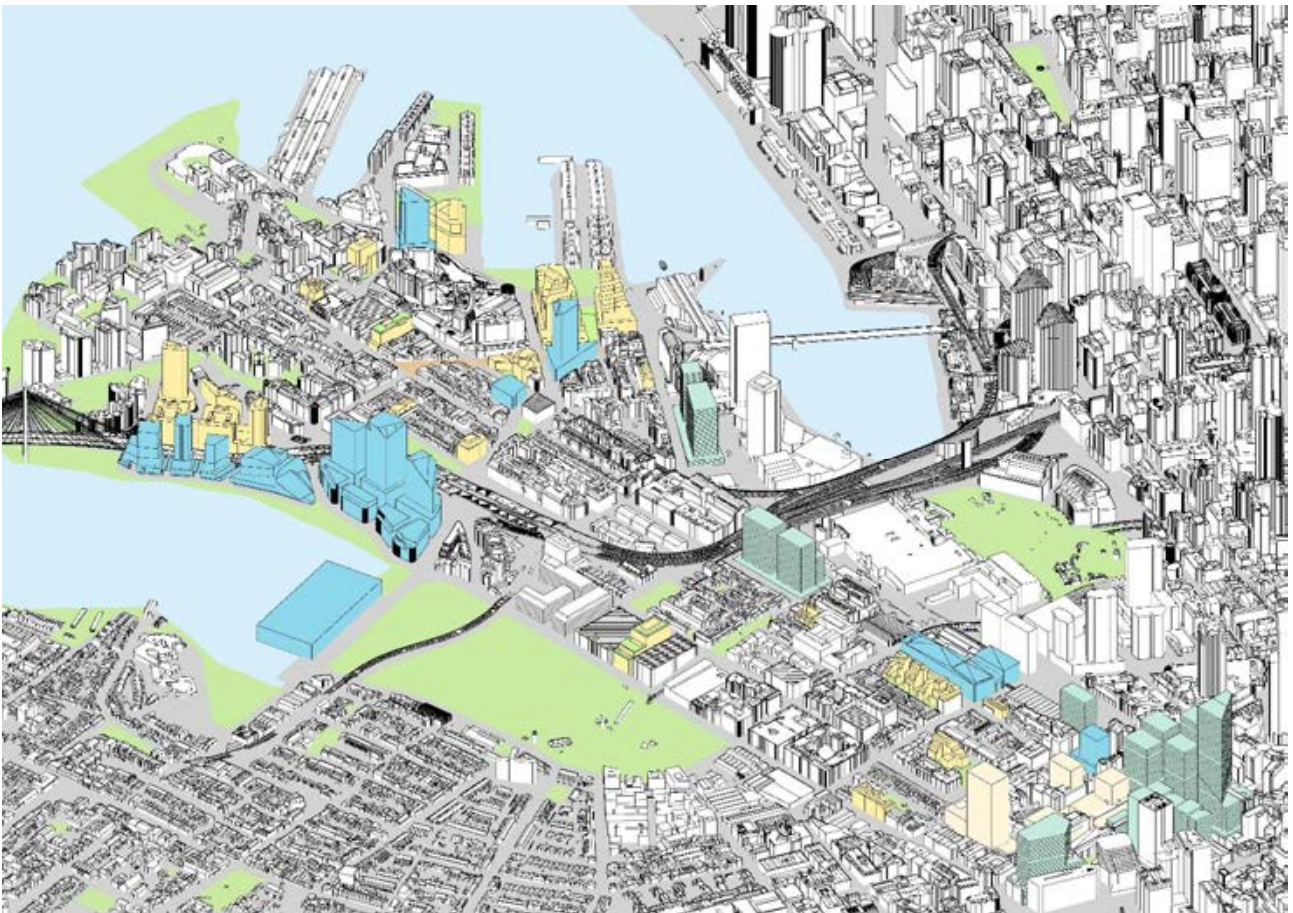


Attachment A2

Urban Design Study

Ultimo Pyrmont Urban Design Study



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Responding to the Place Strategy

Urban design principles

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

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

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

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

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

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

Ultimo Pymont are densely occupied by a variety of housing. The amenity of many dwellings is given by their access to sunlight, and new built form can unfairly limit the access to sunlight if not well designed and planned. Minimum criteria are described in the State Government's Apartment Design Guide and the City's Development Control Plan. These criteria give form to new development, ensuring it minimises overshadowing to existing residential properties while enabling increased height and floorspace.

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

Ultimo Pymont are generally characterised by a continuous street wall form of building with zero front and side setbacks. This characteristic is followed for new building forms to maintain and extend the existing character of the area. New building forms have street walls that fit to their local context or establish a new street wall context similar to other parts

of the peninsula. In some cases a tower form is more appropriate, particularly when this form of development allows increased sunlight into streets.

5. Conserve **heritage** values

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

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

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

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

7. Match **land use** to place

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

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

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

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

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

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

Site studies

Sites with changing planning controls

The urban design investigations that underly the proposed planning changes in Ultimo Pymont are described in this study for the following sites:

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

Ultimo Pyrmont Urban Design Study



Figure 1 – sites studied

46-48 Pymont Bridge Road

Overview

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



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



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

Background

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

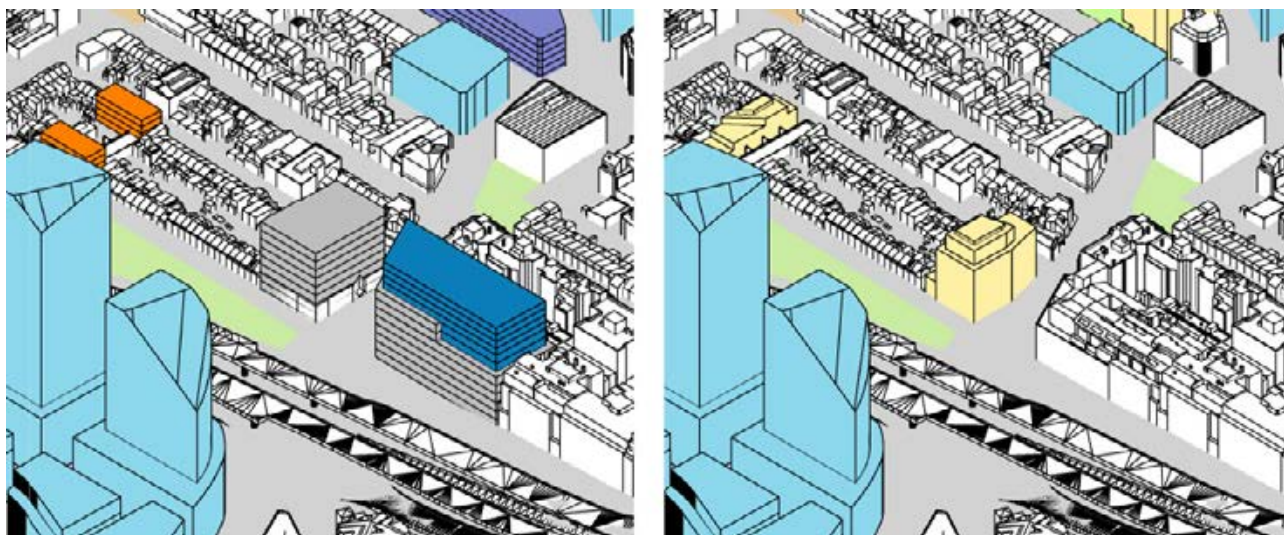


Figure 4 – comparison of Department of Planning's initial study and City of Sydney's study for 46-48 Pyrmont Bridge Road

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

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

	Department of Planning's initial study	City of Sydney's study
Gross floor area	8,112 sqm*	5,815 sqm
Floor space ratio	6	3.91 + DesEx
Height of building	35m	37m
Height in storeys	8 (<i>HiS not specified</i>)	9^
Deep soil	0%	15%

*Department of Planning's initial study included an adjoining site within the Pyrmont Heritage Conservation Area

Existing controls

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

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

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



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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Other issues –

Solar access to Paradise Reserve has been protected, with the proposed planning controls delivering a net increase in solar access, with the following changes (refer Figure 7):

- 101 sqm of Paradise Reserve receives more sunlight; and
- 77 sqm of Paradise Reserve receives less sunlight.

Maximise development **within constraints** –

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

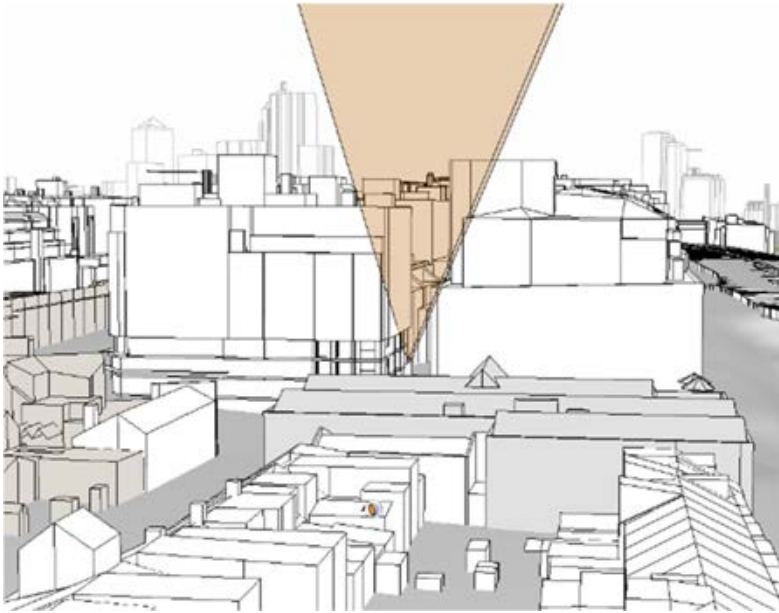
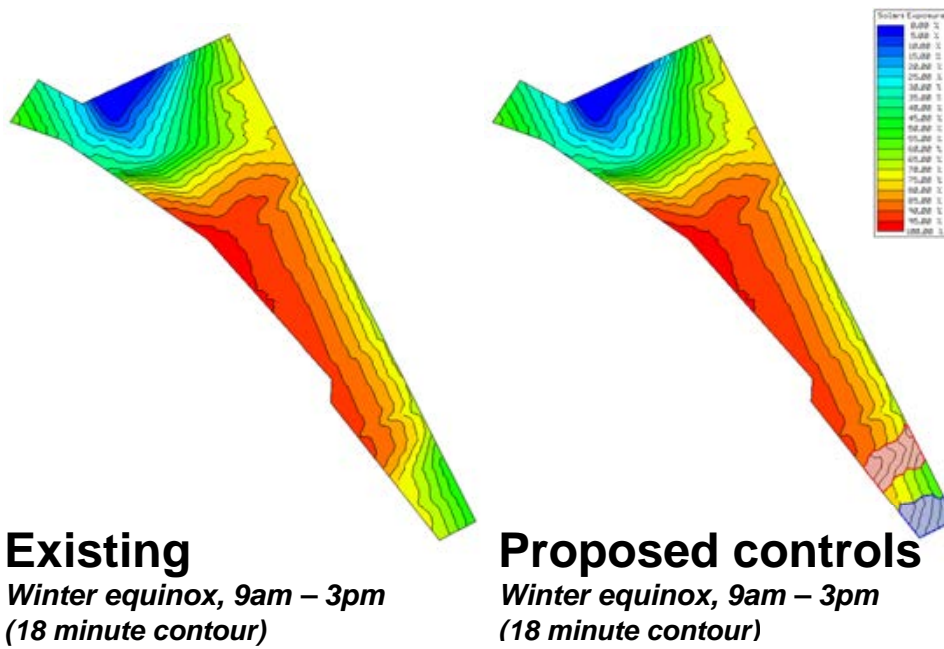


Figure 6 – solar access to 209 Harris Street



Existing
Winter equinox, 9am – 3pm
(18 minute contour)

Proposed controls
Winter equinox, 9am – 3pm
(18 minute contour)

Figure 7 – solar insolation to Paradise Reserve at the winter equinox

Proposed controls

For 46-48 Pymont Bridge Road, the proposed controls are for a commercial use with an FSR of 3.91:1 with a Design Excellence bonus; height limits of 37 metres and 9 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 3 below. In addition, various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 8 and Figure 9.

Table 3 – proposed planning controls for 46-48 Pymont Bridge Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	B4 - MU	Commercial
Floor space ratio	1.61 approx.	2.0	3.91 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	9
Deep soil	0%	10%	15%

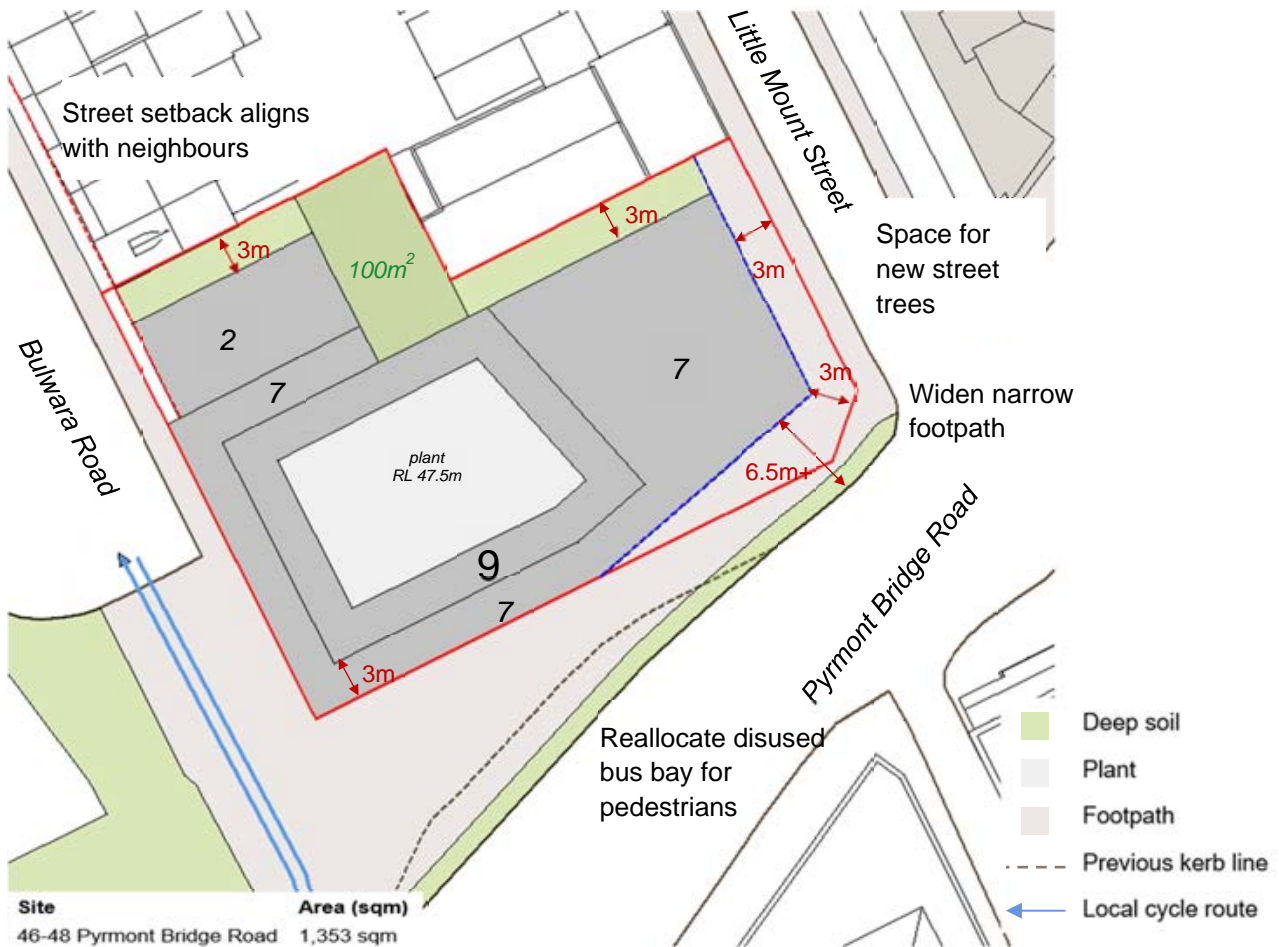


Figure 8 – proposed site plan for 46-48 Pyrmont Bridge Road

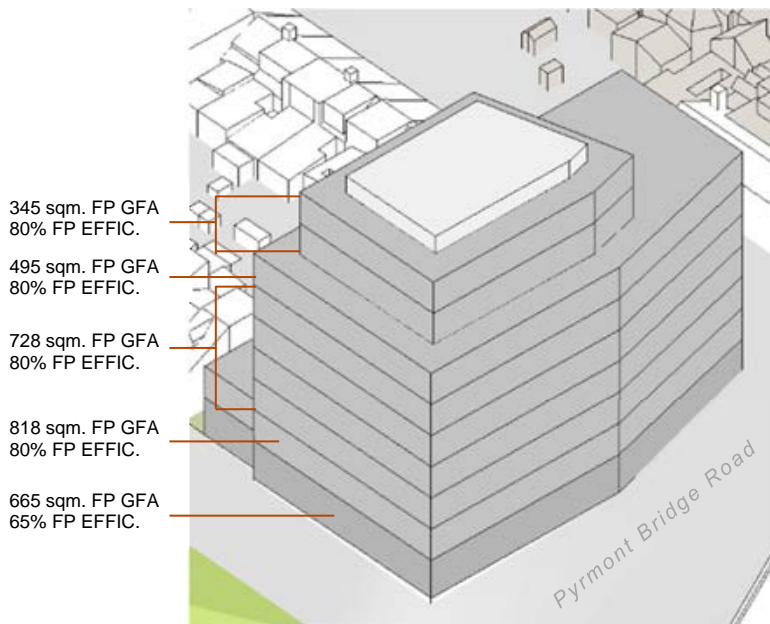


Figure 9 – isometric of proposed building envelope for 46-48 Pyrmont Bridge Road

Visualisation



Figure 10 – view locations

Ultimo Pyrmont Urban Design Study

Existing

View south along Little Mount Street



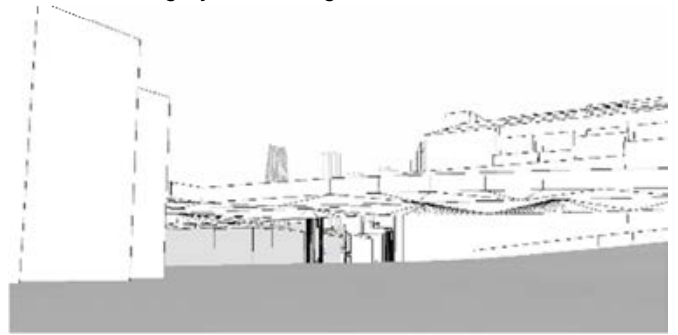
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pyrmont Bridge Road

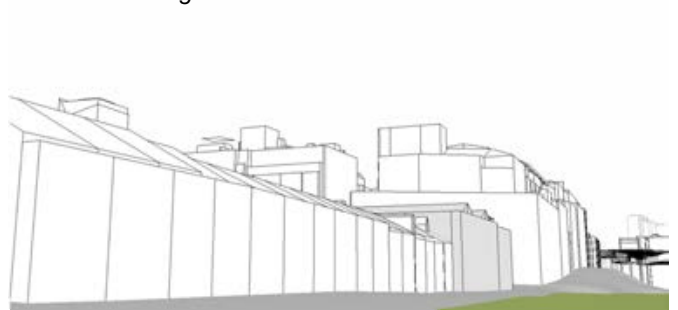


Existing + approved

View south along Little Mount Street



View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pyrmont Bridge Road



Proposed

View south along Little Mount Street



View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pymont Bridge Road

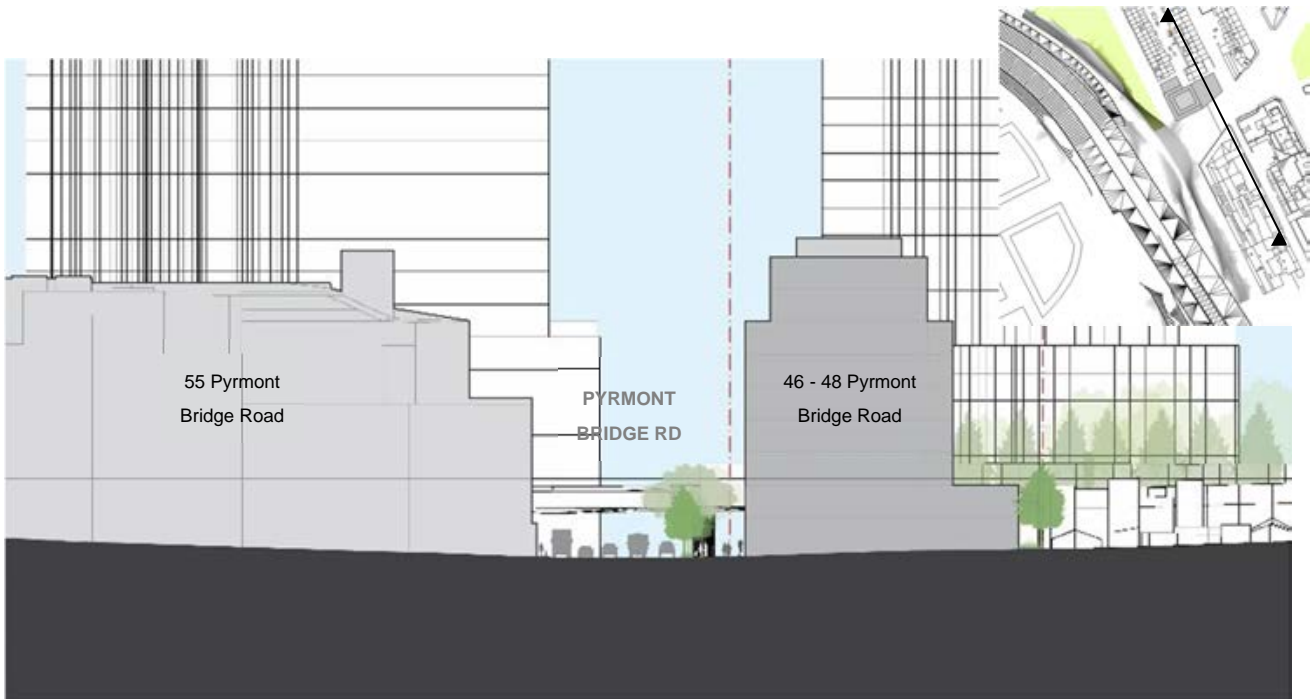
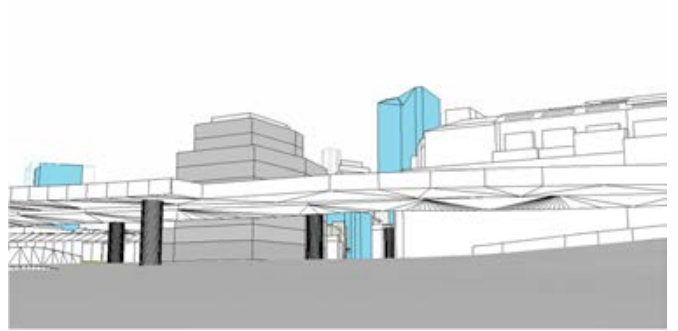


Figure 11 – section of 46-48 Pymont Bridge Road, looking west

20-28 Bulwara Road

Overview

20-28 Bulwara Road (Lot 1 DP 433177) is located between Bulwara Road and Little Mount Street, it is within the Pyrmont Heritage Conservation Area (refer Figure 12 and Figure 13).



