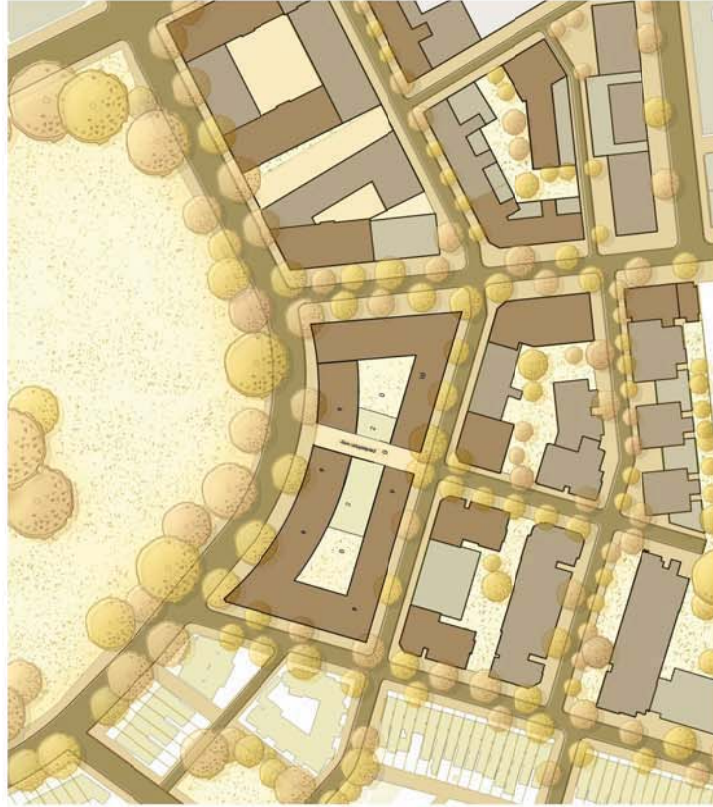
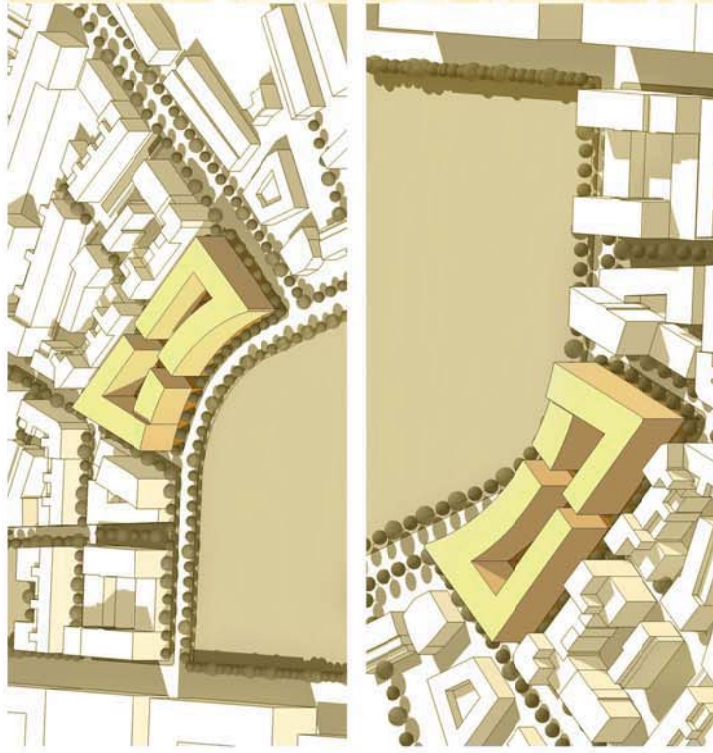
Advantages

The unique positive attributes of the variant perimeter block option can be summarized as:

- Good street definition

Constraints

- Like option 1 the centre of the site is quite narrow and results in the following issues:
- Building depths becoming inefficient and or
 - Building separation is very poor.
 - Views of the park available through the site from the DoH site adjacent are highly impacted.
 - Central courtyards would feel very constrained and would result in poor solar access.



Massing Study and Concept Envelope
Option 2.

Option 2 - Direct 2030 Strategy interpretation

This option is a direct interpretation on the site of the planning and principles developed by Hill Thalis for the immediate surrounding precinct namely the CoS and DoH adjoining sites.

Attributes

- Three perpendicular 9-10 storey towers evenly spaced across the park elevation relating in height to the Ultima wall edge buildings facing the park
- The height of the towers reduces by two storeys to the rear to reduce the impact or overshadowing on the adjoining development.
- Four storey perimeter street edge buildings located between all the tall sections.
- Central communal courtyards.