Figure 12 – location plan of 20-28 Bulwara Road



Figure 13 – oblique aerial of 20-28 Bulwara Road

Background

20-28 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 3.5:1, a height of four storeys, and zero setbacks to all sides, as shown in Figure 14. The heritage values of the Heritage Conservation Area were not considered. These controls can be seen in Table 4 below.



Figure 14 – comparison of Department of Planning's initial study and City of Sydney's study for 20-28 Bulwara Road

Table 4 – Department of Planning's initial study for 20-28 Bulwara Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	4,602 sqm*	1,861 sqm
Floor space ratio	3.5*	1.4
Height of building	Not specified	14m
Height in storeys	4 (<i>HiS not specified</i>)	4^
Deep soil	10%	15%

**Model shown represents GFA of approx. 2,140 sqm (FSR 1.62), not the controls proposed*

Existing controls

20-28 Bulwara Road is currently occupied by a substation, the existing buildings' characteristics and current planning controls can be seen in Table 5 below. The layout and position of the site can be seen in Figure 15.

Table 5 – existing building and existing planning controls

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

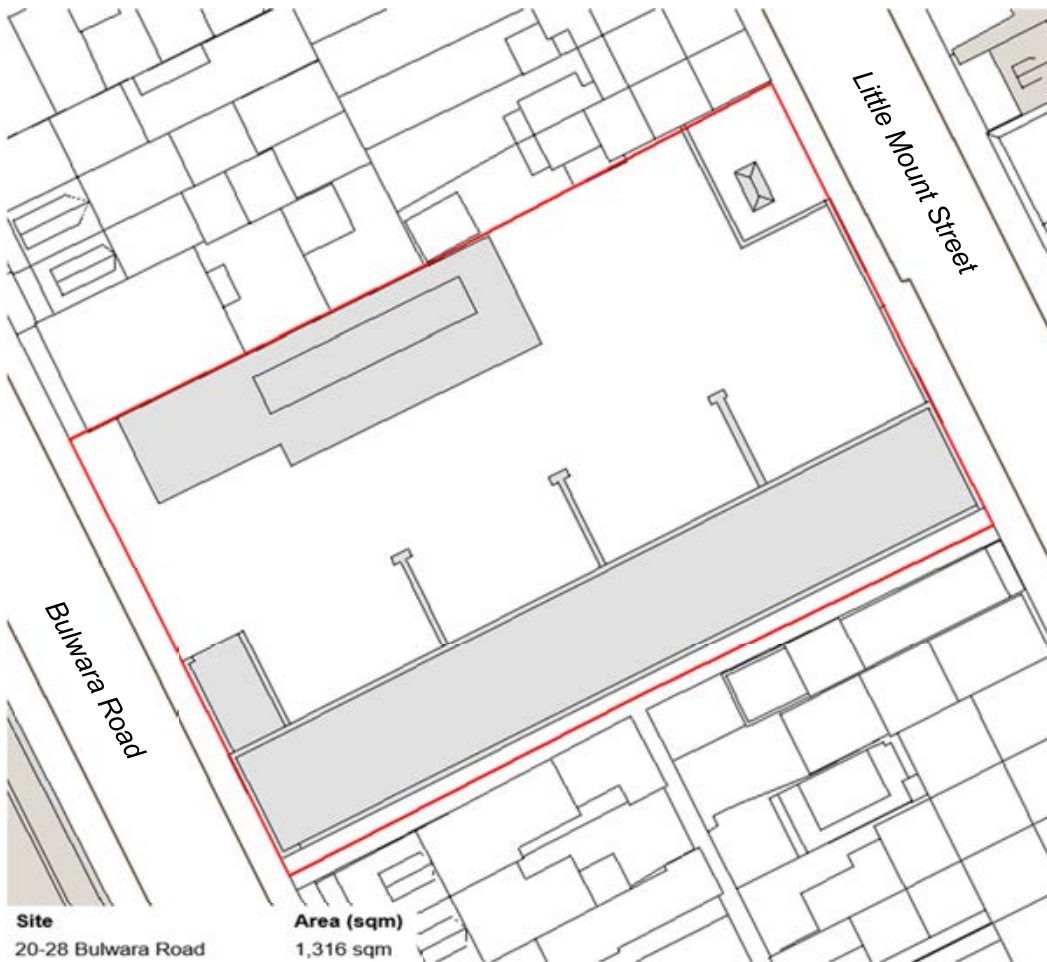


Figure 15 – existing site plan for 20-28 Bulwara Road

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the City's Development Control Plan (refer Figure 16).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Other issues –

- Solar access to Paradise Reserve has been protected, with the proposed planning controls resulting in no changes to solar access (refer Figure 17).

Maximise development **within constraints** –

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

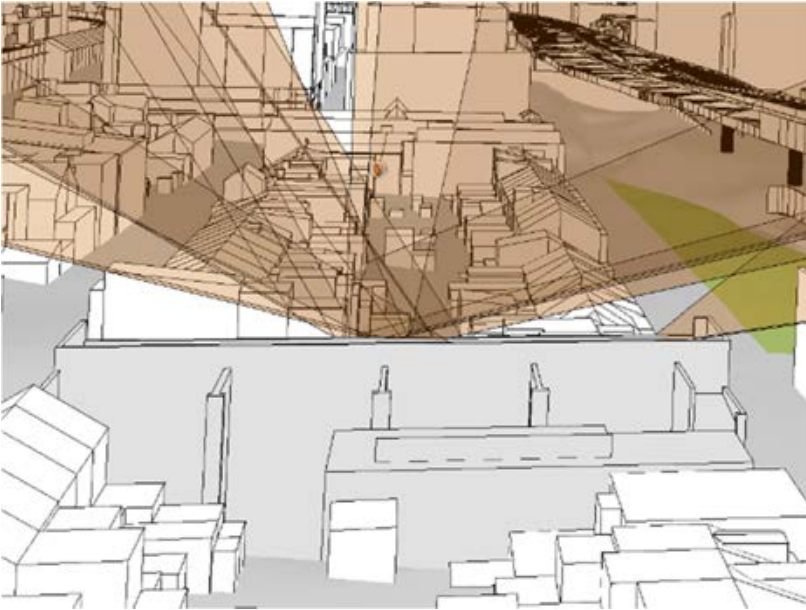
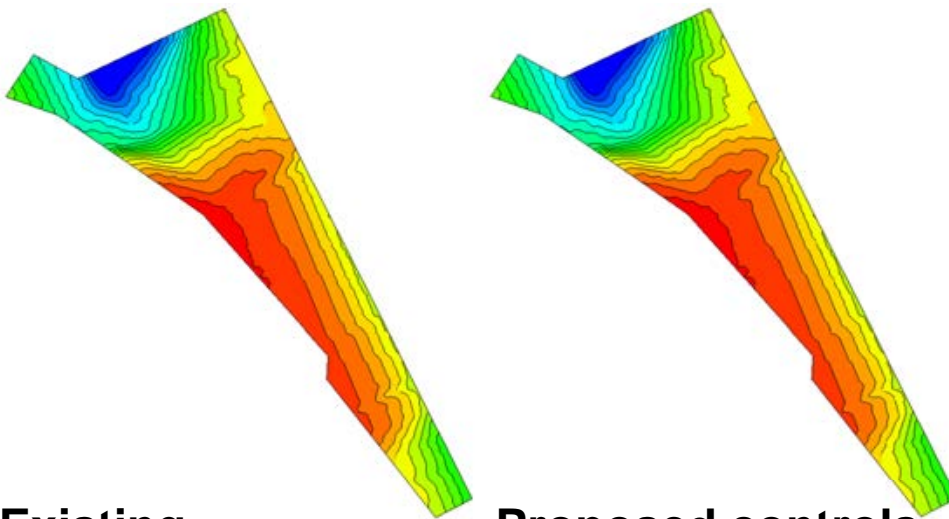


Figure 16 – solar access to adjoining residential properties



Existing
Winter equinox, 9am – 3pm
(18 minute contour)

Proposed controls
Winter equinox, 9am – 3pm
(18 minute contour)

Figure 17 – solar insolation to Paradise Reserve at the winter equinox

Proposed controls

For 20-28 Bulwara Road, the proposed controls are for a commercial use with an FSR of 1.4:1; a height limit of 14 metres and 4 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 6 below. In addition, there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 18.

Table 6 – proposed planning controls

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



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

Figure 18 – proposed site plan for 20-28 Bulwara Road

Visualisation

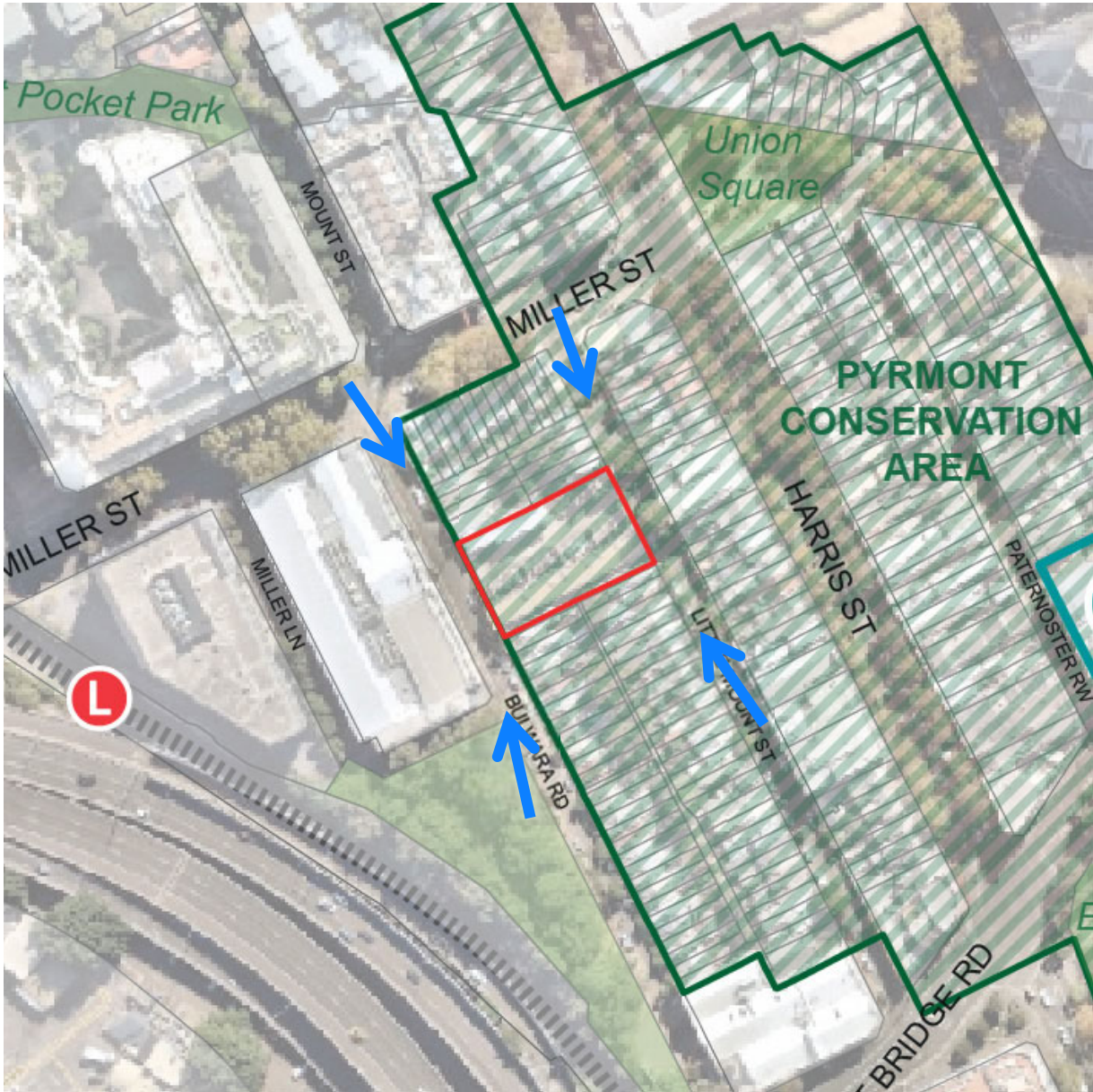


Figure 19 – view locations

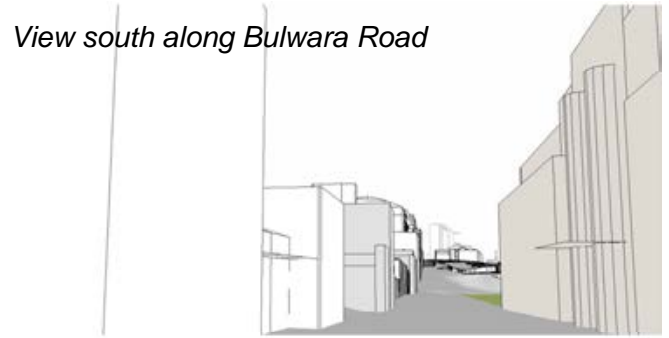
Ultimo Pymont Urban Design Study

Existing

View south along Little Mount Street



View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road

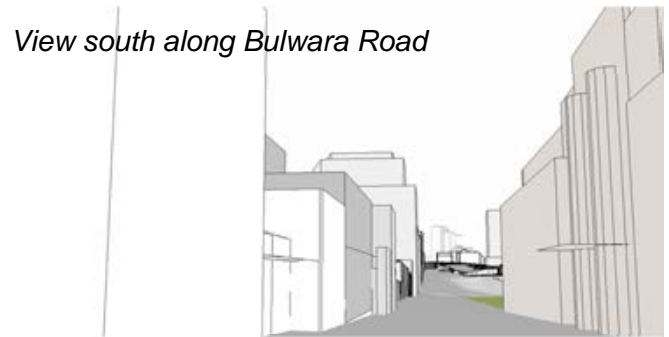


Proposed

View south along Little Mount Street



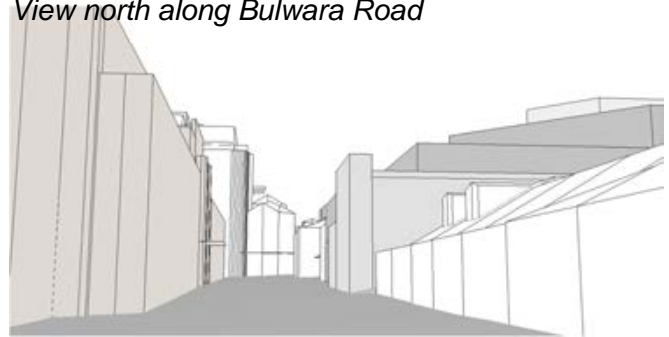
View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road



2 Edward Street and 60 Union Street

Overview

2 Edward Street (Lot 21 DP 1000905) and 60 Union Street (Lot 2004 DP 1103434) are located immediately north of the eastern site of the proposed Pyrmont Metro on Union Street. Together they are bound by (clockwise) Edward Street to the west, Pirrama Road to the north, Harwood Place to the east, and Union Street to the south, as shown in Figure 20 and Figure 21 below.



Figure 20 – location plan of 2 Edward Street & 60 Union Street



Figure 21 – oblique aerial of 2 Edward Street & 60 Union Street

Background

2 Edward Street and 60 Union Street were both included in the Department of Planning's initial study. In this review both sites were given an FSR of 7.0, with heights of RL 90 for 2 Edward Street, increasing to RL 130m for 60 Union Street. As shown in Figure 22 below, these envelopes would have had podia to the same extent as the existing buildings to the three street frontages and along Harwood Place, above which two tall tower envelopes would sit, reaching RL 130m, 10 metres above the approved Pyrmont Metro OSD envelope. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. The preliminary controls can be seen in Table 7 below.

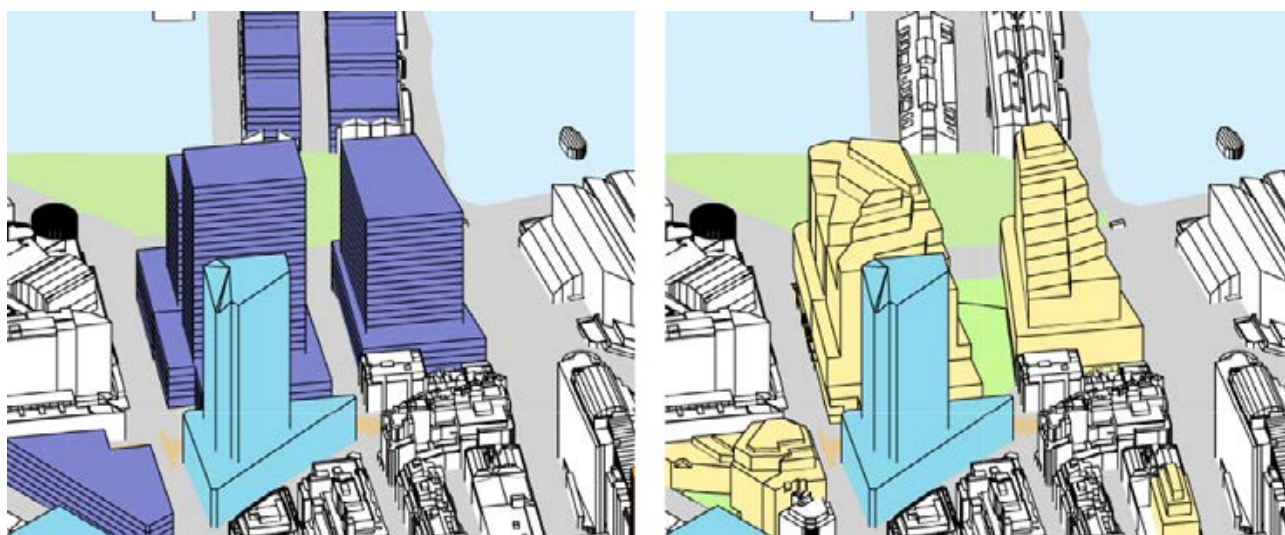


Figure 22 – comparison of Department of Planning's initial study and City of Sydney's study for 2 Edward Street & 60 Union Street

Table 7 – Department of Planning's initial study for 2 Edward Street & 60 Union Street

	Department of Planning's initial study		City of Sydney's study	
	2 Edward	60 Union	2 Edward	60 Union
Gross floor area	30,475 sqm	32,687 sqm	37,003 sqm	36,513 sqm
Floor space ratio	7.0	7.0	7.70 + DesEx	7.08 + DesEx
Height of building	RL 90 m	RL 130 m	RL 94m	RL 86m
Height in storeys	22 (<i>HiS not specified</i>)	30 (<i>HiS not specified</i>)	20 [^]	21 [^]
Deep soil	0%	0%	15%	15%

Existing controls

2 Edward Street and 60 Union Street are both currently zoned for commercial uses, these existing uses, along with the existing controls can be seen in Table 8 below. 2 Edward Street is currently occupied by a six-storey commercial building, with zero setbacks to Edward Street, Pirrama Road and Harwood Place, with no upper-level setbacks. 60 Union Street contains multiple retail uses on the lower level (below the level of Harwood Place), with commercial uses above. There are zero setbacks to Edward Street, Union Street and Harwood Place, with upper-level setbacks above. The layout and position of the site can be seen in Figure 23, overleaf.

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

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



Figure 23 – existing site plan for 2 Edward Street & 60 Union Street

Urban design principles

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

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

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

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

On Edward Street a new light rail overpass is contained within the podium of both buildings. Compared to the existing overpass the new passage is wider, a total of 6 metres deep, more open, at least 6 metres clear height, and more visible from Edward Street, and accessible to everyone with ramps to the south and a public lift to the north at Pirrama Road (refer Figure 24). Careful, cooperative arrangements are anticipated to ensure the staged completion of the overpass while maintaining the existing access.

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 25).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

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

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

Maximise development **within constraints** –

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



Existing – from Pirrama Road



Proposed – from Pirrama Road

Figure 24 – improved public access on Edward Street over light rail

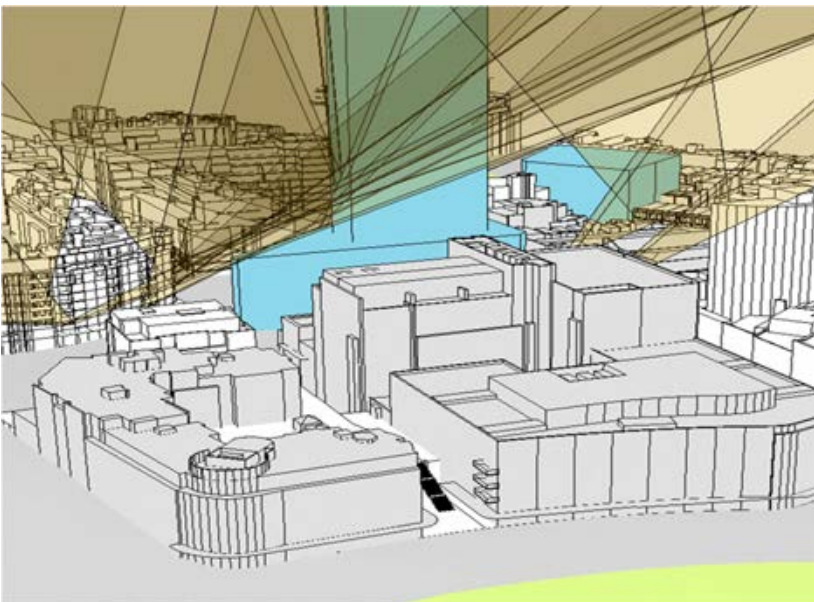


Figure 25 – solar access to adjoining residential properties

Harwood Street view corridor

The 1999 Urban Development Plan for the Ultimo-Pymont Precinct identified several important view corridors across the peninsula. As shown in Figure 26 below, these were supported by key development controls to ensure the long-term protection of view to and from public places. These view corridors, including the Harwood Street view corridor can be seen in Figure 27, overleaf.

3.4 Views, Vistas and Siting

3.4.1 Views and vistas from the public domain

PRINCIPLE:

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

CONTROLS:

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

Figure 26 – development controls for view corridors within the 1999 Urban Development Plan for the Ultimo-Pymont Precinct [p. 33]

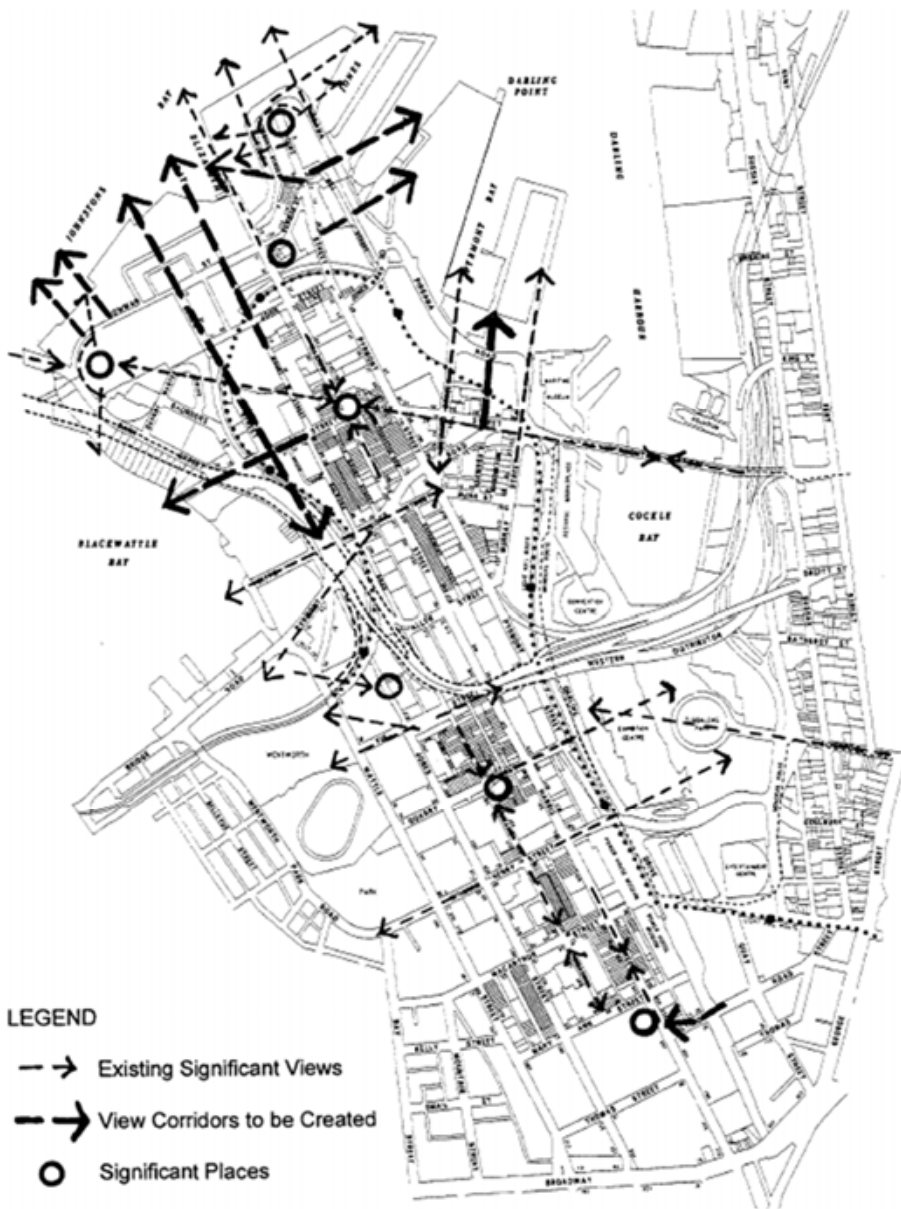


Figure 27 – ‘Significant Places and View Corridors’ identified in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 32]

Previous development applications for 60 Union Street and 2 Edward Street both created setbacks to maintain the Harwood Street view corridor, as shown in Figure 28 below.



Figure 28 – Harwood Street view corridor
[source: Approved Plans for 60 Union Street (previously 50-72 Union) – R2004/00011-02]

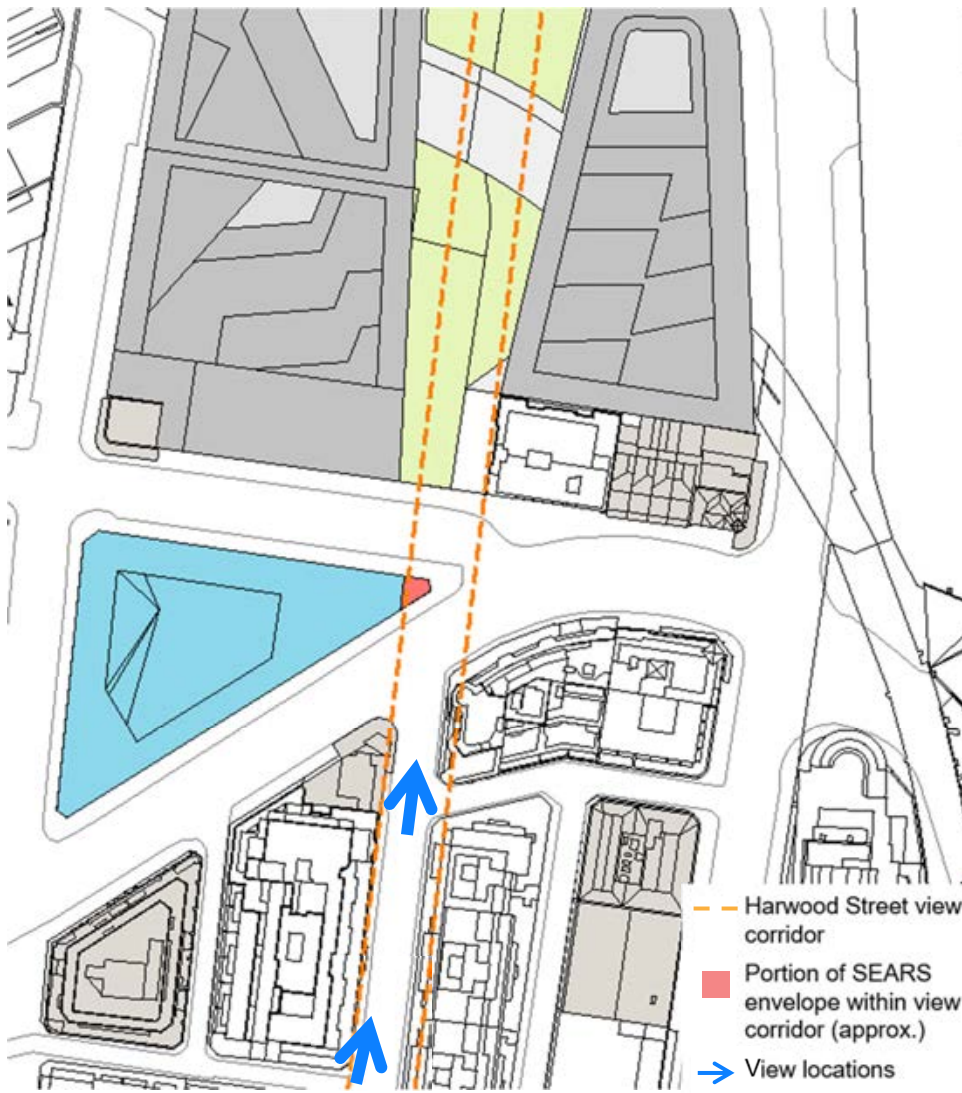


Figure 29 – Harwood Street view corridor shown through along Harwood Place

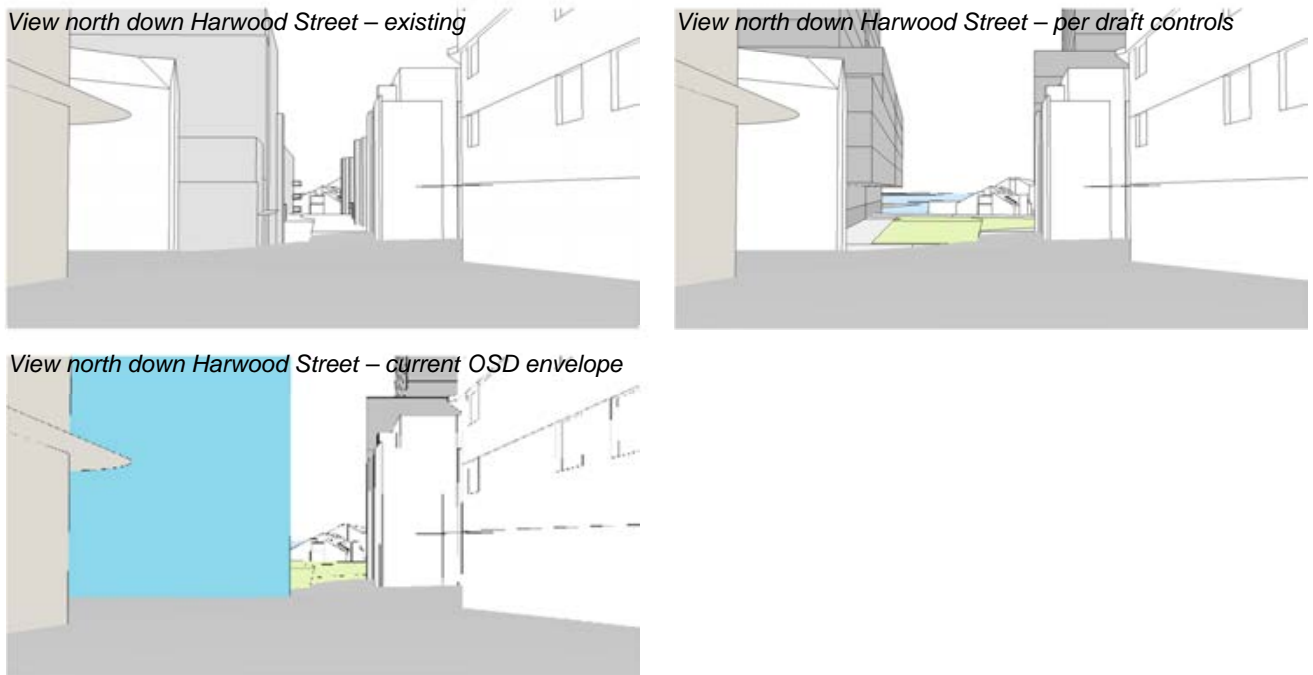


Figure 31 – looking north along Harwood Street, from the intersection of Pymont Bridge Road

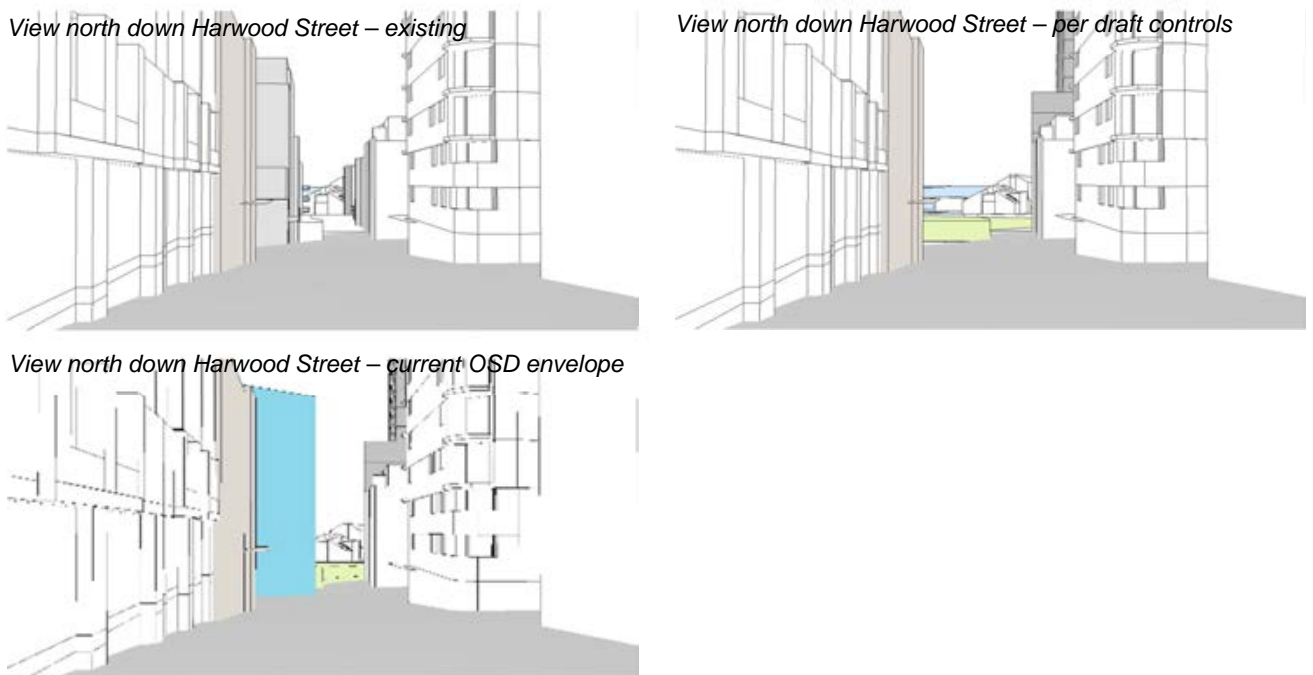


Figure 30 – looking north along Harwood Street, from the intersection of Pymont Bridge Road

Proposed controls

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

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 32, Figure 33 and Figure 34.

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

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

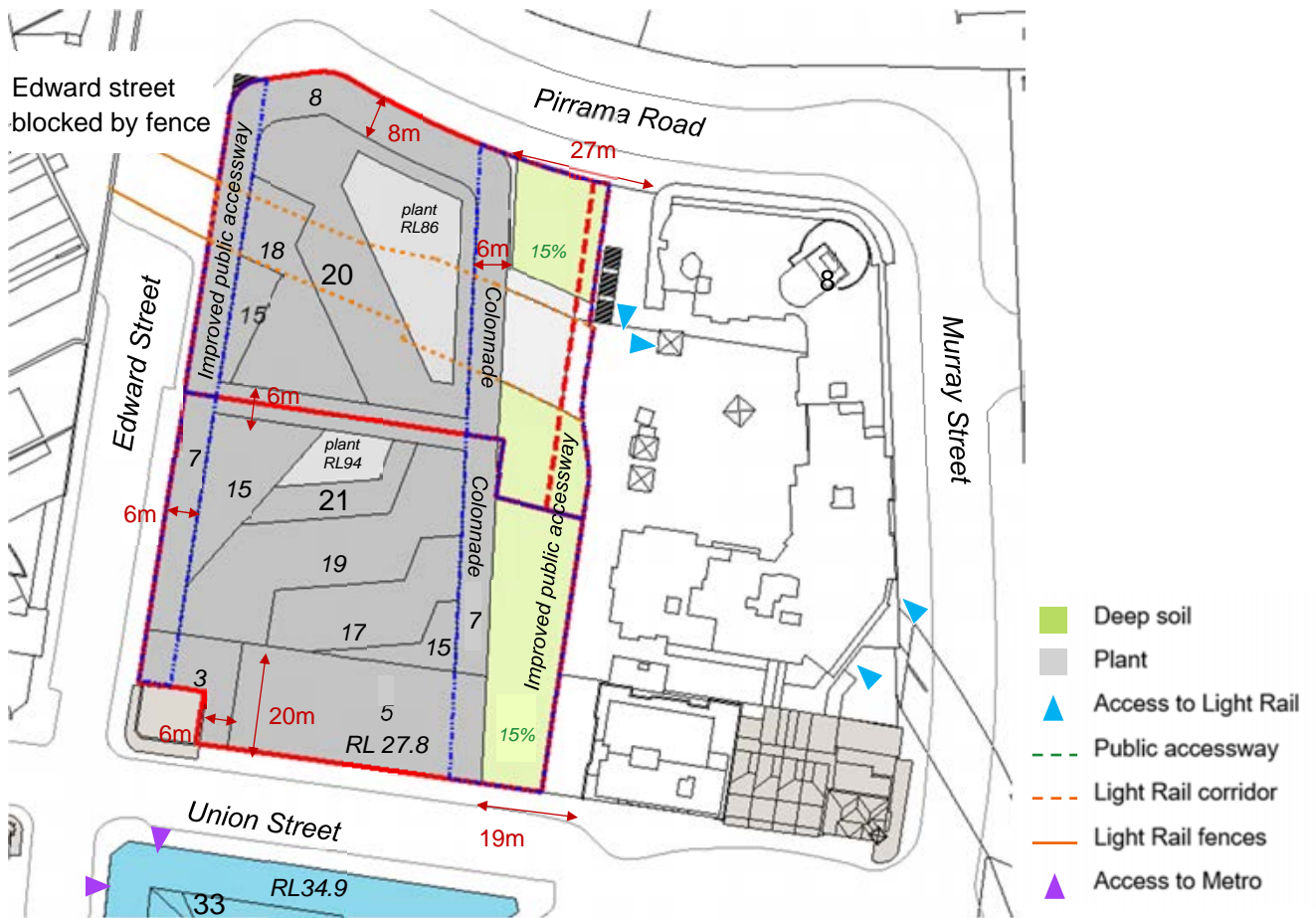


Figure 32 – proposed site plan for 2 Edward Street & 60 Union Street

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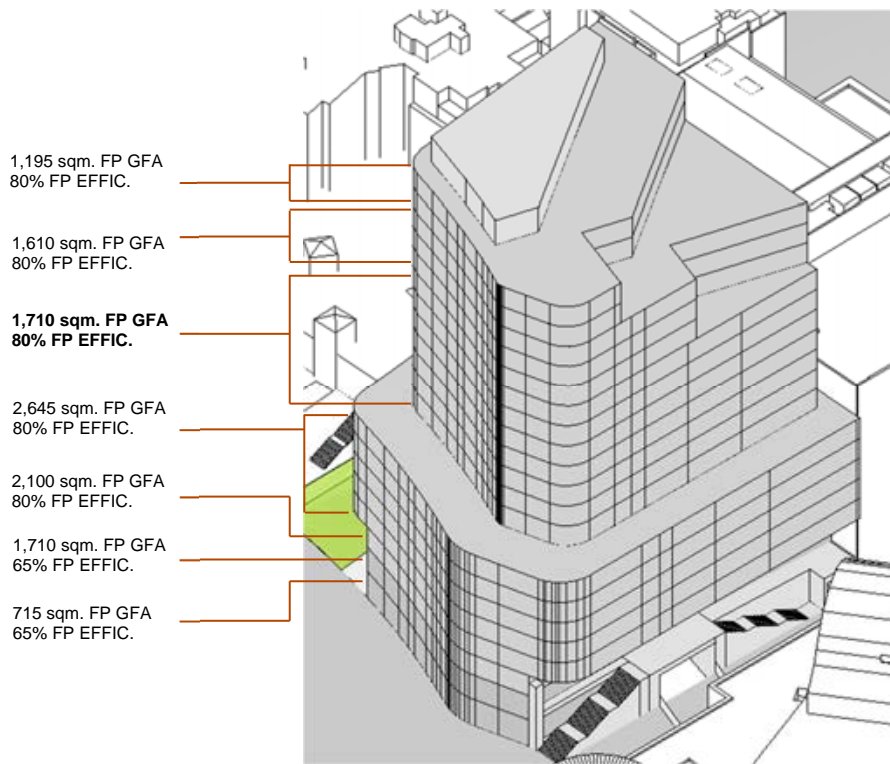