Advantages

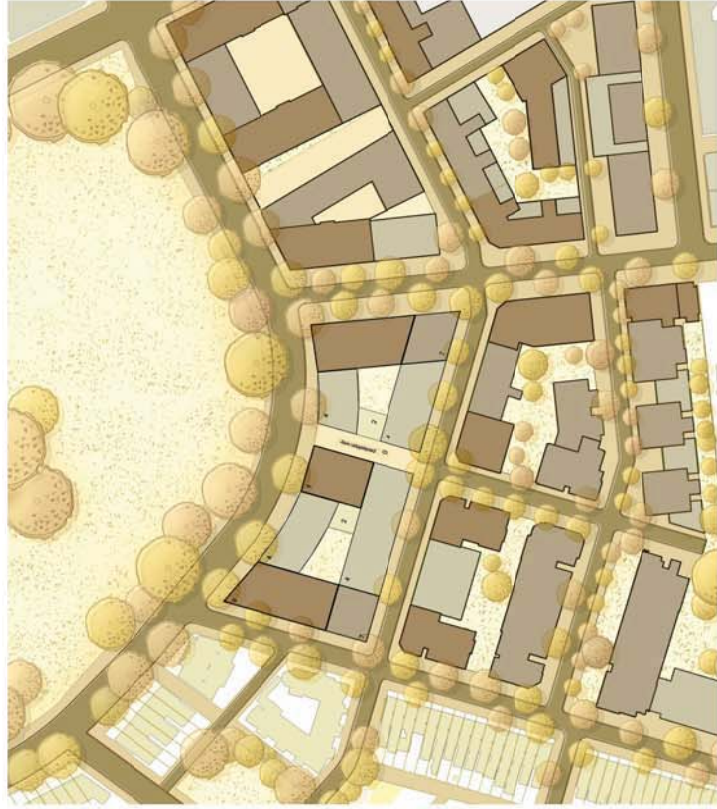
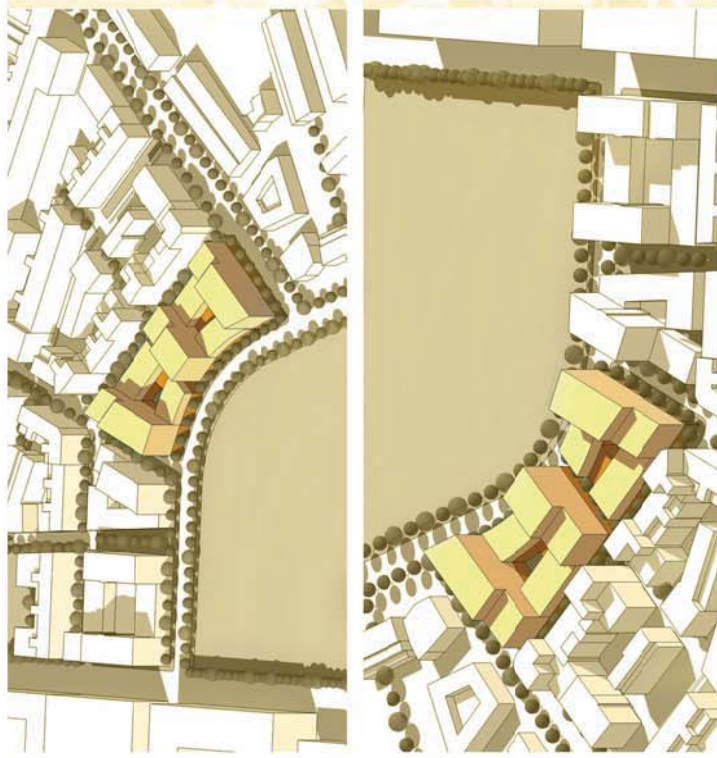
The unique positive attributes can be summarized as:

- Good street definition
- Consistent built form and massing to the CoS depot site masterplan
- Views of the park available through the site from level 5 and above from the DoH site adjacent.

Constraints

The centre of the site is quite narrow and results in the following issues:

- Building depths becoming inefficient and or
- Building separation becoming tight small.
- Restricted solar access to central courtyard and therefore the deep soil planting areas.
- Limited views from lower levels through the site.



Massing Study and Concept Envelope
Option 3.

Option 3 – The Perpendicular Tower Option

The third option is a four tower option with the tall residential buildings orientated perpendicular to the park edge.