Figure 33 – floorplate diagram for 2 Edward Street

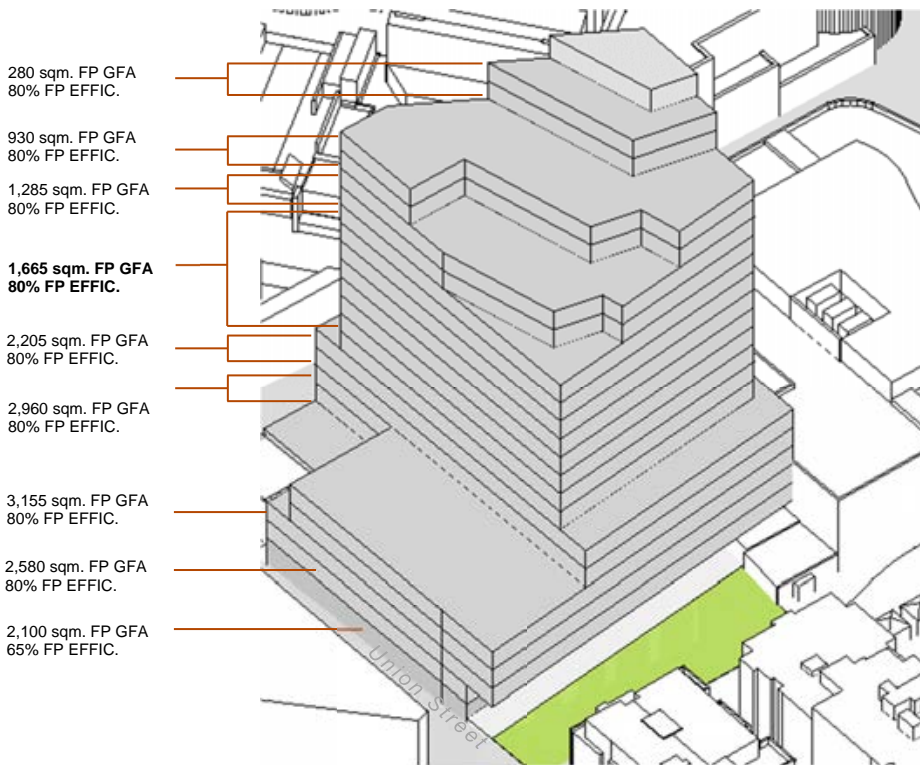


Figure 34 – floorplate diagram for 60 Union Street

Visualisation



Figure 35 – view locations

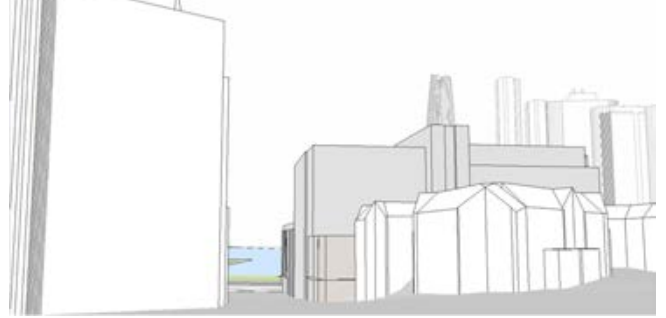
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Existing

View east from Union Square



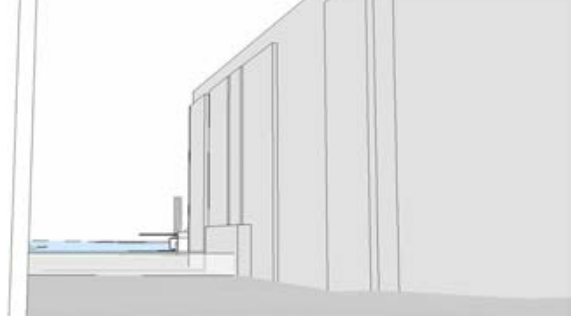
View north along Edward Street, from Pymont Bridge Road



View south from Metcalfe Park, across Pymont Bay



View north along Edward Street of Light Rail crossing

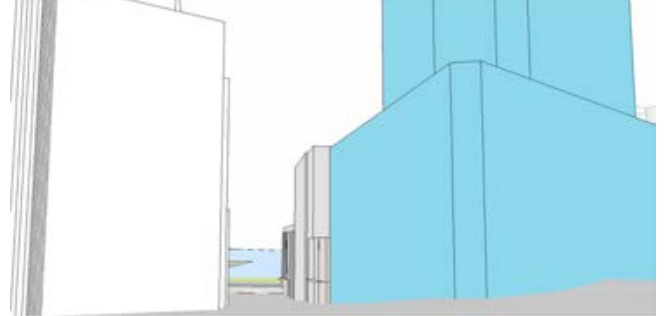


Existing + approved

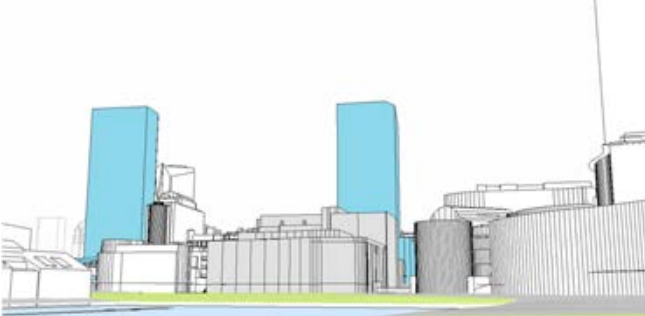
View east from Union Square



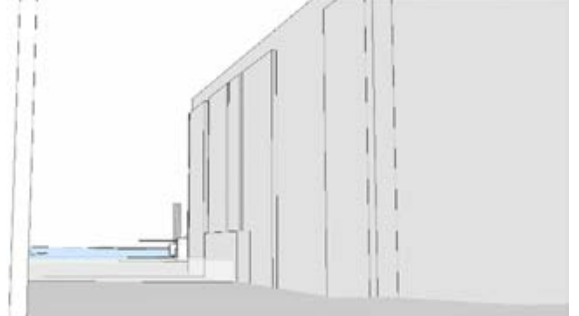
View north along Edward Street, from Pymont Bridge Road



View south from Metcalfe Park, across Pymont Bay



View north along Edward Street of Light Rail crossing



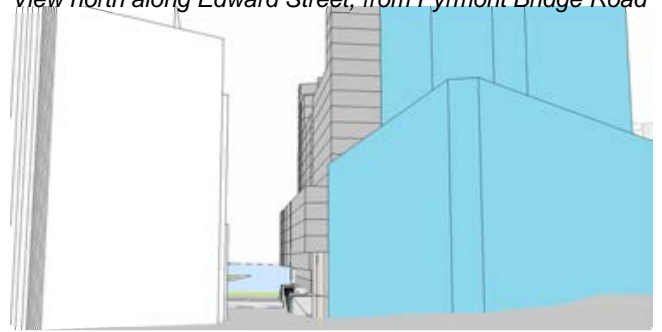
Ultimo Pymont Urban Design Study

Proposed

View east from Union Square



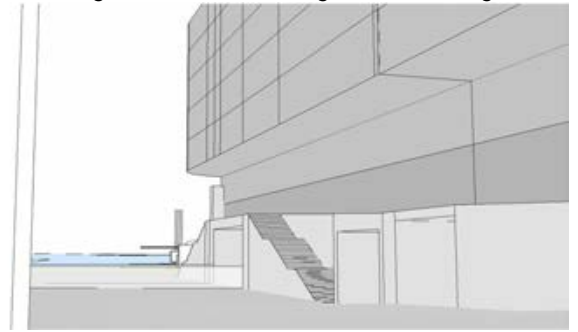
View north along Edward Street, from Pymont Bridge Road



View south from Metcalfe Park, across Pymont Bay



View north along Edward Street of Light Rail crossing



1-27 Murray Street

Overview

1-27 Murray Street (Lot 22 DP 1000905, Lots 1-133 SP 60306) is located northeast of the eastern portal of the proposed Pyrmont Metro on Union Street. The building has three frontages; (clockwise) Harwood Place to the west, Pirrama Road to the north, and Murray Street to the east, as shown in Figure 36 and Figure 37 below.



Figure 36 – location plan of 1-27 Murray Street



Figure 37 – oblique aerial of 1-27 Murray Street

Background

1-27 Murray Street was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of RL90m as shown in Figure 38. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. These controls can be seen in Table 10 below.

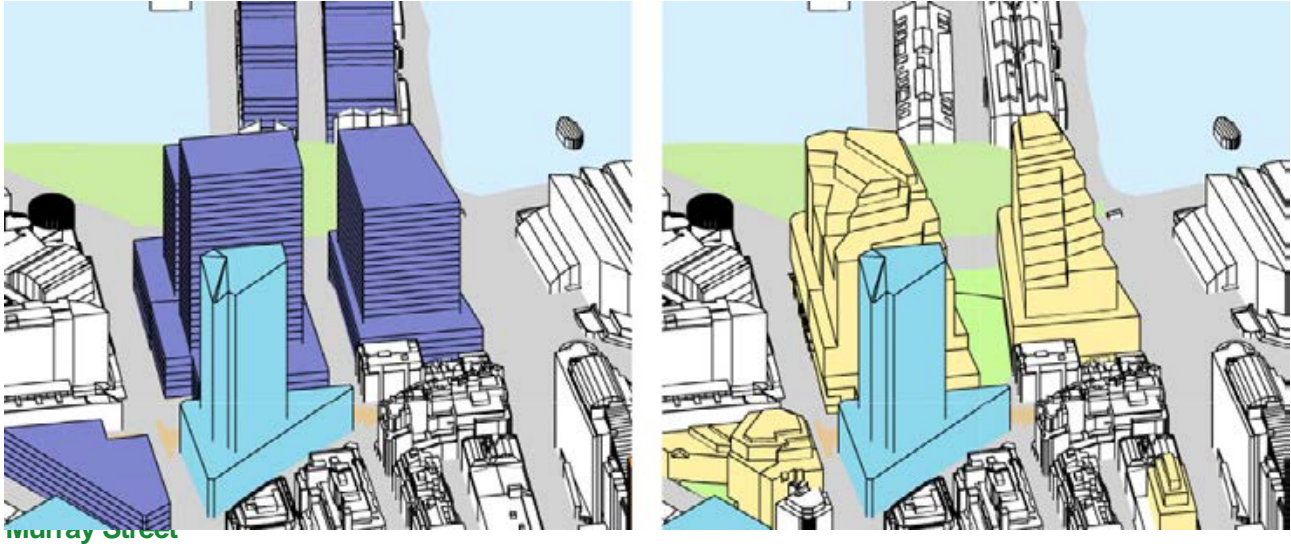


Table 10 – Department of Planning's initial study for 1-27 Murray Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	35,140 sqm	40,294 sqm
Floor space ratio	7.0	6.55 + DesEx
Height of building	RL90	RL90
Height in storeys	22 (<i>HiS not specified</i>)	21 [^]
Deep soil	0%	15%

Existing controls

1-27 Murray Street is currently occupied by a seven-storey mixed use building; with ground floor retail uses and six levels of residential units above, held in a strata. The existing building generally has zero setbacks to Pirrama Road and Murray Street, except for a small forecourt to the Murray Street light rail entrance, owing to the residential use of the site there is also a central courtyard located above carparking and the light rail line, mostly utilised by communal open space. This existing layout can be seen in Figure 39, while the existing building and existing controls can be seen in Table 11.

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

	Existing building	Existing controls
Land use & zoning	Residential	B4 - MU
Floor space ratio	2.74 approx.	2.5
Height of building	22.5m	30m
Height in storeys	7	8
Deep soil	0%	10%



Figure 39 – existing site plan for 1-27 Murray Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 40).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

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

Maximise development **within constraints** –

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

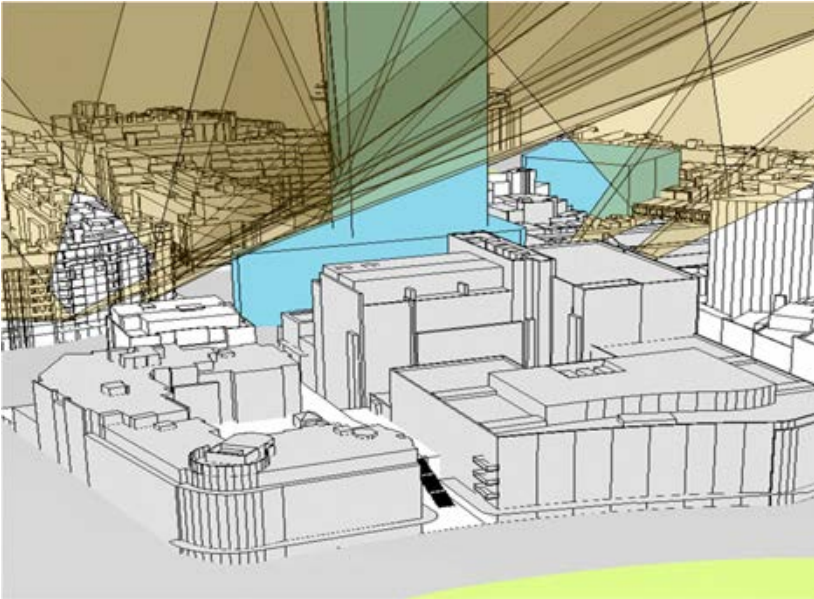


Figure 40 – solar access to adjoining residential properties

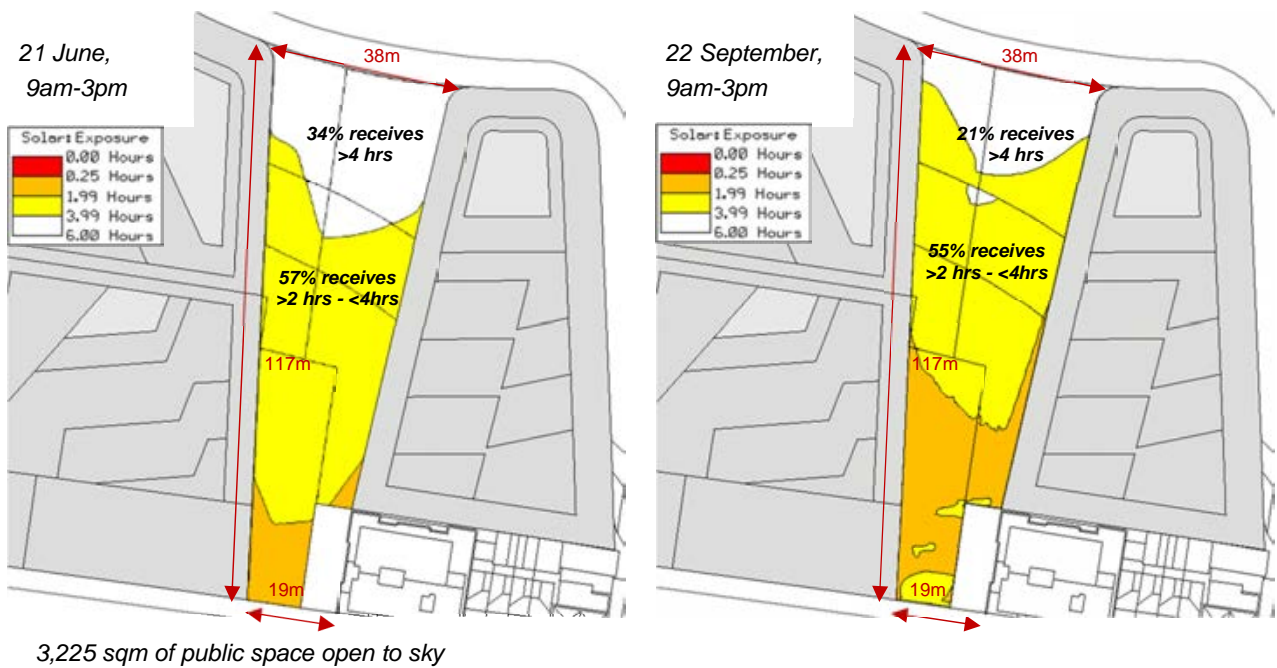


Figure 41 – solar insolation to public space

Proposed controls

For 1-27 Murray Street, the proposed controls are for a commercial use with an FSR of 6.55:1 with a Design Excellence clause; a height limit of RL90 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. These controls can both be seen in Table 12.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 42 and Figure 43.

Table 12 – proposed planning controls for 1-27 Murray Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Residential	B4 - MU	Commercial
Floor space ratio	2.74 approx.	2.5	6.55 + DesEx
Height of building	22.5m	30m	RL90
Height in storeys	7	8	21^
Deep soil	0%	10%	15%



Figure 42 – proposed site plan for 1-27 Murray Street

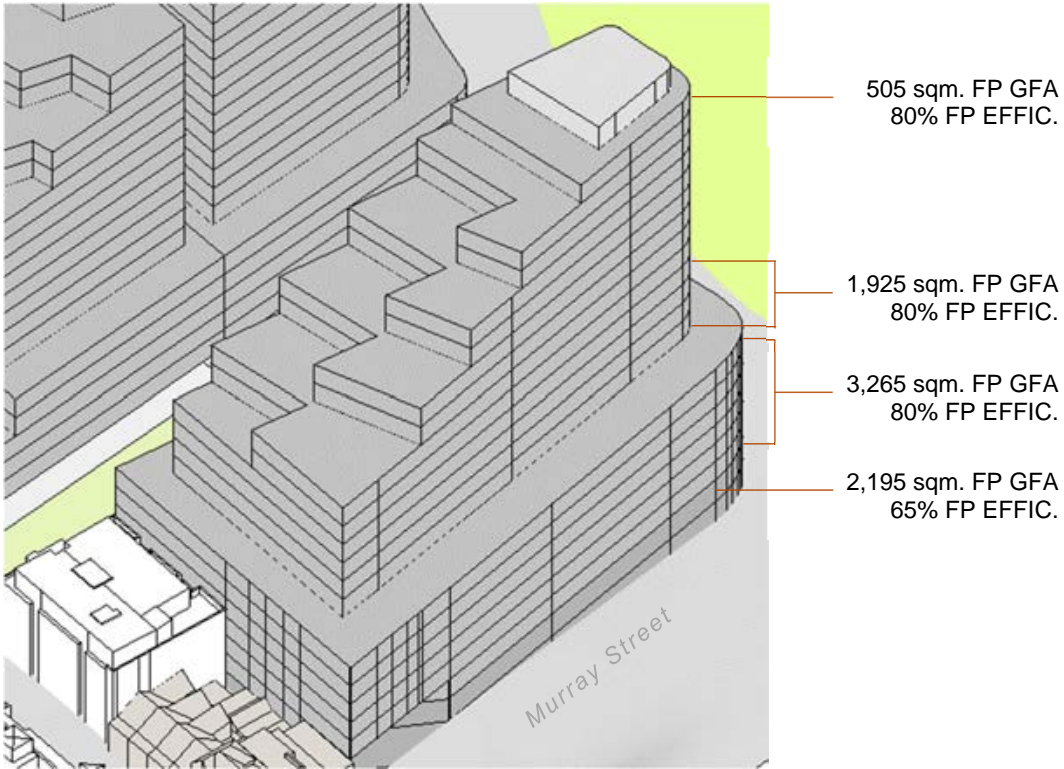


Figure 43 – floorplate diagram for 1-27 Murray Street

Visualisation



Figure 44 – view locations

Existing

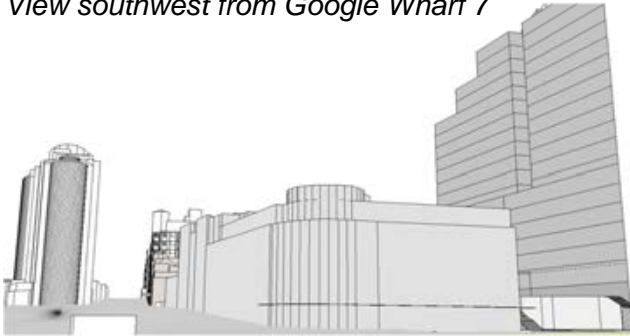
View west from centre of Pyrmont Bridge



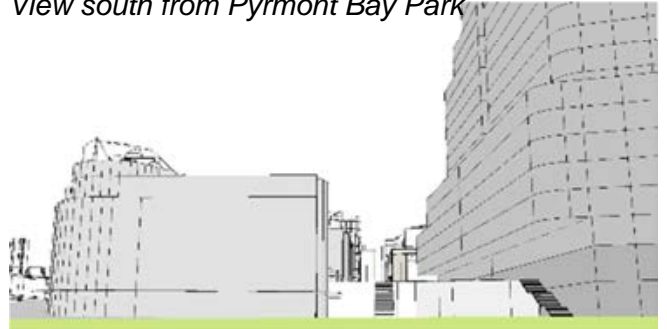
View north down Harwood Street



View southwest from Google Wharf 7

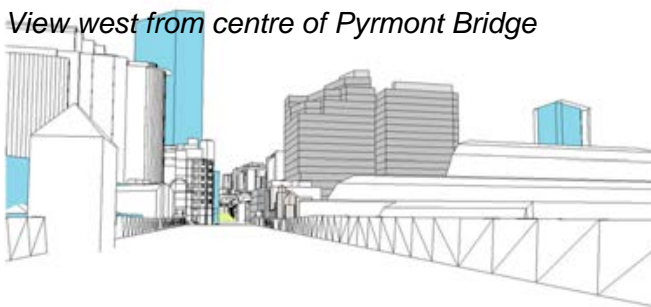


View south from Pyrmont Bay Park



Existing + approved

View west from centre of Pyrmont Bridge



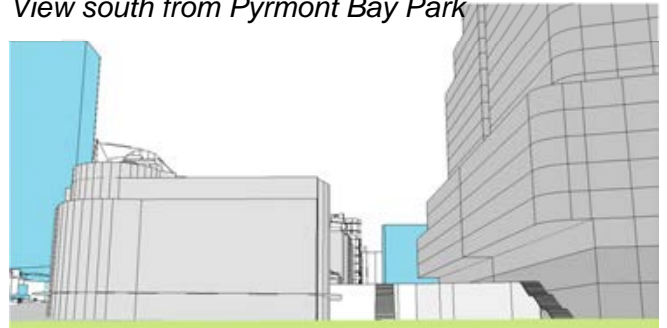
View north down Harwood Street



View southwest from Google Wharf 7

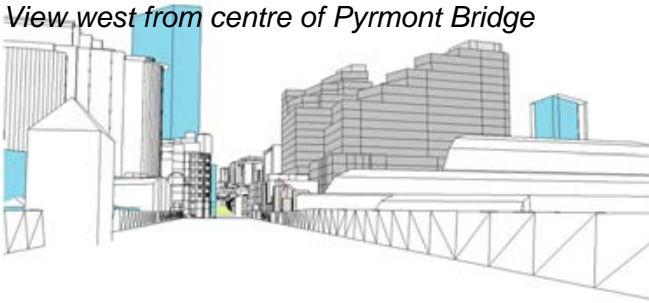


View south from Pyrmont Bay Park



Proposed

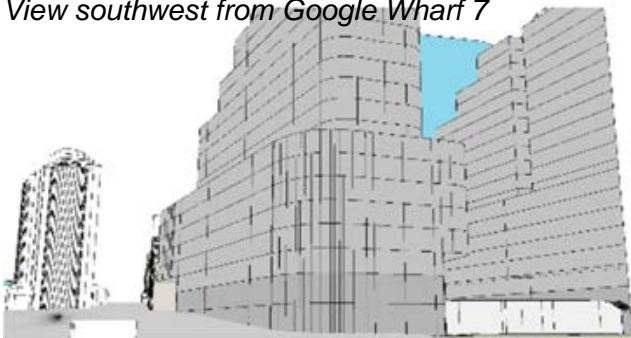
View west from centre of Pymont Bridge



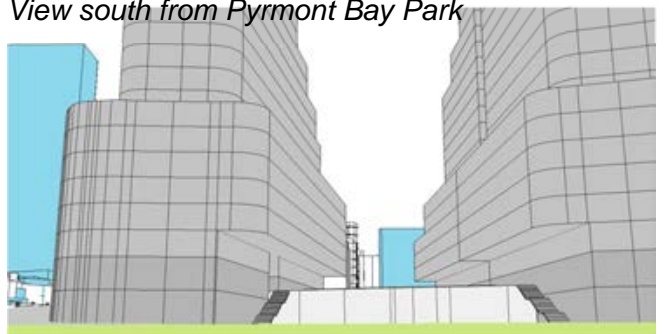
View north down Harwood Street



View southwest from Google Wharf 7



View south from Pymont Bay Park



13A-29 Union Street & 69-72 Edward Street

Overview

13A-29 Union Street & 69-72 Edward Street (Lot 1 DP 119654; and Lot 1 and Lot 2 DP 1076300) are located between (clockwise) Pyrmont Street, Union Street and Edward Street (refer Figure 45 and Figure 46).



Figure 45 – location plan of 13A-29 Union Street & 69-72 Edward Street



Figure 46 – oblique aerial of 13A-29 Union Street & 69-72 Edward Street

Background

13A-29 Union Street & 69-72 Edward Street were in the Department of Planning's initial study, along with the adjoining 102 Pyrmont Street. In this review they were given a blanket control of FSR 5.0, with a seven storey and 60m height limit, as can be seen in Figure 47. The study did not consider increasing deep soil, trees or open space, improving connections to the metro station, and effects of sunlight on surrounding sites. These controls can be seen in Table 13 below.

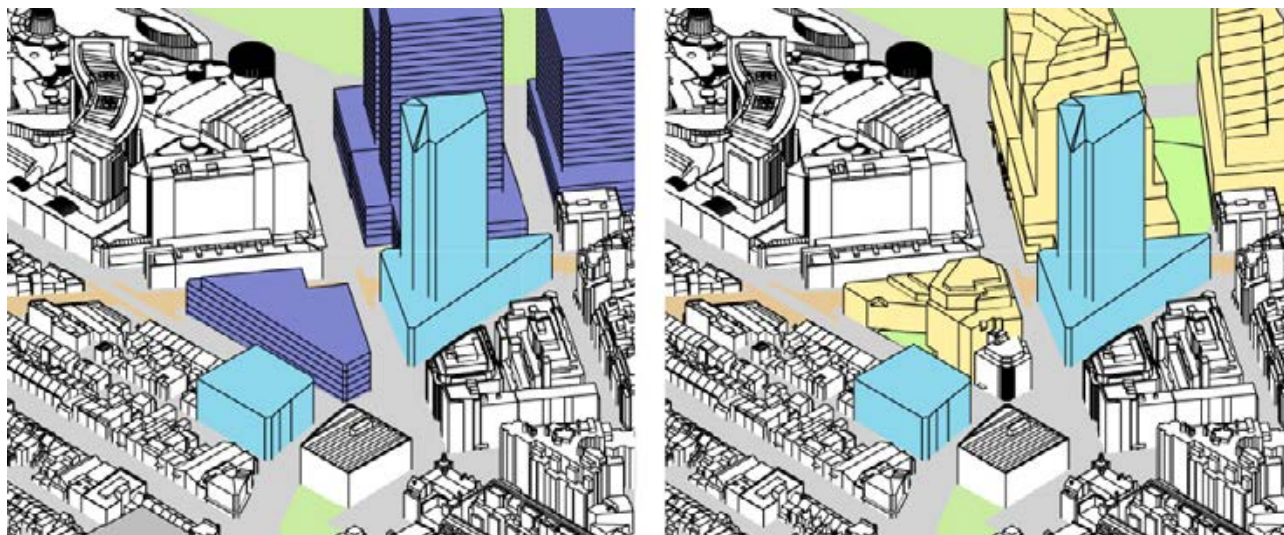


Figure 47 – comparison of Department of Planning's initial study and City of Sydney's study for 13A-29 Union Street & 69-72 Edward Street

Table 13 – Department of Planning's initial study for 13A-29 Union Street & 69-72 Edward Street

	Department of Planning's initial study		City of Sydney's study	
	13A-29 Union	69-72 Edward	13A-29 Union	69-72 Edward
Gross floor area	11,955 sqm	1,384 sqm	9,705 sqm	2,070 sqm
Floor space ratio	5.0	5.0	3.75 + DesEx	5.67 + DesEx
Height of building	60m	60m	44m	38m
Height in storeys	7 (HiS not specified)	7 (HiS not specified)	10^	8^
Deep soil	0%	0%	15%	0%

Existing controls

13A-29 Union Street & 69-72 Edward Street are currently occupied by commercial uses. 13A-29 Union Street is a two-storey former warehouse with zero setbacks to its three street frontages, the building is currently used as a commercial office space. 69-72 Edwards Street is a four-storey commercial building, with zero setbacks to either Pymont or Edward Streets, these existing uses and controls can be seen in Table 14 below. The layout and position of the site can be seen in Figure 48.

Table 14 – existing building and existing planning controls for 13A-29 Union Street & 69-72 Edward Street

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

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Figure 48 – existing site plan for 13A-29 Union Street & 69-72 Edward Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 16).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

The site is generally protected from winds by neighbouring developments.

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

Match **land use** to place –

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

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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

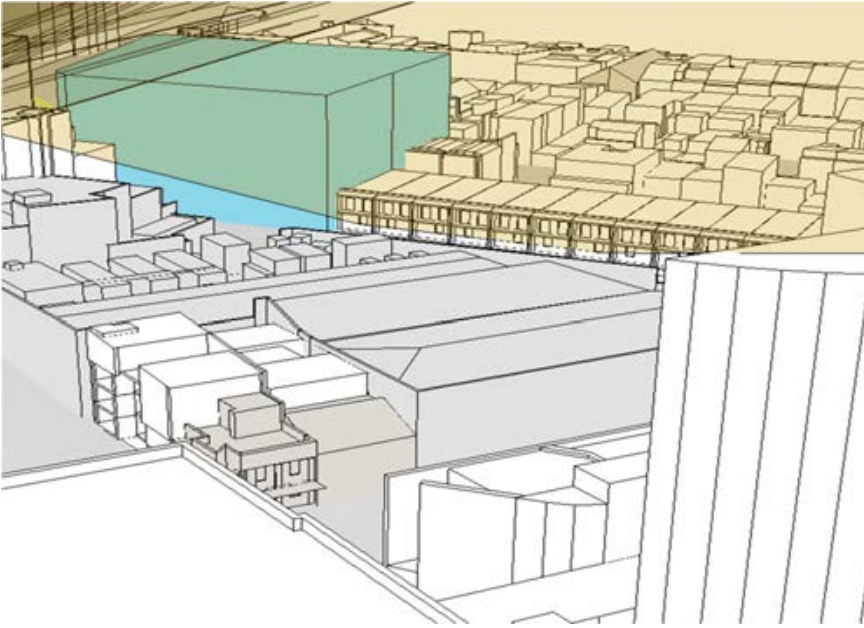
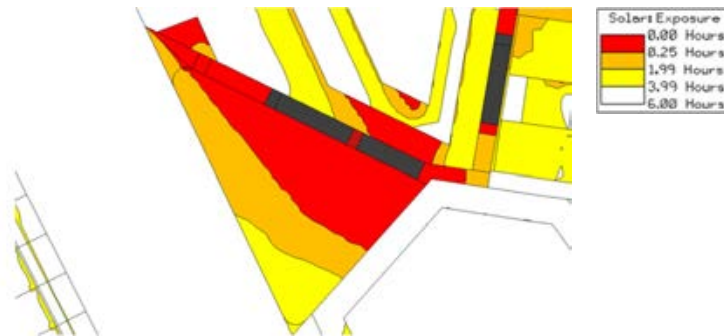


Figure 49 – solar access to adjoining residential properties

21 June, 9am-3pm

4 hrs+	2 hrs +
0%	14.9%



22 September, 9am-3pm

4 hrs+	2 hrs +
43.8%	72.7%

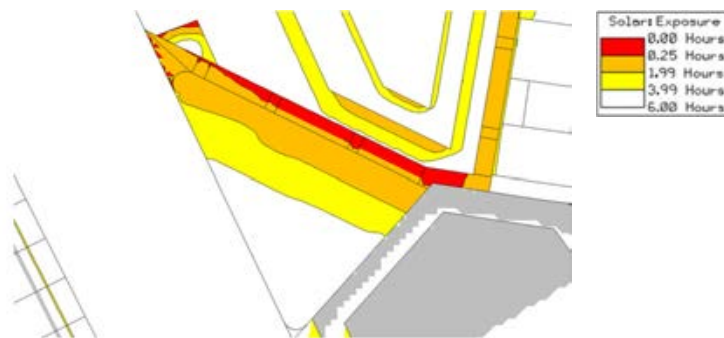


Figure 50 – solar insolation to open space

Proposed controls

For 13A-29 Union Street and 69-71 Edward Street, the proposed controls are for a commercial use on both sites. 13A-29 Union Street is to have an FSR of 3.75:1 with a Design Excellence clause; a height limit of 44 metres and 10 storeys; and a deep soil requirement for at least 15% of the site. 69-71 Edward Street is to have an FSR of 5.67:1 with a Design Excellence clause; and a height limit of 38 metres and 8 storeys. These controls can both be seen in Table 15.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 51, Figure 52 and Figure 53.

Table 15 – proposed planning controls for 13A-29 Union Street & 69-72 Edward Street

	<i>Existing building</i>	Existing controls	Proposed controls
13A-29 Union Street			
Land use & zoning	<i>Commercial</i>	B4 – MU	Commercial
Floor space ratio	<i>0.45 approx.</i>	3.5	3.75 + DesEx
Height of building	<i>11.5m</i>	24m	44m
Height in storeys	2	5	10^
Deep soil	<i>0%</i>	10%	15%
69-71 Edward Street			
Land use & zoning	<i>Commercial</i>	B4 – MU	Commercial
Floor space ratio	<i>3.18 approx.</i>	4.0	5.67 + DesEx
Height of building	<i>19m</i>	24m	38m
Height in storeys	4	5	8^
Deep soil	<i>0%</i>	10%	n/a

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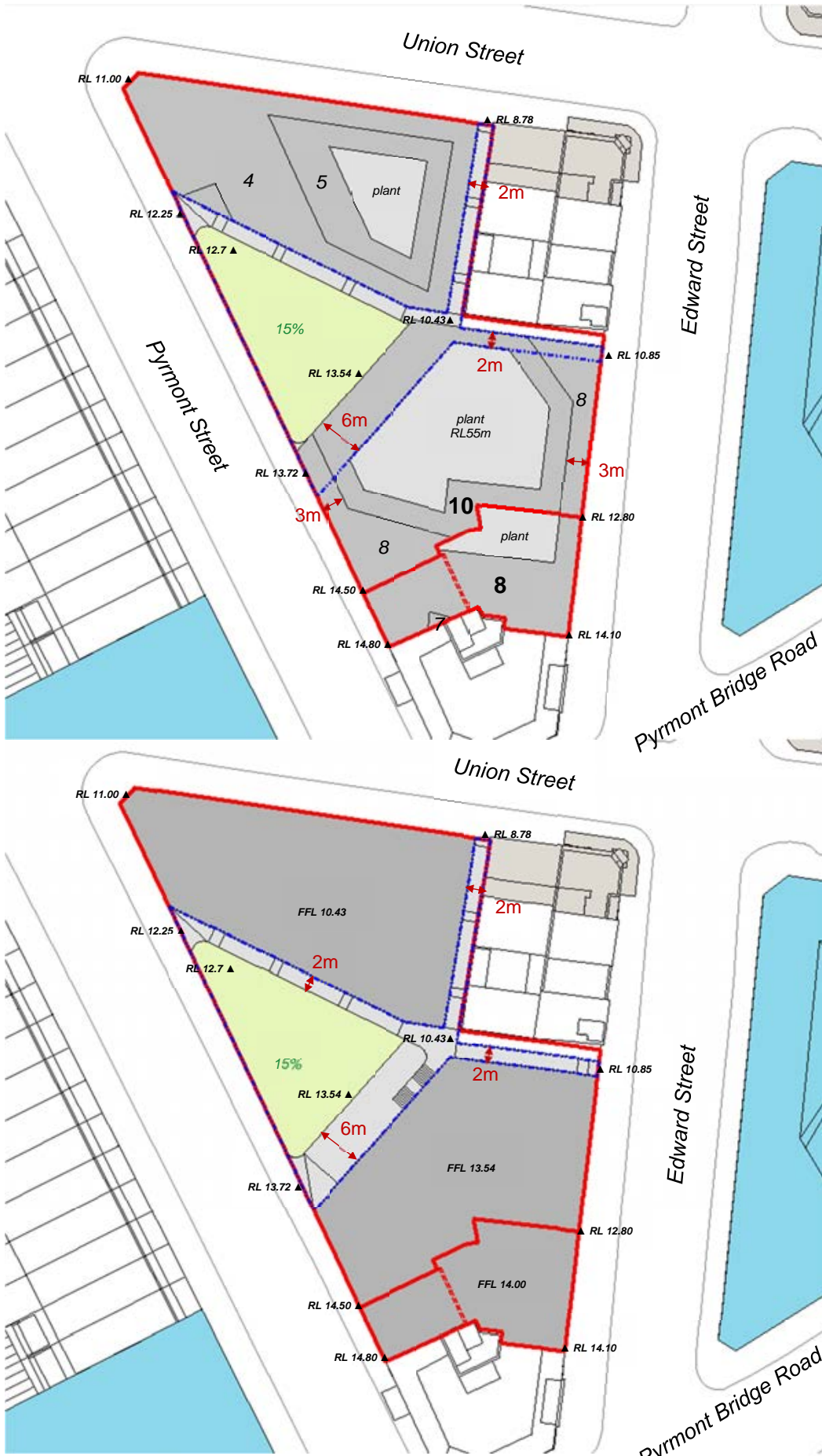


Figure 51 – proposed site plan for 13A-29 Union Street & 69-72 Edward Street

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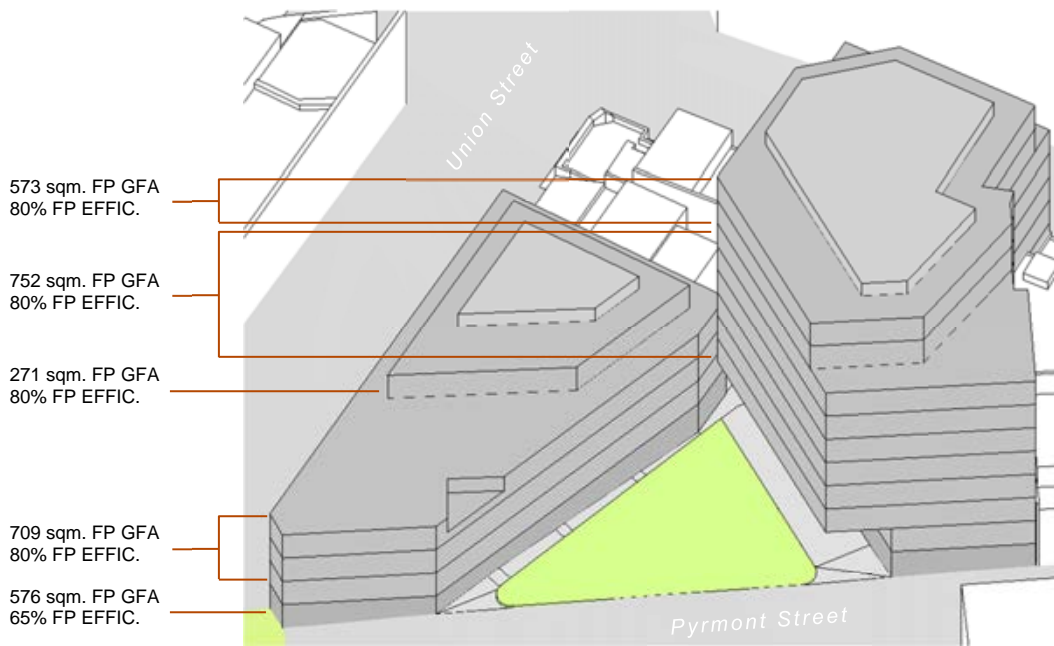


Figure 52 – floorplate diagram for 13A-29 Union Street

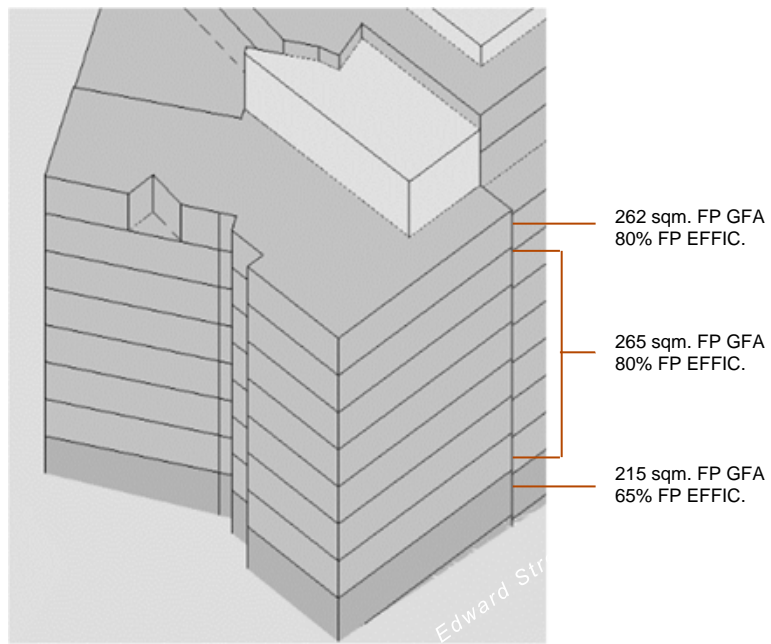


Figure 53 – floorplate diagram for 69-72 Edward Street

Visualisation

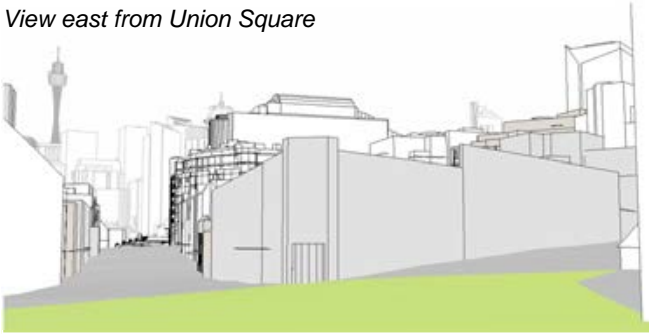


Figure 54 – view locations for 13A-29 Union Street & 69-72 Edward Street

Ultimo Pyrmont Urban Design Study

Existing

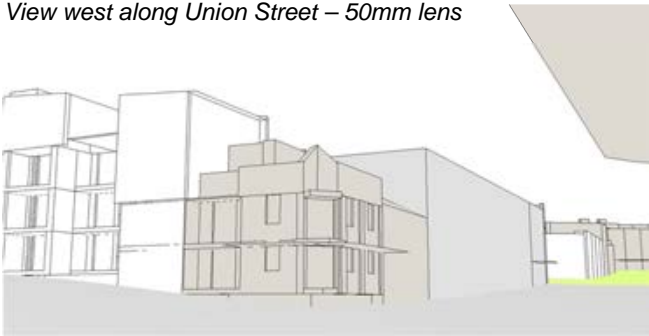
View east from Union Square



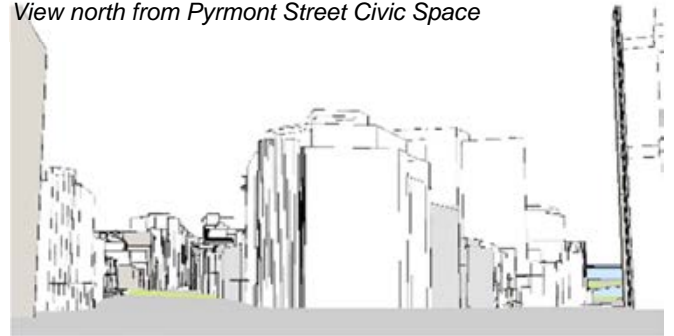
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

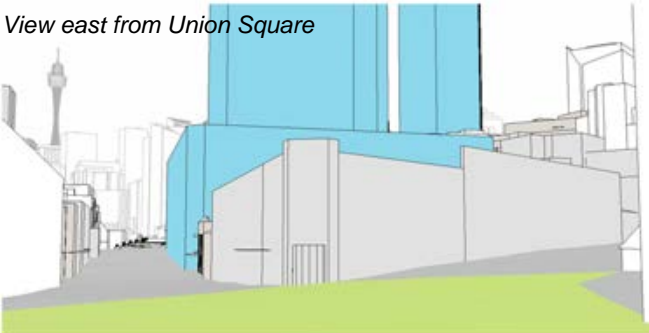


View north from Pyrmont Street Civic Space

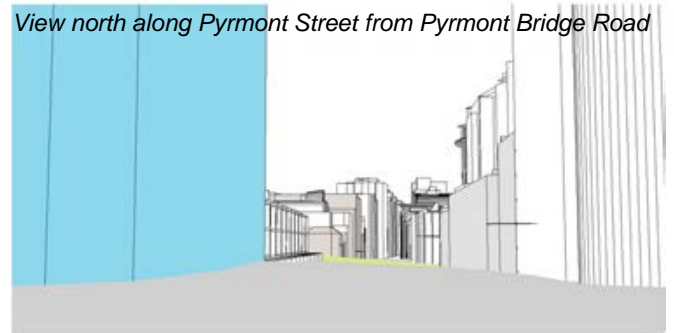


Existing + approved

View east from Union Square



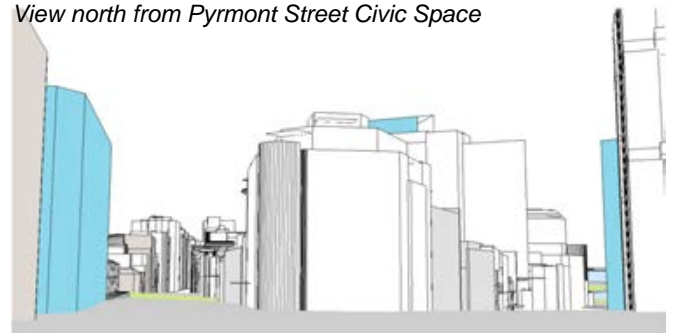
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street