Attributes

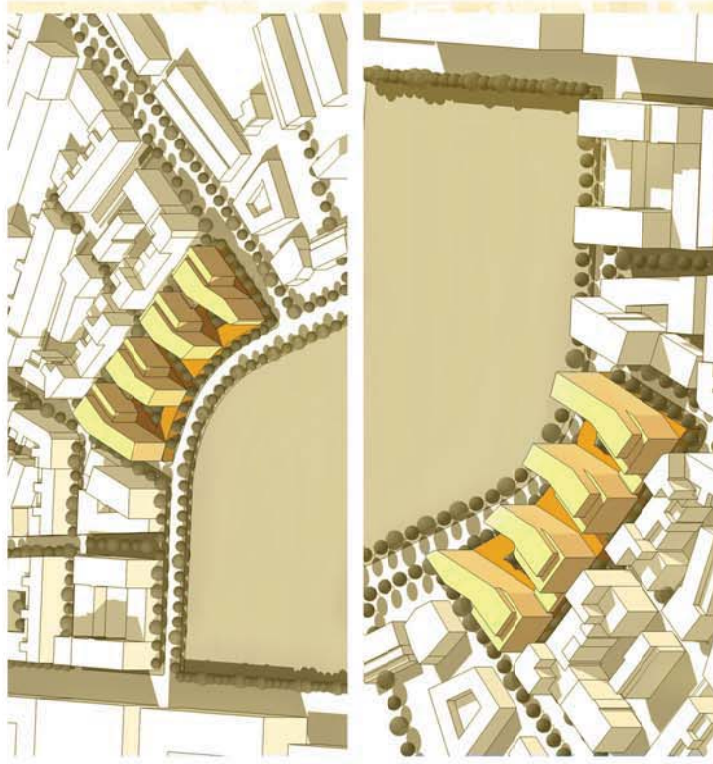
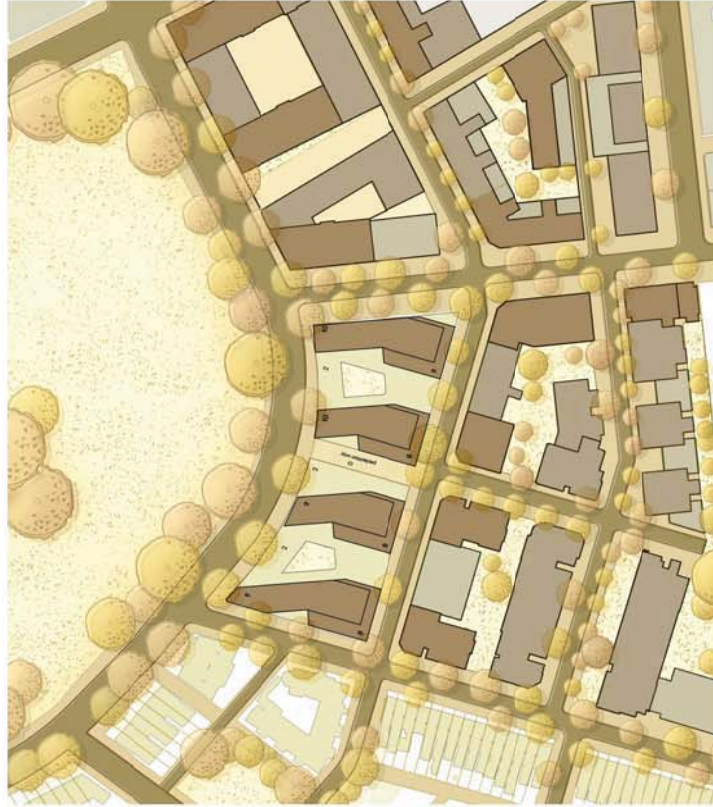
- The building to the east defines the street wall of Bay Street and angles to relate to the orientation of Wentworth Street to the south. The built form provides positive varied and less hard defined street edge to both Wentworth Park Road to the north and Wentworth Street to the south.
- Four of these angled form building are spaced evenly from east to west across the site varying in height from 9-10 storeys.
- Residential towers sit above a 2 storey commercial podium which provides a

Advantages

- The unique positive attributes of the angled tower option can be summarized as:
- Varied street definition
- Angled form maximizes views to the park from the buildings on the site.
- The angled form also maximizes solar access to apartments.
- Excellent solar access into the communal open spaces
- Good connection and views from the communal spaces to the park

Constraints

- This option raises the following issues:
- Potential for loss of privacy and careful facade design required to avoid overlooking.
- Angled building form requires more complex planning to maximize the solar access, views and to avoid overlooking issues.
- Less defined street definition to the park and streets.



Option analysis

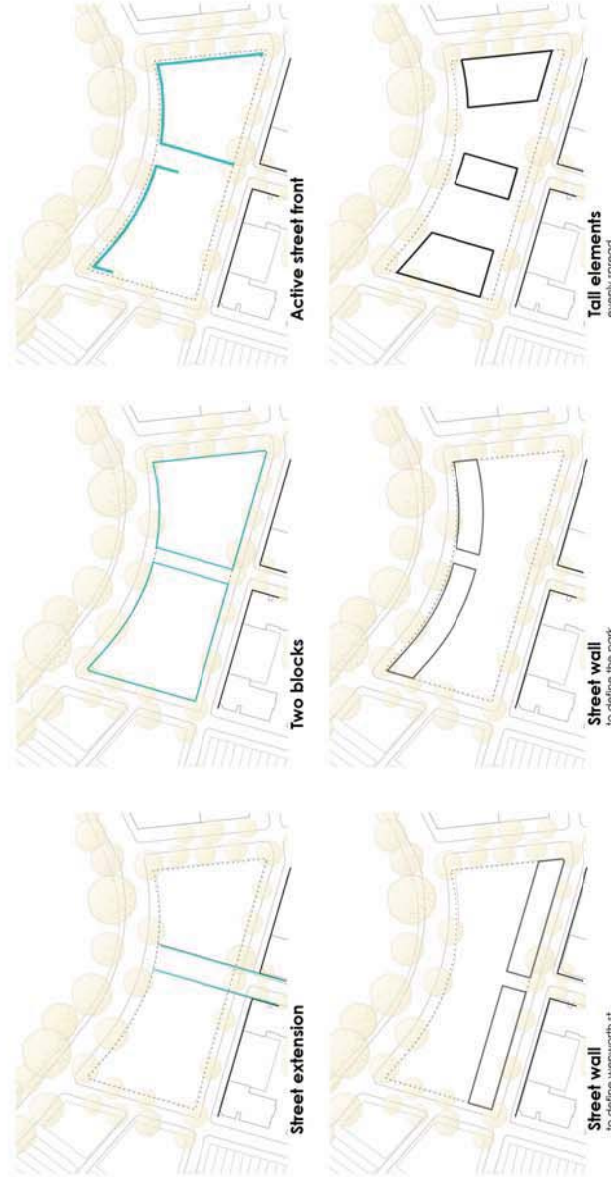
Option Analysis and Evaluation

Council following the interim presentation provided the following feedback:

- Supported Aspects
 - Higher density mixed use generally supported in this location
 - Articulation of the site as two separate lots
 - Separation of higher building elements
 - Good surveillance of Wentworth Park
 - Good mix of apartments to cater for a variety of residents
- Aspects to be reviewed
 - Reduction of building bulk to Wentworth Street to reduce impact on the adjoining site to the south
 - Building scale should transition between the industrial buildings to the east and the lower density sites to the west
 - Presentation to Wentworth Park Road to be more defined at street levels and to establish a lower predominant height datum

To guide the development the following principles were established:

- Two separate massing blocks
- Maximum height control of 9 storeys
- Locate taller elements appropriately across the site to avoid crowding and retain sunlight access to the south
- Predominantly 5 storey street wall to Wentworth Street
- 50% of Cowper Street frontage to be maximum 6 storey
- Predominant street wall between 4-6 storeys to Wentworth Park Road to define the park edge
- Street wall to be setback 5-6m from the existing kerb line to provide for boulevard tree planting
- Taller building elements to be setback at least 6m from front boundary
- Public accessible with clear line of site to the park, open to the sky, passive surveillance and reads as part of the public domain
- Minimise cars and prioritise public transport and bicycle infrastructure.
- Ground floor retail or commercial facing Wentworth Park Road and Bay Street
- Diverse range of housing types
- Provide a minimum of 6.5% of the site area



Typology and Built Form Precedents

Capella Apartments

A recent 9 storey mixed use development on the busy Anzac Parade in Kensington successfully combines a strong street wall built form with setback upper floors to produce a well defined public domain and active streetscape.

Potsdamer Platz

This project formed part of the extensive redevelopment of the Potsdamer Platz after the reunification of Germany. Each block or section of the new masterplan had a signature taller tower located on the narrow wedge of land fronting the square. The taller built forms help to define the square as well as each street leading to the key open urban space. The transparent retail façade at street level assists to activate the square while providing sightlines through to the other streets giving a sense of openness and connection.