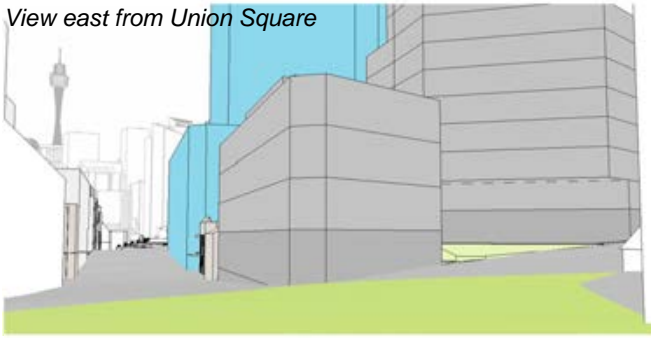
View north from Pyrmont Street Civic Space



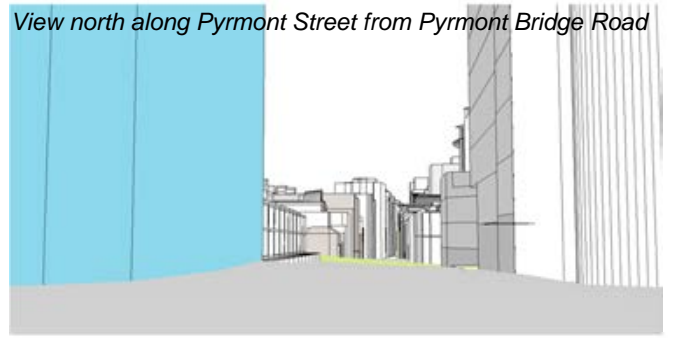
Ultimo Pymont Urban Design Study

Proposed

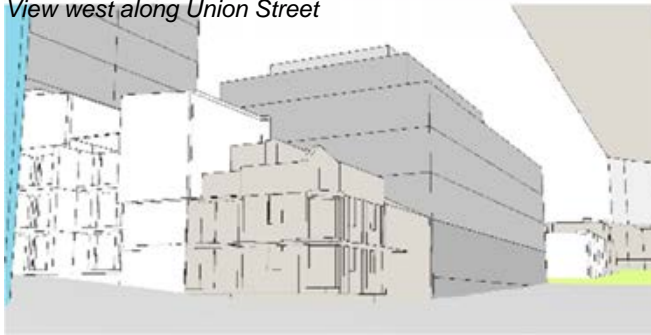
View east from Union Square



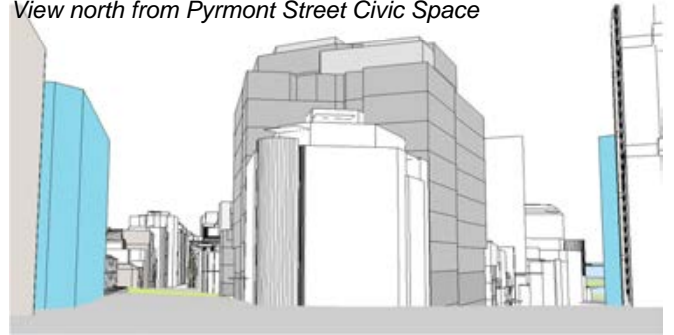
View north along Pymont Street from Pymont Bridge Road



View west along Union Street



View north from Pymont Street Civic Space



55-65 Murray Street

Overview

55-65 Murray Street (Lot 14 DP 32575, Lot 15 DP 32575, Lot 16 DP 32575) is located between Murray Street and Harwood Lane, a short distance from the proposed Pymont Metro (refer Figure 55 and Figure 56).



Figure 55 – location plan of 55-65 Murray Street



Figure 56 – oblique aerial of 55-65 Murray Street

Background

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

Existing controls

55-65 Murray Street is currently occupied by a four-storey commercial building, with zero setbacks to either street frontage. The existing controls can be seen in Table 16, while the layout and position of the site can be seen in Figure 57.

Table 16 – existing building and existing planning controls for 55-65 Murray Street

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



Figure 57 – existing site plan for 55-65 Murray Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 58).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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

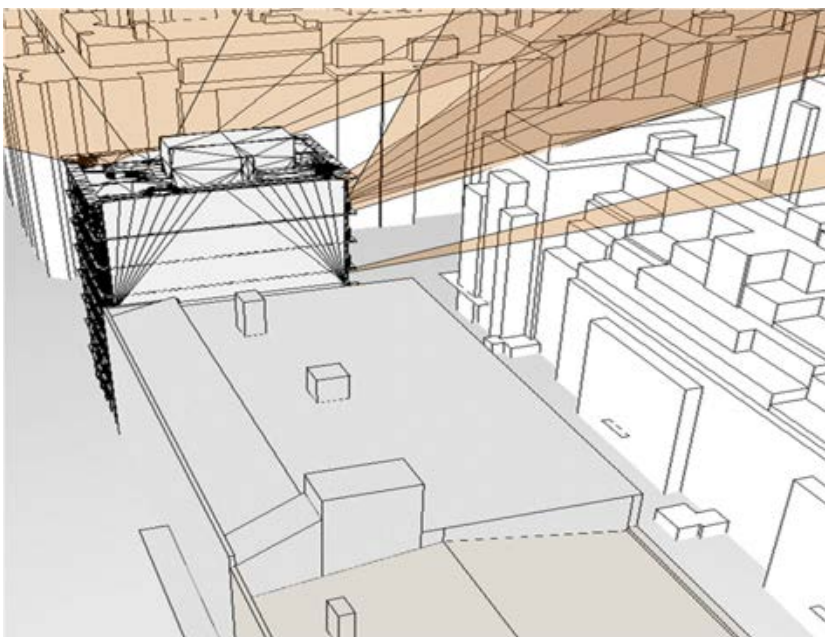


Figure 58 – solar access to adjoining residential properties

Proposed controls

For 55-65 Murray Street, the proposed controls are for a residential use, with ground floor retail uses to Murray Street. The site is to have an FSR of 4.83:1 with a Design Excellence clause; a height limit of 39 metres and 11 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 17 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 59.

Table 17 – proposed planning controls for 55-65 Murray Street

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



Figure 59 – proposed site plan for 55-65 Murray Street

Visualisation

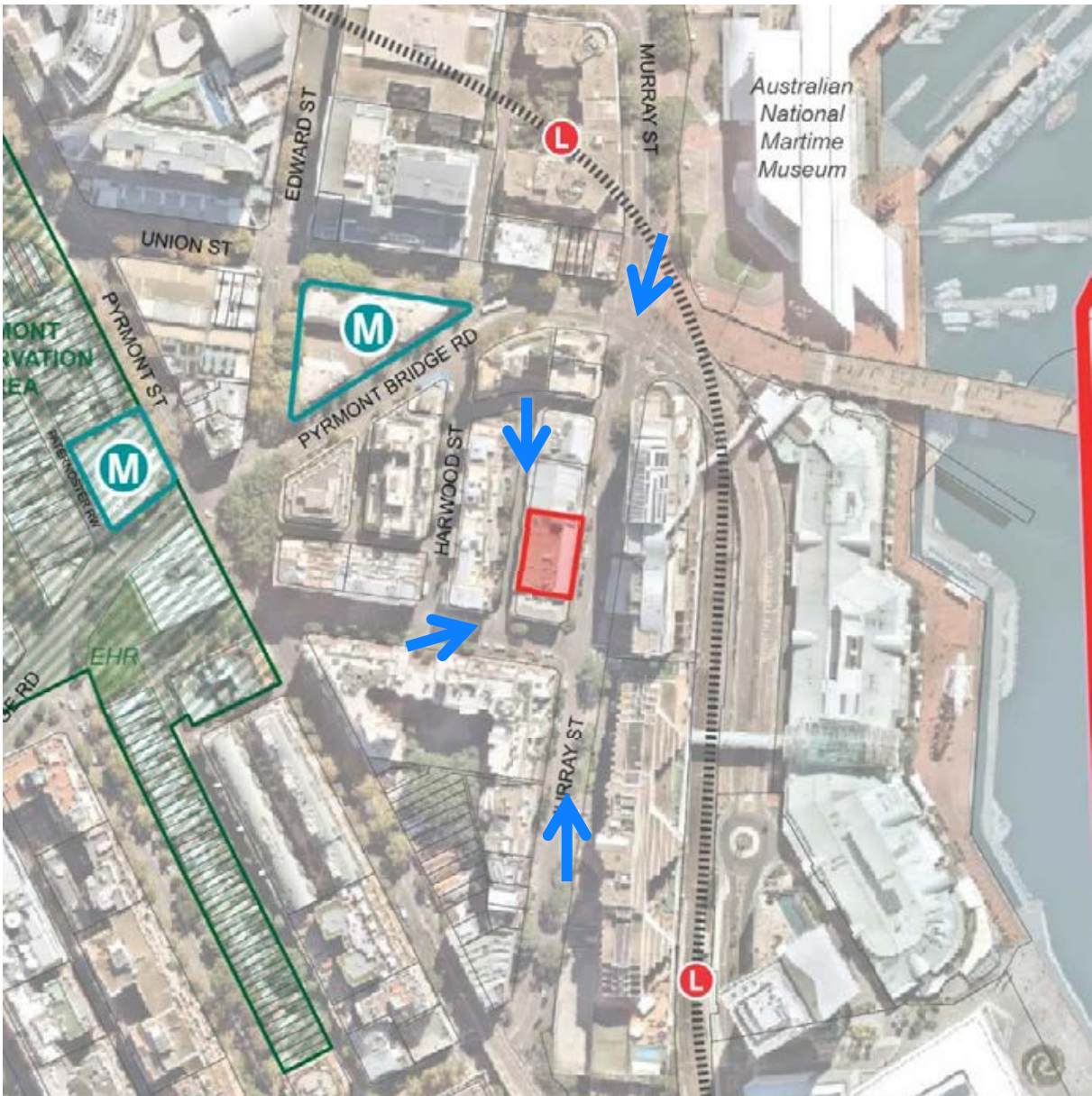


Figure 60 – view locations

Ultimo Pyrmont Urban Design Study

Existing

View south along Murray Street



View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



Existing + approved

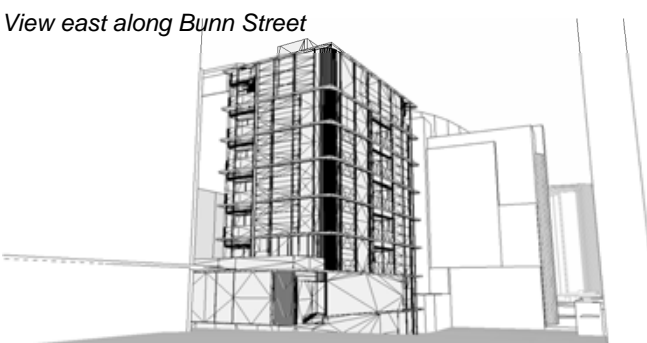
View south along Murray Street



View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



Ultimo Pyrmont Urban Design Study

Proposed

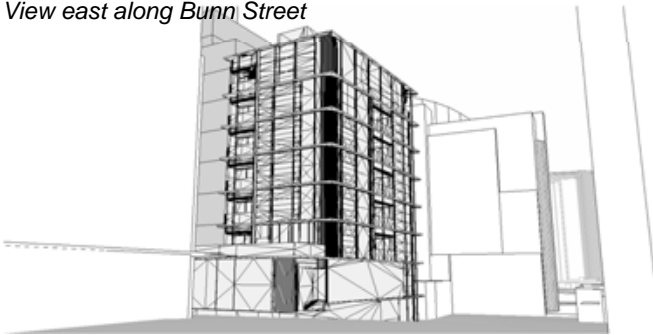
View south along Murray Street



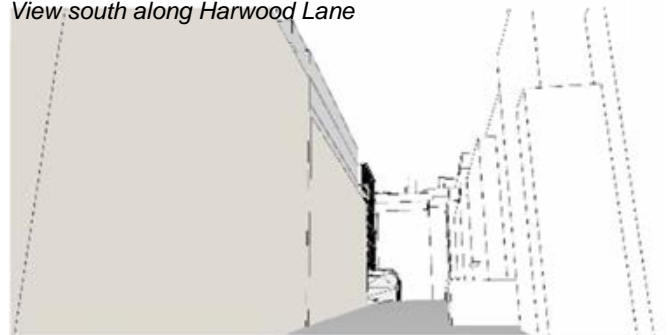
View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



1-33 Saunders Street & 140-148 Bank Street

Overview

1-33 Saunders Street (Lot 101 DP 853704, Lot 102 DP 853704) & 140-148 Bank Street (Lot 1 DP 8205) are located adjacent the Anzac Bridge approach/Western Distributor, immediately north of the Blackwattle Bay SSP. The two sites are bound by (clockwise) Bank Street to the South, Quarry Master Drive to the west, Saunders Street to the north and a small section of Miller Street to the east (refer Figure 61 and Figure 62).



Figure 61 – location plan of 1-33 Saunders Street & 140-148 Bank Street

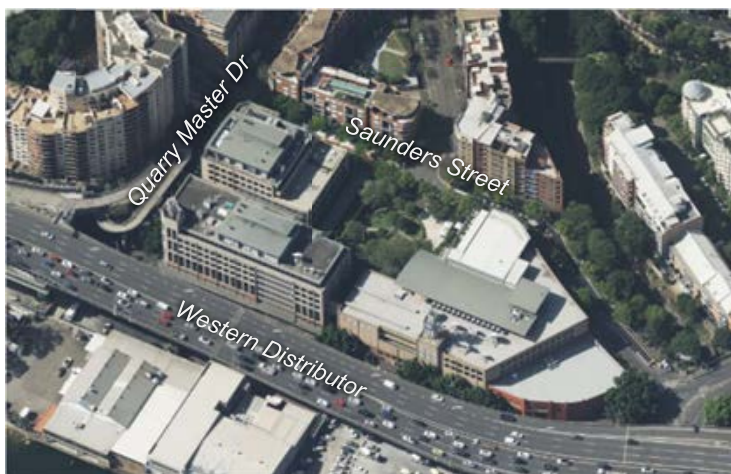


Figure 62 – oblique aerial of 1-33 Saunders Street & 140-148 Bank Street

Background

1-33 Saunders Street & 140-148 Bank Street were both included in the Department of Planning's initial study. In this review they were both given an FSR of 8.0 and an 85m height limit, though as shown in Figure 63 below, the envelopes produced do not match the height controls for 140-148 Bank Street. The study did not consider good design for wind and noise, the poor amenity of the existing streets and open space of the sites, the existing poor connections from across the sites, and effects of sunlight on surrounding sites. These controls can be seen in Table 18 below.

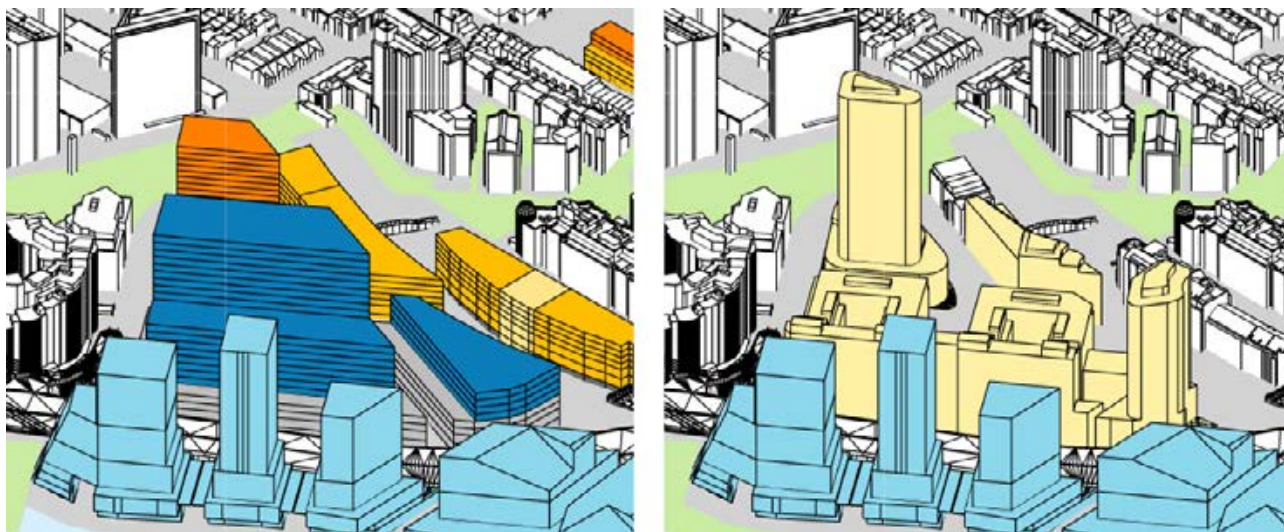


Figure 63 – comparison of Department of Planning's initial study and City of Sydney's study for 1-33 Saunders Street & 140-148 Bank Street

Table 18 – Department of Planning's initial study for 1-33 Saunders Street & 140-148 Bank Street

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

Existing controls

1-33 Saunders Street and 140-148 Bank Street are both currently used for commercial uses. 1-33 Saunders Street contains the 'City West' office park, a complex of three interconnected buildings up to nine-storeys in height, surrounding a central courtyard, fronting Saunders Street. Beyond the courtyard there are zero setbacks to the remainder of the three street frontages. 140-148 Bank Street is currently occupied by a two-storey commercial building with zero street setbacks. These controls can be seen in Table 19 below. The layout and position of the site can be seen in Figure 64.

Table 19 – existing building and existing planning controls for 1-33 Saunders Street & 140-148 Bank Street

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

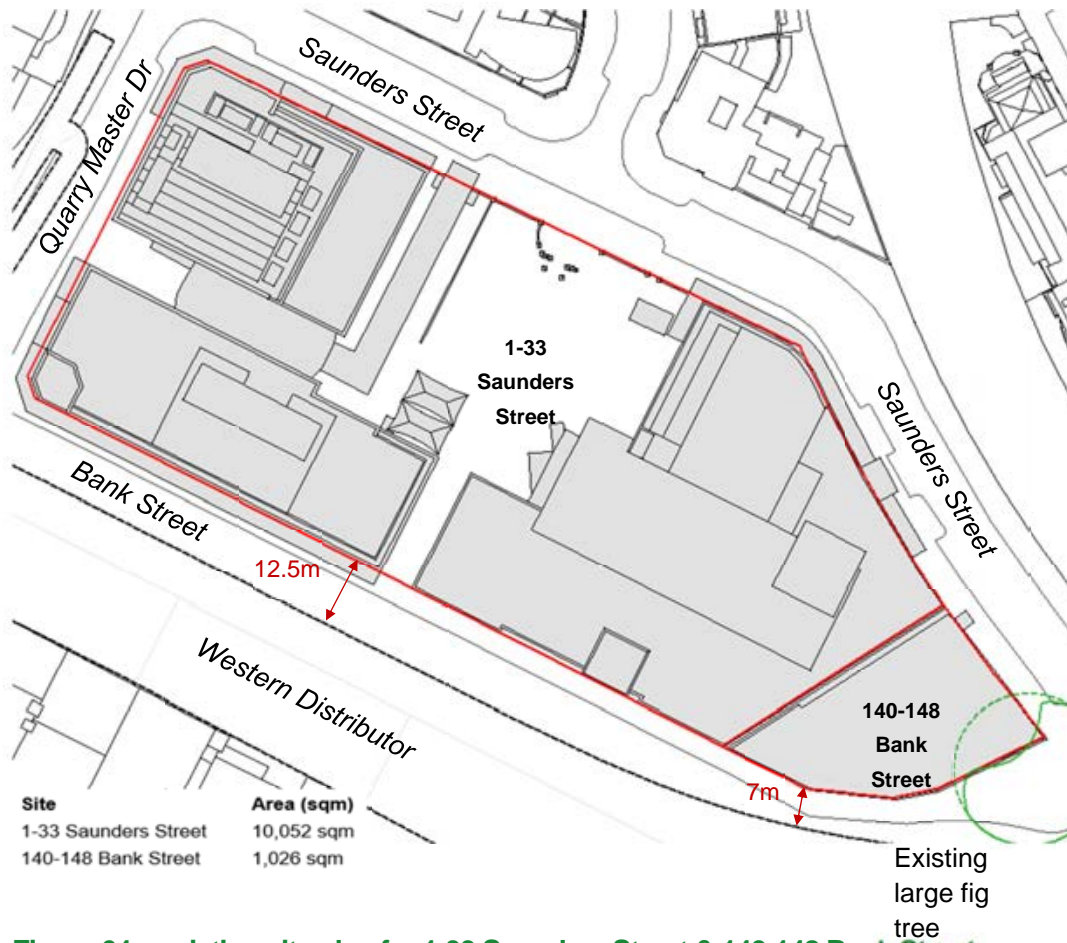


Figure 64 – existing site plan for 1-33 Saunders Street & 140-148 Bank Street

Urban design principles

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

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

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties, including the approved Blackwattle Bay planning envelopes, have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 68).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

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

Match **land use** to place –

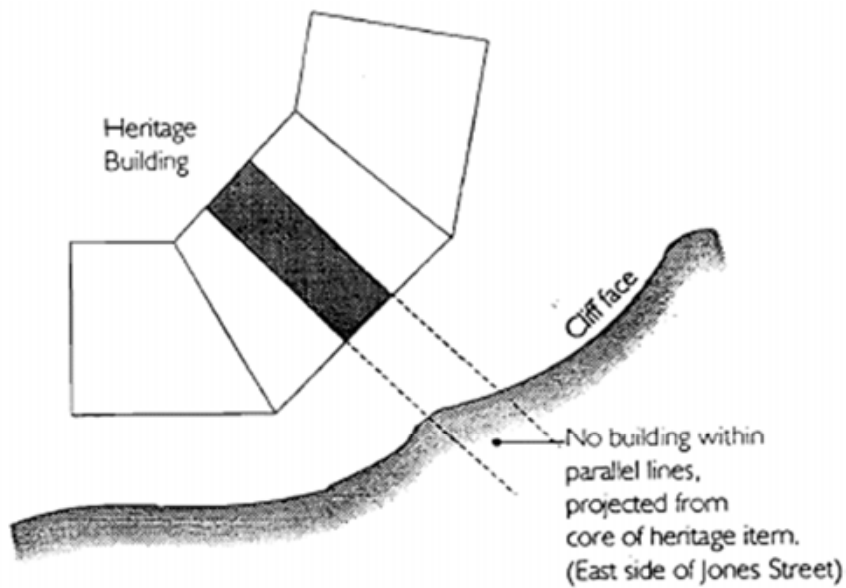
The residential use extends the neighbouring residential area to the north and east.