Silkwood Mixed Use Development

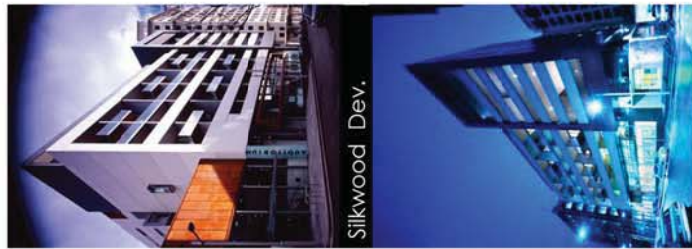
A 9 storey mixed use development incorporating urban housing arranged in a courtyard form over commercial and auditorium uses in a multi level podium. Rich layered materials, commercial uses and multiple entries provide an active streetscape. Upper levels successfully combine a majority of setback floors to reduce street wall height with a strong vertical corner element to define the development and relate to the adjoining built form.



Capella Apartments

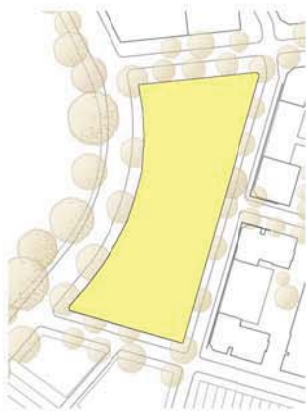


Potsdamer Platz

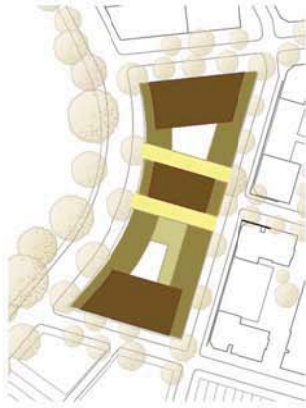


Silkwood Dev.

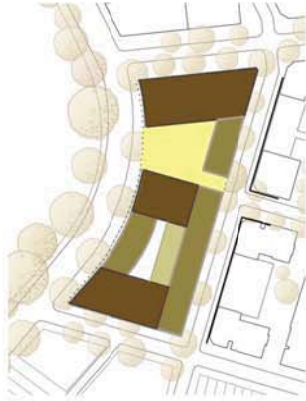
Massing Study and Concept Envelope
 Planning development



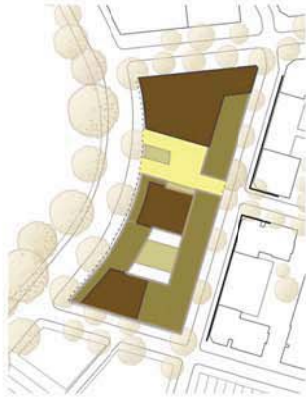
The Site.



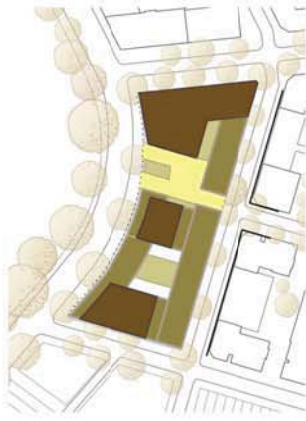
Punctuate the street wall to allow connection into the site



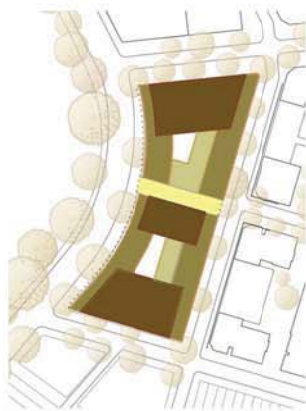
Connect internal open space to pedestrian link to create a plaza



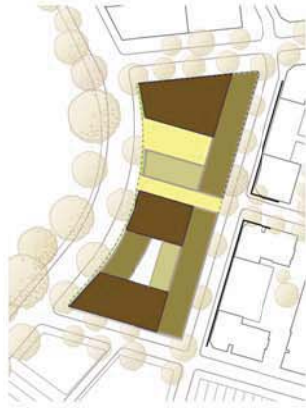
Bay St tall built form to define both private and public open spaces. Tall elements setback on the western block to transition to residential areas.