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

A view corridor of the former CSR McCaffrey's building first found in planning controls late last century intersects the site and building heights and form is adjusted to maintain this view corridor (refer Figure 65 and Figure 66).

Maximise development **within constraints** –

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

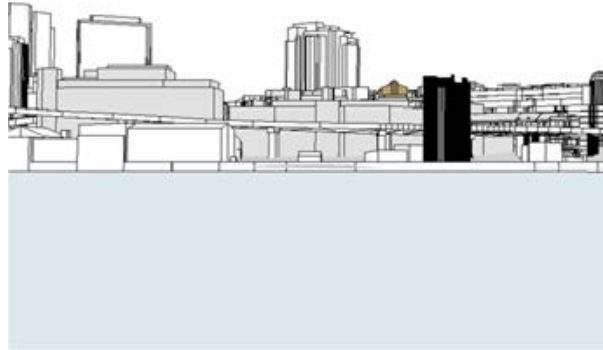


b) Development in respect of Heritage Building

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

Figure 65 – view corridor identified in the Ultimo-Pyrmont Precinct Urban Development Plan to the ‘Former CSR McCaffery’s Building’
Source: Ultimo-Pyrmont Precinct Urban Development Plan 1999 Update; Fig. 9. b) ‘Development in respect of heritage Building’, Page 93-94

Existing



Draft BWB LEP instrument



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

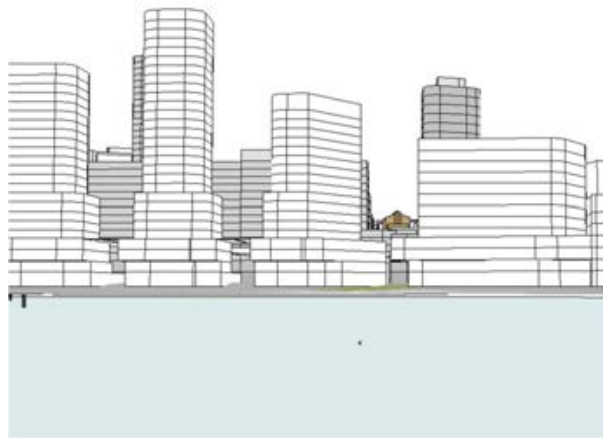
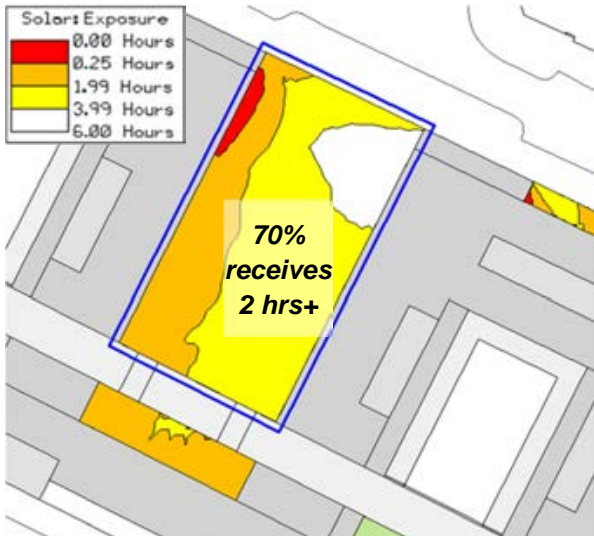
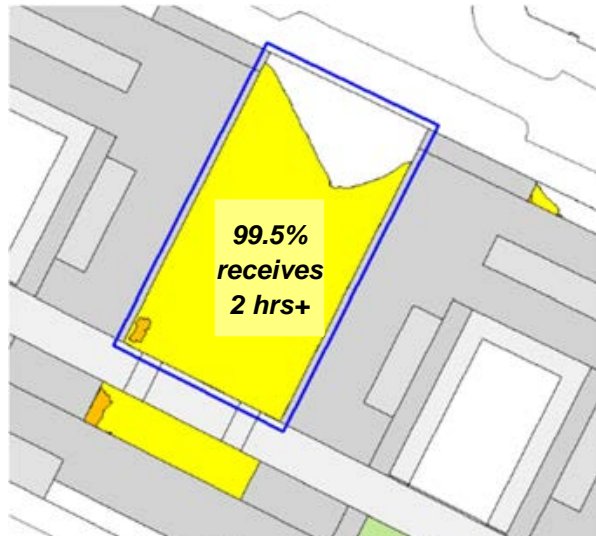


Figure 66 – view across Blackwattle Bay from the Glebe Foreshore Walk (Stage 5)

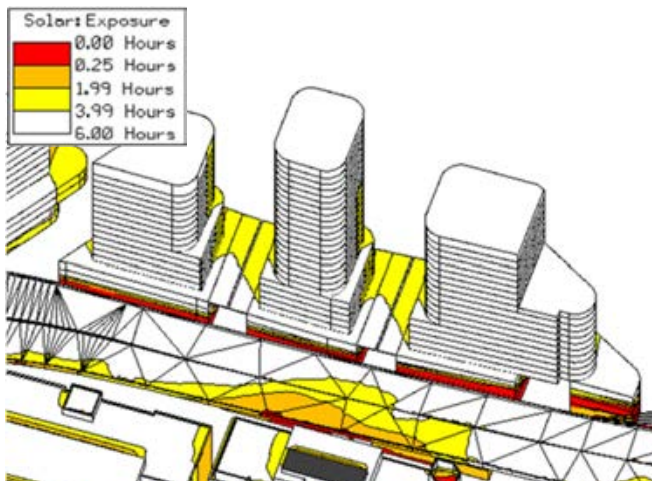


21 June, 9am-3pm

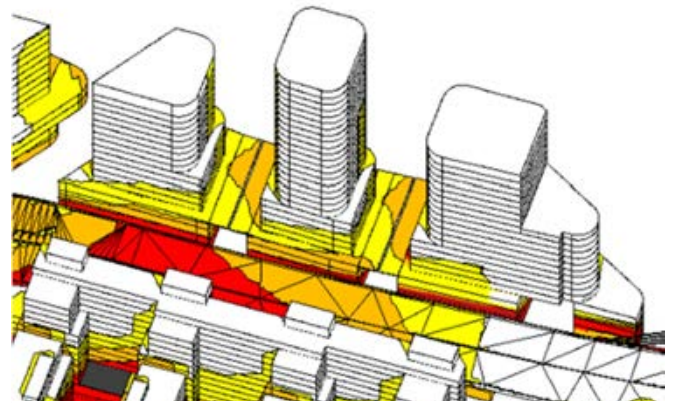


22 September, 9am-3pm

Figure 67 – solar access to public deep soil



21 June, 9am-3pm – BWB LEP



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

Figure 68 – solar access to Blackwattle Bay LEP **planning envelopes**

The Blackwattle Bay Design Guidelines specify that a “*minimum of two hours sunlight at equinox is to be provided to 70% of the northern foreshore promenade between 8am and 4pm...*” (S3.3.3, p.25). As shown in Figure 69, the proposed controls for 1-33 Saunders Street and

22 Sept, 9am-3pm – BWB LEP + **proposed**



Figure 69 – solar insolation to the Blackwattle Bay northern foreshore promenade

Proposed controls

For 1-33 Saunders Street the proposed controls are for mixed use; with ground floor commercial and retail uses and residential uses above. The site is to have an FSR of 4.21:1 with a Design Excellence clause; a height limit of 54 metres and 15 storeys; and a deep soil requirement for at least 15% of the site. For 140-148 Bank Street the proposed controls are for commercial with an FSR of 10.9:1 with a Design Excellence clause; and a height limit of 85 metres and 21 storeys. These controls can both be seen in Table 20.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 70.

Table 20 – proposed planning controls for 1-33 Saunders Street & 140-148 Bank Street

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

Widen narrow footpath

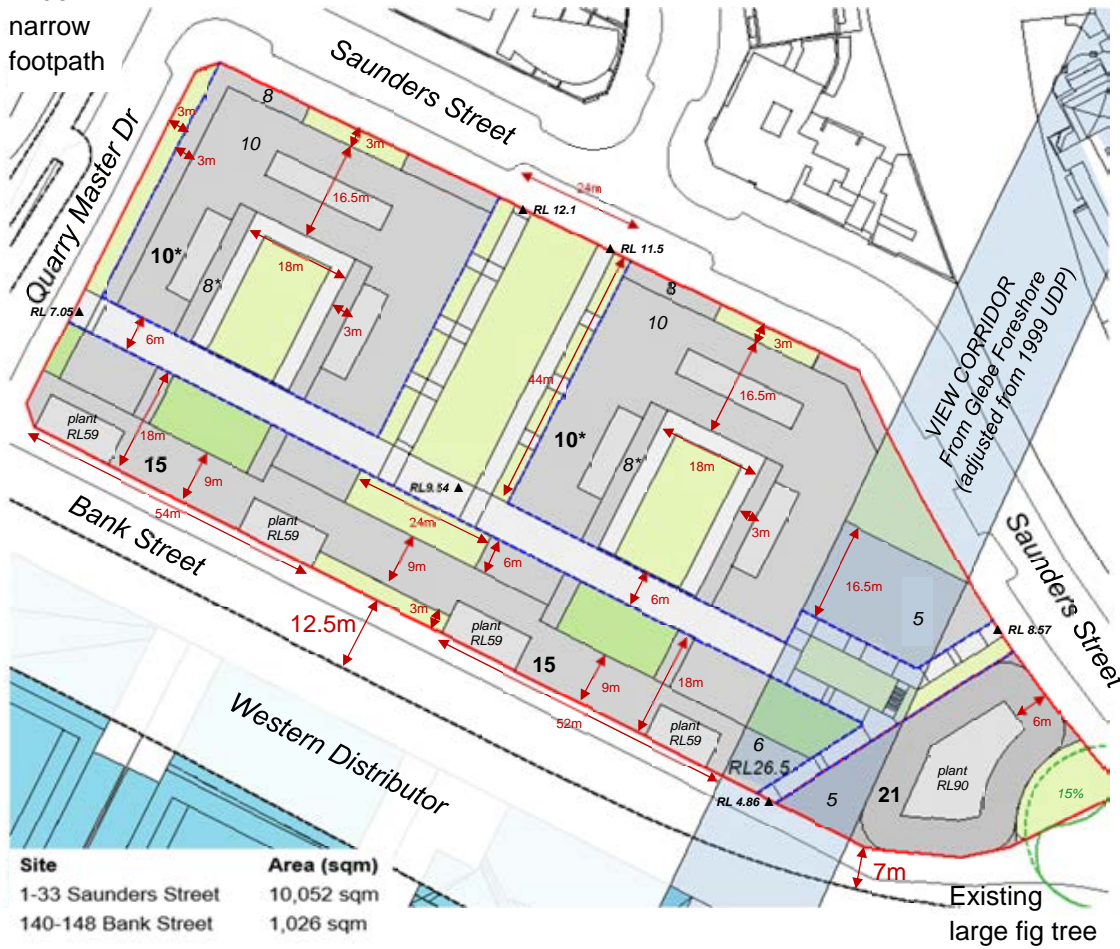


Figure 70 – proposed site plan for 1-33 Saunders Street & 140-148 Bank Street

Visualisation



Figure 71 – view locations

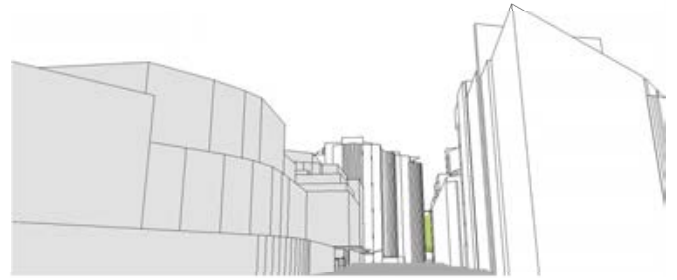
Ultimo Pyrmont Urban Design Study

Existing (35mm lens)

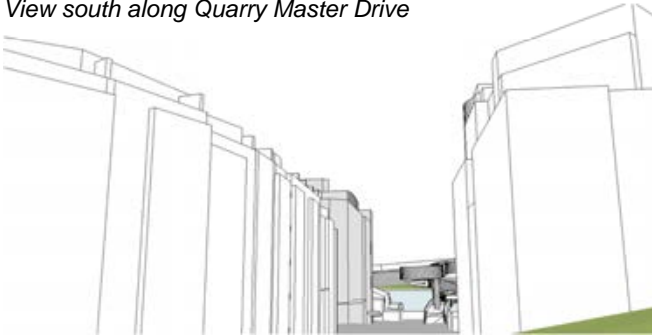
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive

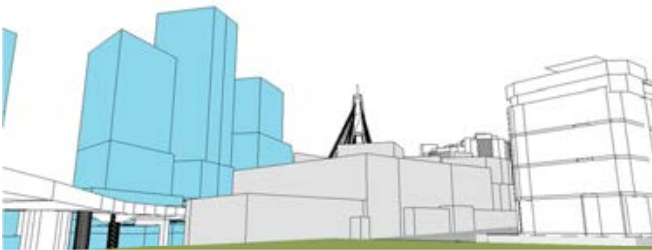


View south from Carmichael Park

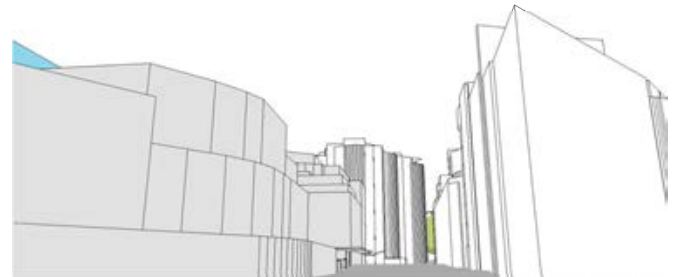


Existing + approved (35mm lens)

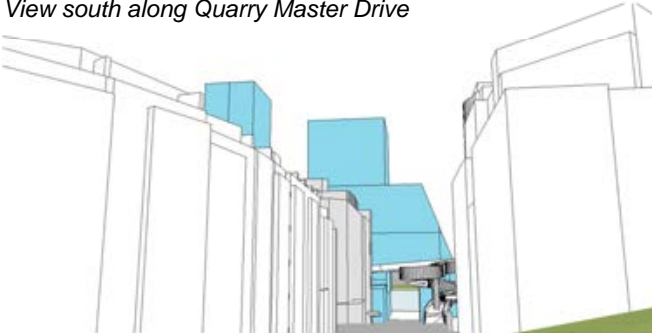
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive



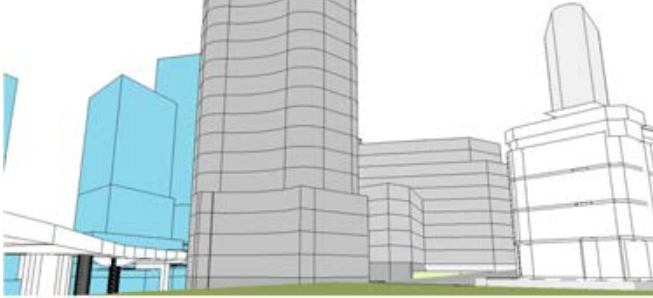
View south from Carmichael Park



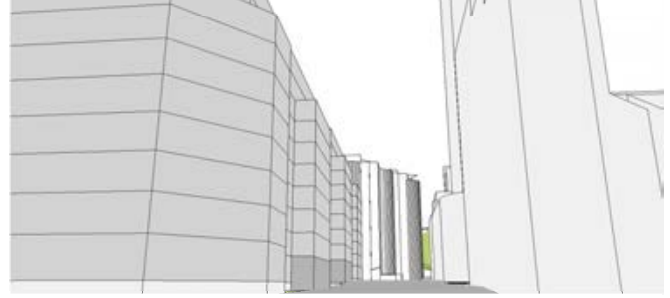
Ultimo Pyrmont Urban Design Study

Proposed (35mm lens)

View west from Miller Street Civic Space



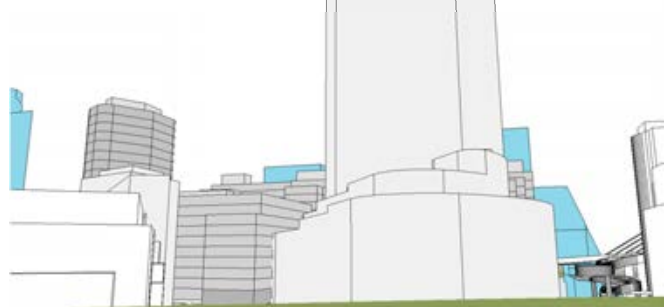
View west along Saunders Street



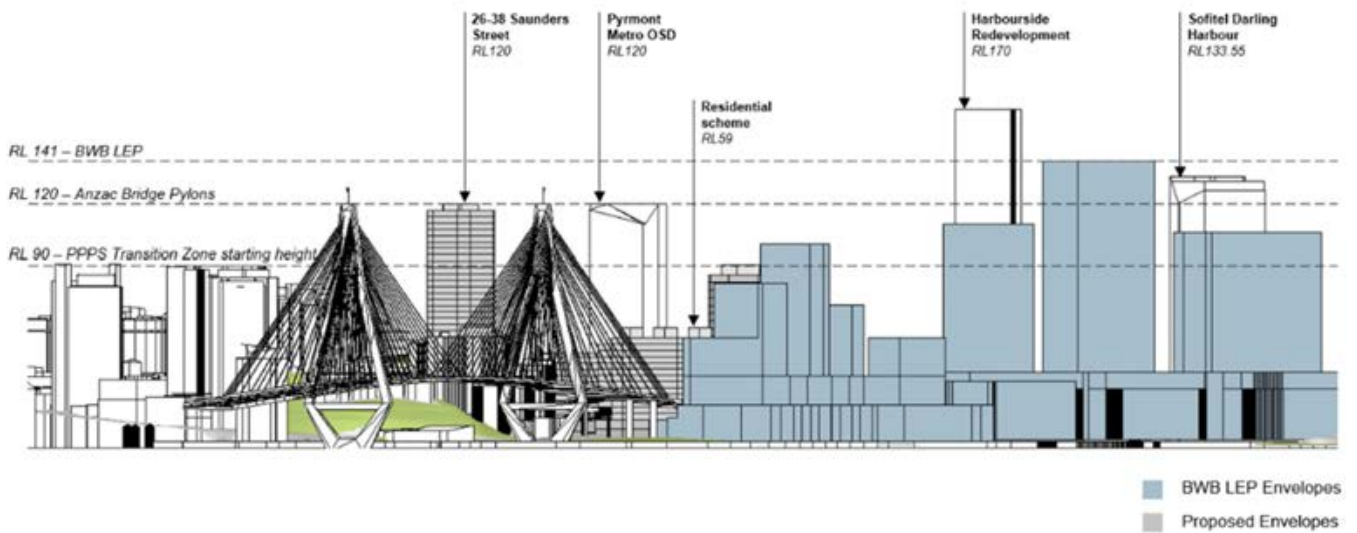
View south along Quarry Master Drive – 35mm lens



View south from Carmichael Park – 35mm lens



Elevation – looking east



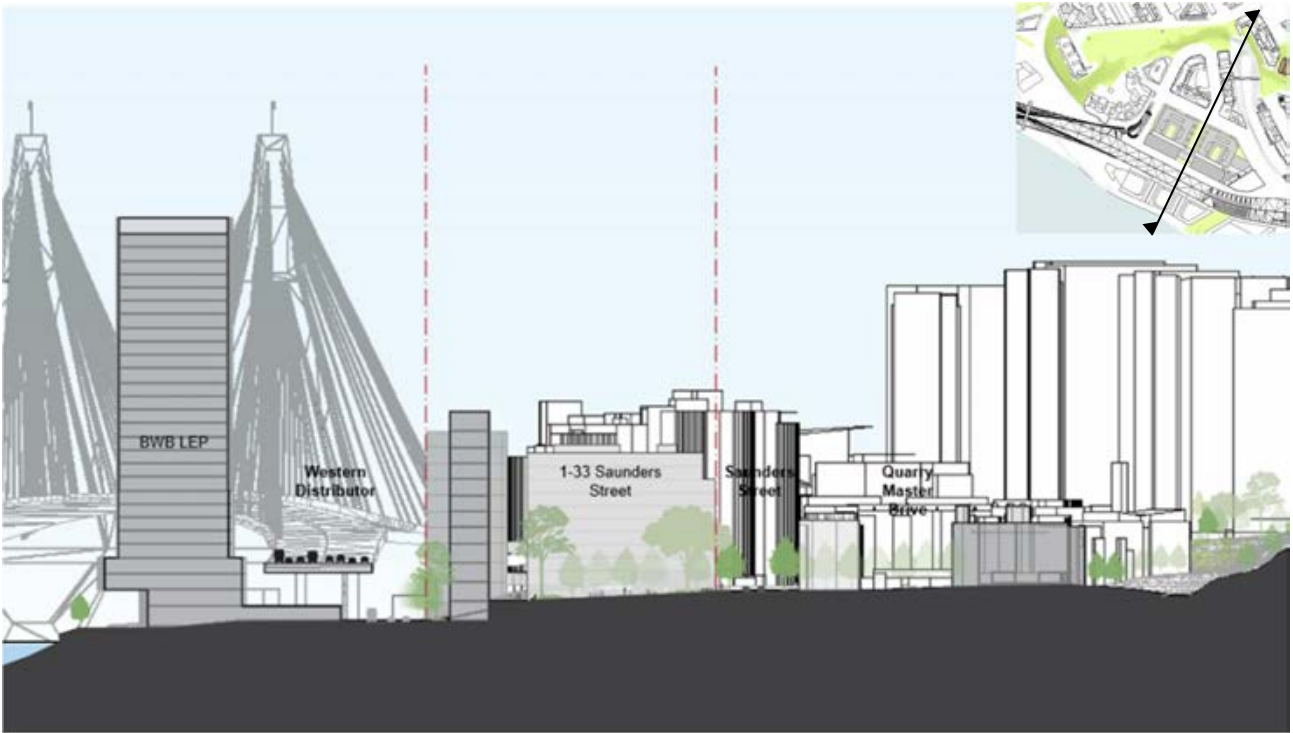


Figure 72 – Section of 1-33 Saunders Street and the Blackwattle Bay planning envelopes, looking west

26-38 Saunders Street

Overview

26-38 Saunders Street (Lot 31 DP 859243, Lot 20 SP 61725, Lots 1-18 SP 61725, Lots 22-33 SP 61725, Lots 35-64 SP 62121, Lots 65-66 SP 65131) is located between Distillery Hill/Jacksons Landing to the north and the Blackwattle Bay SSP to the south. It is bound by Saunders Street to the south, with Quarry Master Drive encircling the west, north and east of the site (refer Figure 73 and Figure 74).