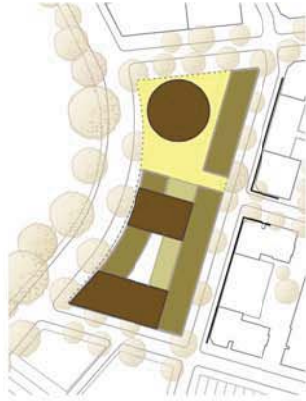
Tall elements moved north away from development to the south



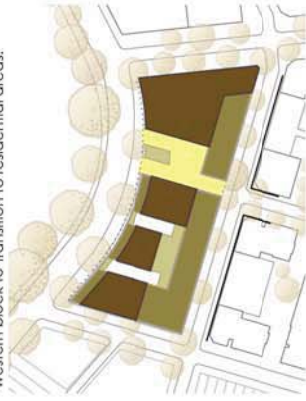
Combination of Identified urban design principles



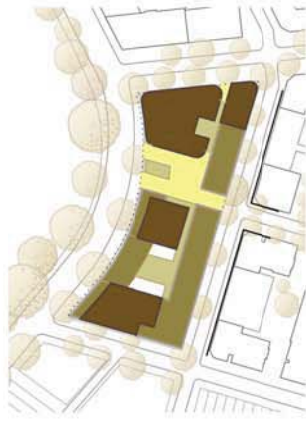
Twin access lanes either side of a central building



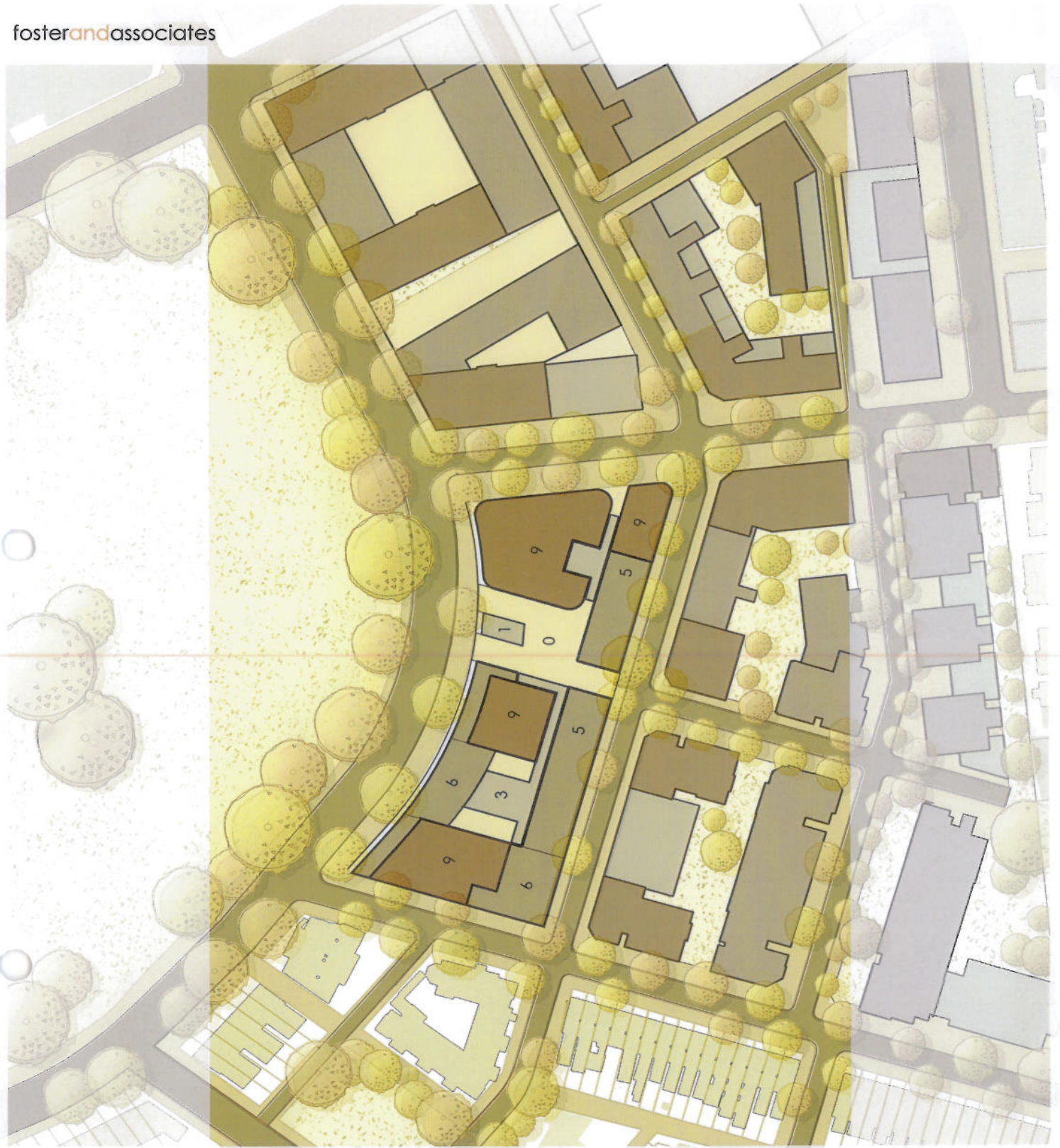
Define unique tall corner element between plaza and Bay St



Parc de Bercy typology of street wall to park explored



Bay St lower split into backdrop building and unique corner element.



Massing Study and Concept Envelopes
Preferred Plan

The preferred plan has a through site link providing a visual and pedestrian connection from the repositioned Stirling Street to the south with the urban open space of Wentworth Park. The plan also incorporates a northerly orientated retail plaza which expands the public domain and through site links to provide an active streetscape and outdoor dining space overlooking the park. The new pedestrian access defines the proposed mass of the site into two distinct blocks.

The built form of the eastern block locates a 9 storey signature tower form between the plaza and Bay Street with retail/showroom spaces contributing the active street frontages of Bay and Wentworth Park Road. A 9 storey building turns the corner into Wentworth Street and transitions down the predominant street wall height of 5 storeys.

The western block comprises a perimeter street wall building with 6 storeys defining the park edge to Wentworth Street, the 6 storey street wall is continued along the Cowper Street frontage with a predominantly 5 storey building fronting Wentworth Street. Two taller 9 storey elements are located at either end of the block and are orientated north-south to maximize the views through the site to the park from the DoH site to the south as well as the solar access into the site and the developments adjacent.





RL 36.7

RL 34.9

RL 30.8

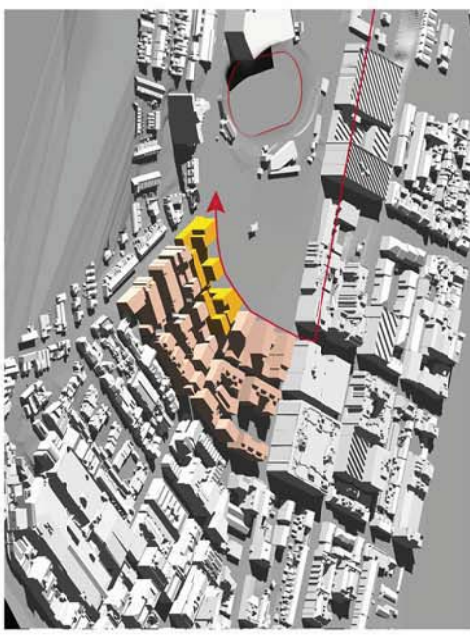
RL 39.1

RL 32.2

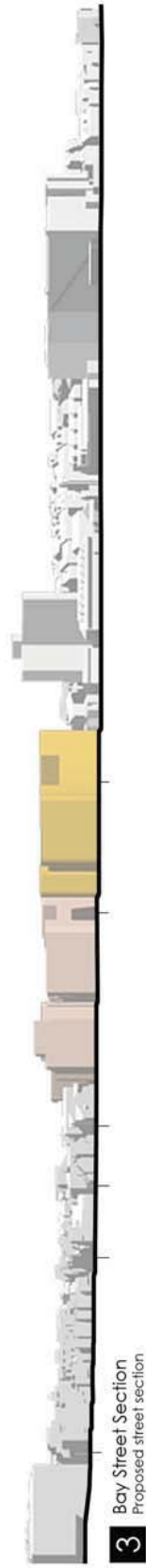
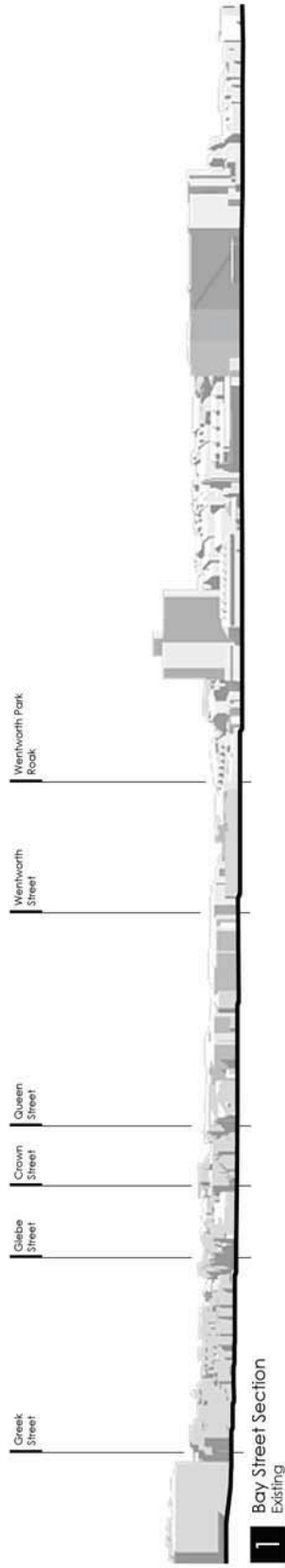
RL 15.5

RL 36.4

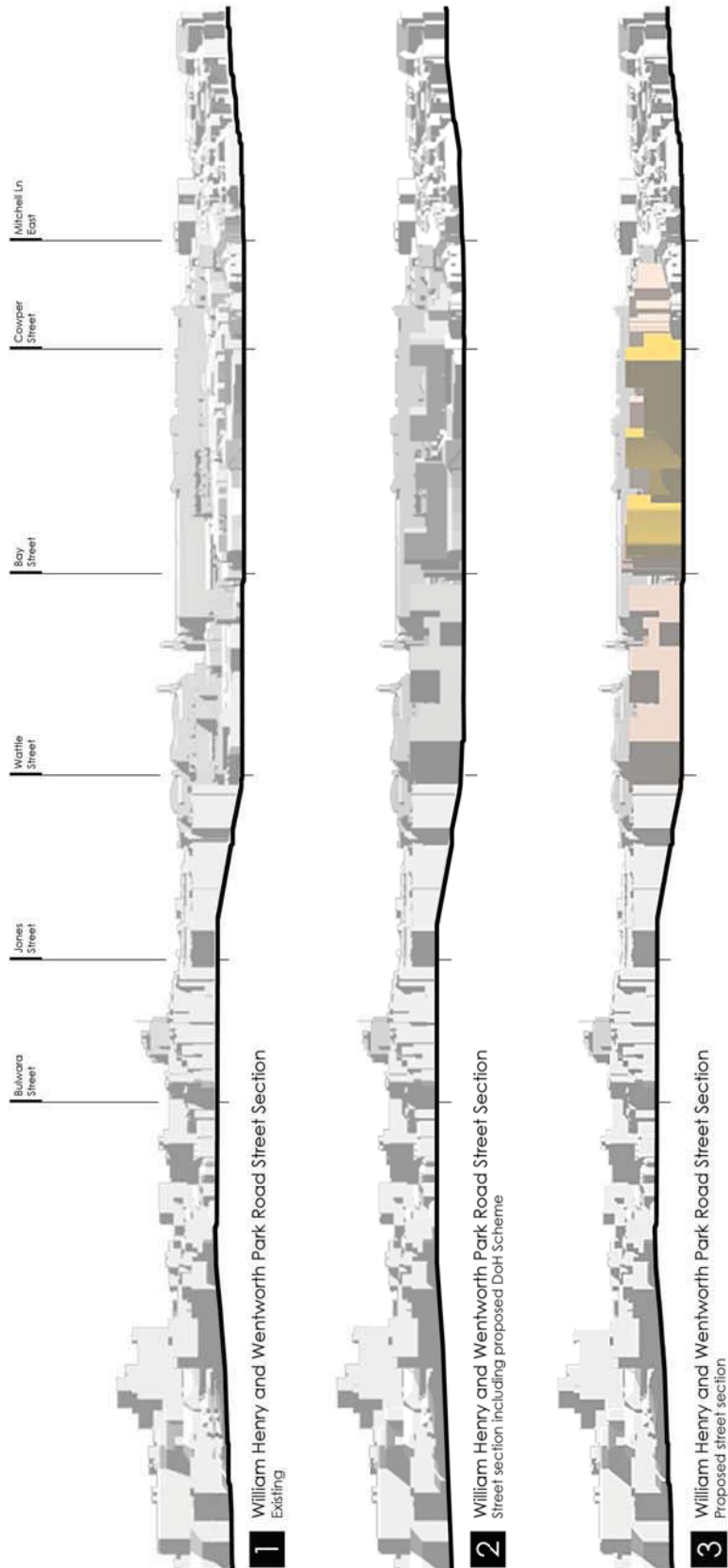
RL 26.5



Density and built form development
Urban Street Section



Density and built form development
Urban Street Section



Density and built form development
Site Sections