Figure 73 – location plan of 26-38 Saunders Street



Figure 74 – oblique aerial of 26-38 Saunders Street

Background

26-38 Saunders Street was included in the Department of Planning's initial study. In this review it was given an FSR of 6.50 and a height of approximately 77m (measured off of the model), as shown in Figure 75. The study did not consider good design for wind, the poor amenity of the surrounding streets, and effects of sunlight on surrounding sites. These controls can be seen in Table 21 below.

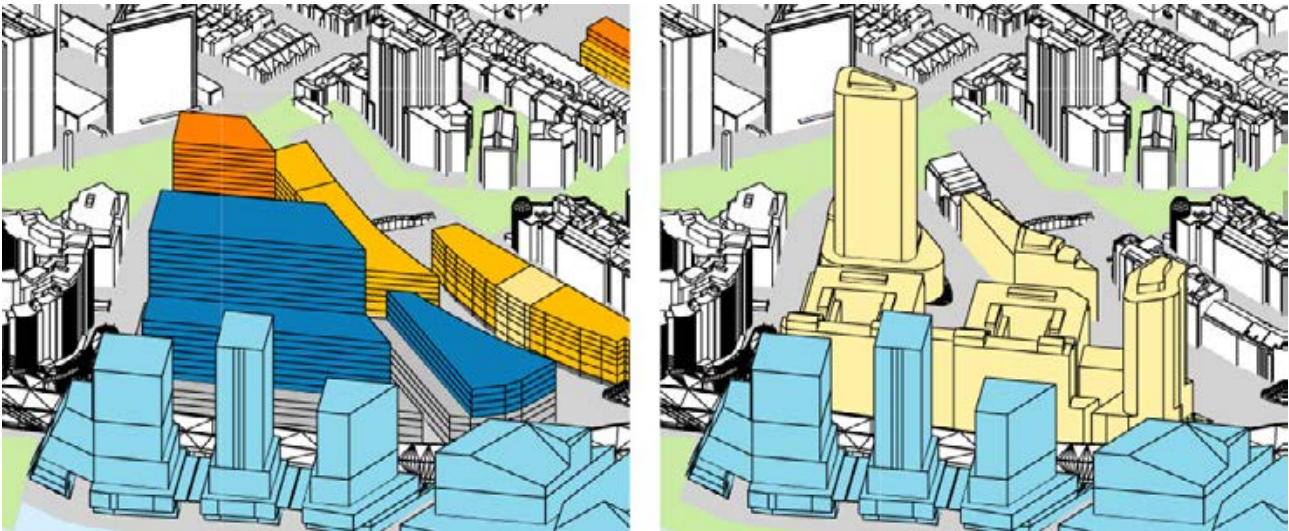


Figure 75 – comparison of Department of Planning's initial study and City of Sydney's study for 26-38 Saunders Street

Table 21 – Department of Planning's initial study for 26-38 Saunders Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	20,254 sqm	22,889 sqm
Floor space ratio	6.5	6.67 + DesEx
Height of building	77m <i>(HoB not specified & plant excl.)</i>	108m
Height in storeys	23 <i>(HiS not specified)</i>	33^
Deep soil	0%	15%

Existing controls

26-38 Saunders Street is currently occupied by a strata residential building. The building is generally built to the street frontage along Saunders Street and to the western and north frontages along Quarry Master Drive, with small sections of articulation. Along the eastern frontage to Quarry Master Drive is a central courtyard, primarily occupied by communal open space. The existing controls can be seen in Table 22 below. The layout and position of the site can be seen in Figure 76.

Table 22 – existing building and existing planning controls for 26-38 Saunders Street

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



Figure 76 – existing site plan for 26-38 Saunders Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 77).

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

The street setbacks and tower placement have been carefully placed to allow more sunlight and light into the streets, see Figure 78, so that more than half the surrounding streets will now receive more than 2 hours sunlight in midwinter.

Maximise development **within constraints** –

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

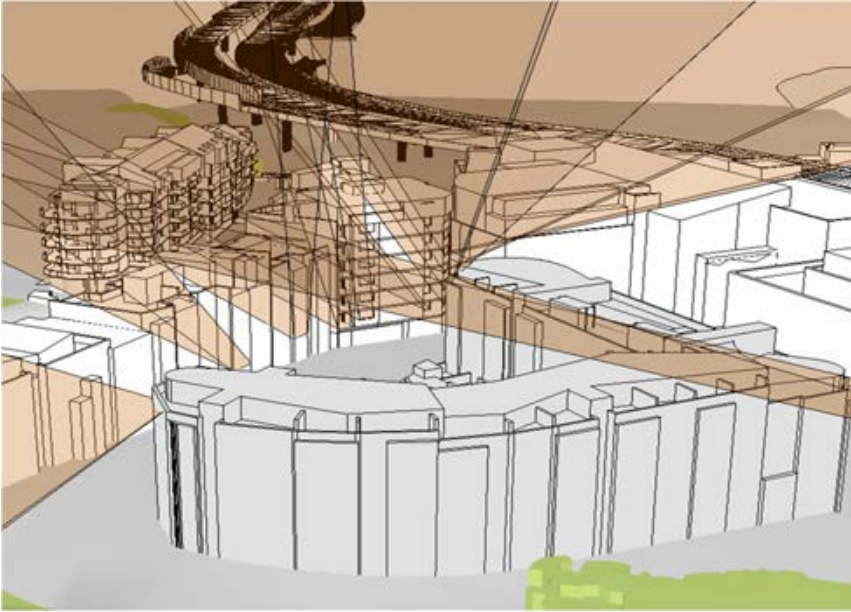


Figure 77 – solar access to adjoining residential properties

21 June, 9am-3pm – existing

21 June, 9am-3pm – All redeveloped



Figure 78 – solar access to streets around 26-38 Saunders Street

21 June, 9am-3pm – with 26-38 Saunders Street proposal

22 September, 9am-3pm – with 26-38 Saunders Street proposal

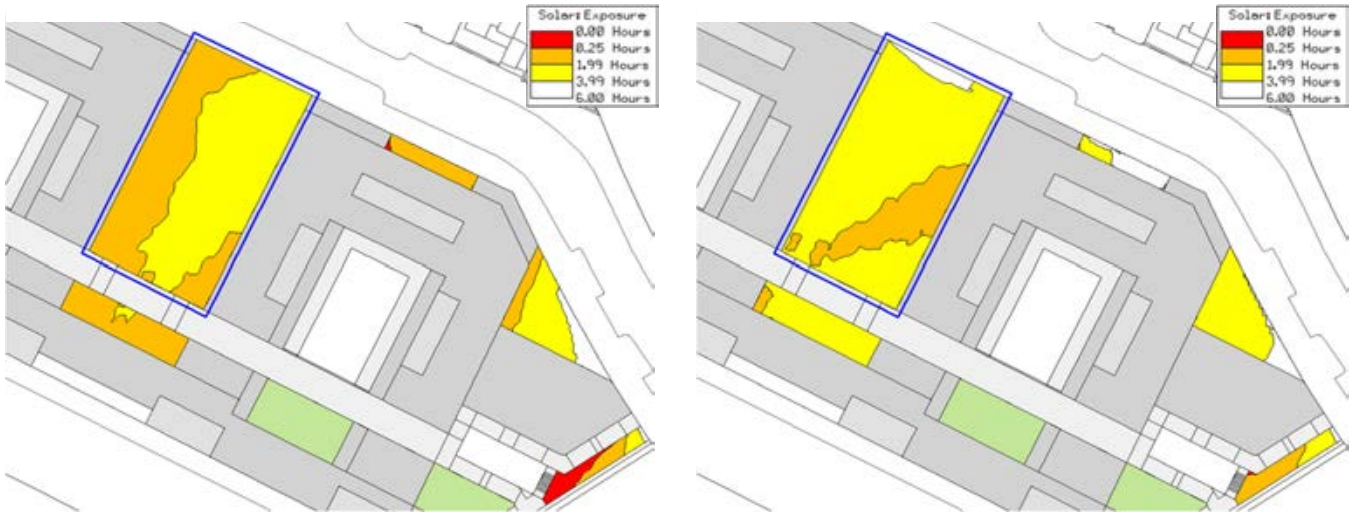
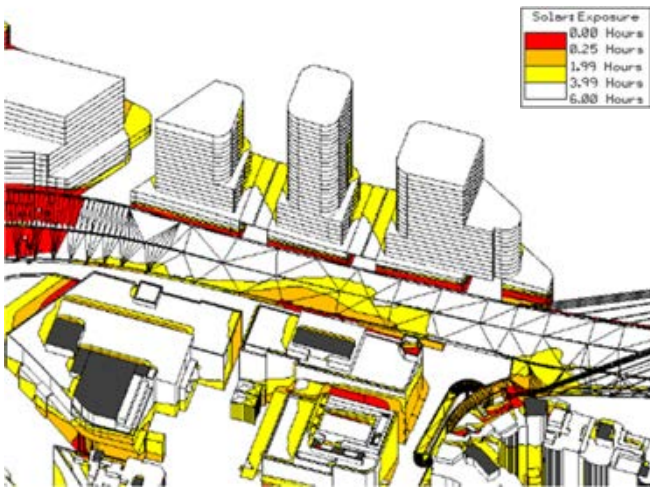


Figure 79 – solar access to square at 1-33 Saunders Street

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21 June, 9am-3pm – BWB LEP + existing



21 June, 9am-3pm – BWB LEP + 26-38 Saunders Street,

1-33 Saunders Street & 140-148 Bank Street

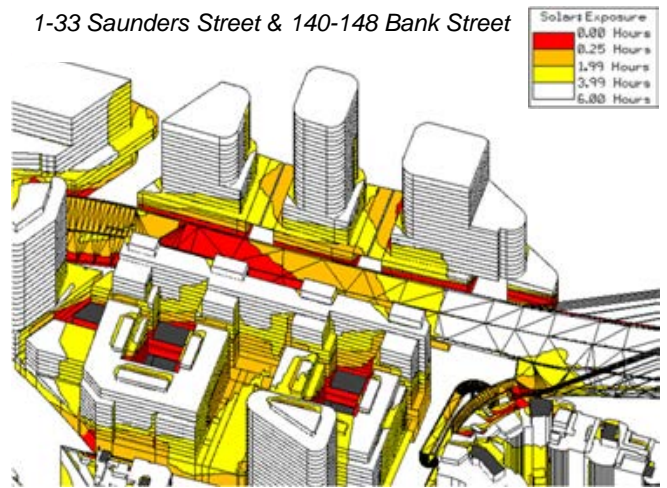


Figure 80 – Solar access to Blackwattle Bay planning envelopes

Proposed controls

For 26-38 Saunders Street, the proposed controls are for a residential use, with ground floor retail fronting Saunders Street. There is an FSR of 6.67:1 with a Design Excellence clause; a height limit of 108 metres (limited in height to that of the Anzac Bridge pylon – RL 120m) and 33 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 23 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 81.

Table 23 – proposed planning controls for 26-38 Saunders Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	R1 – GR	Mixed Use
Floor space ratio	<i>2.56 approx.</i>	3.0	6.67+ DesEx
Height of building	<i>19.5m</i>	24m	108m (RL120m)
Height in storeys	6	7	33^
Deep soil	<i>n/a</i>	10%	15%



Figure 81 – proposed site plan for 26-38 Saunders Street

Visualisation



Figure 82 – view locations

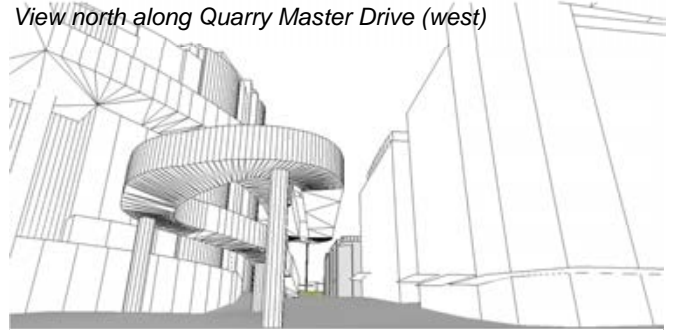
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Existing (28mm lens)

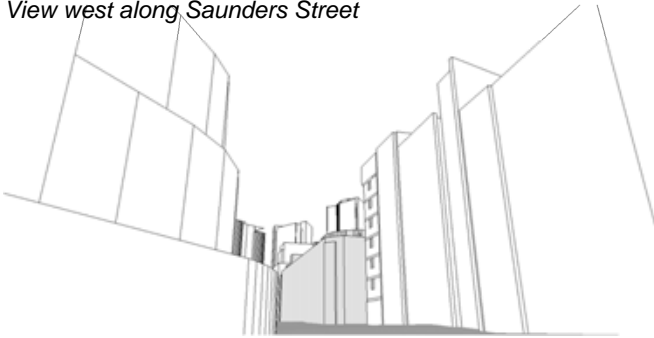
View north along Quarry Master Drive (east)



View north along Quarry Master Drive (west)



View west along Saunders Street



View south from Carmichael Park

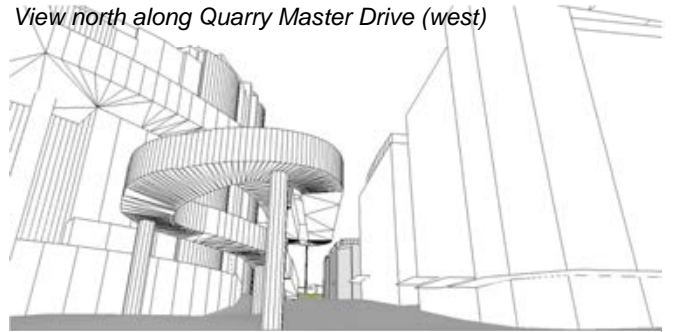


Existing + approved (28mm lens)

View north along Quarry Master Drive (east)



View north along Quarry Master Drive (west)



View west along Saunders Street



View south from Carmichael Park



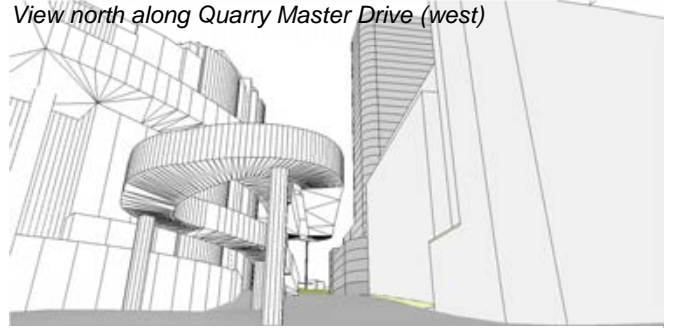
Ultimo Pymont Urban Design Study

Proposed (28mm lens)

View north along Quarry Master Drive (east)



View north along Quarry Master Drive (west)



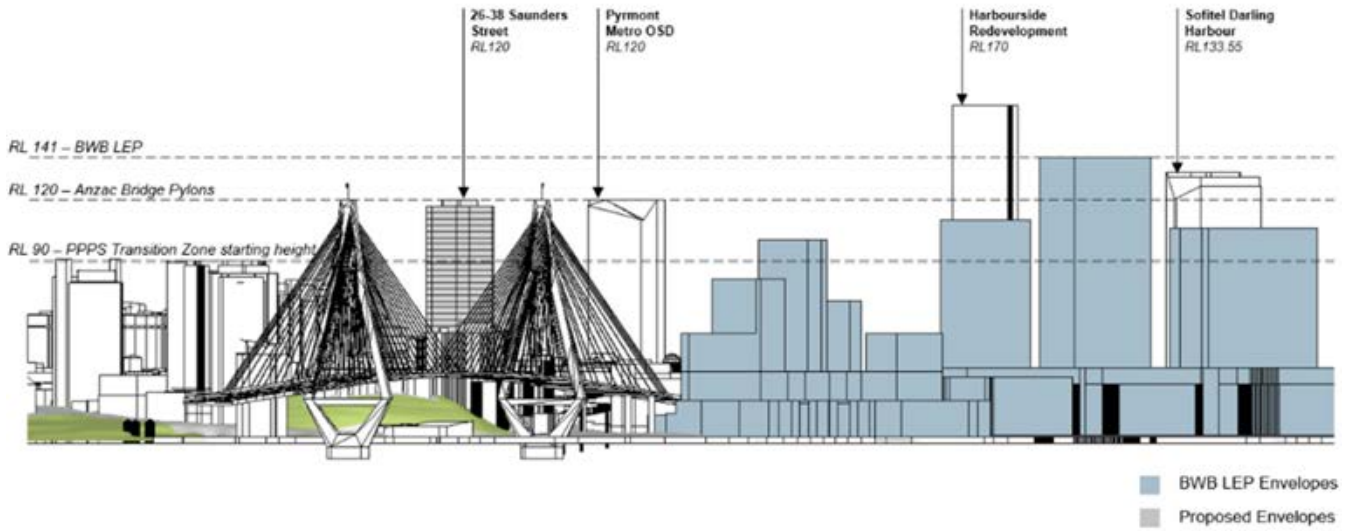
View west along Saunders Street



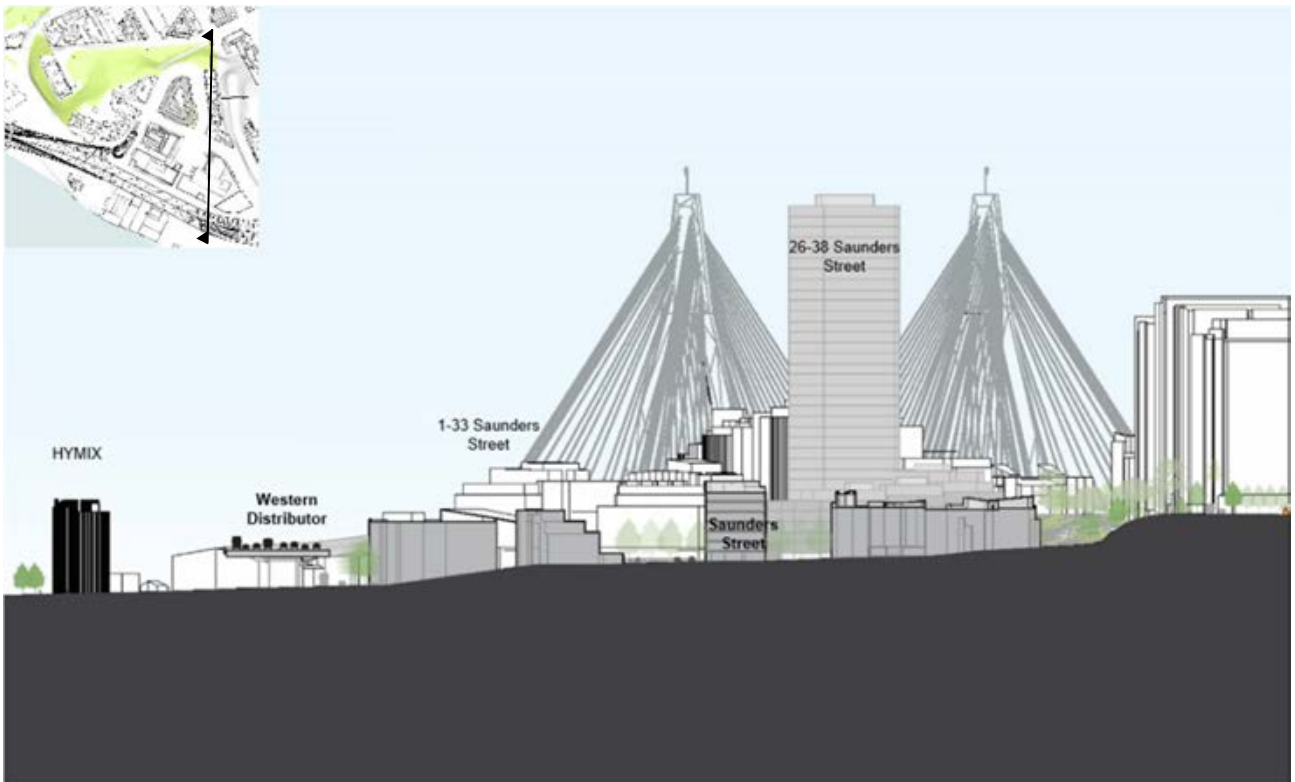
View south from Carmichael Park



Elevation – looking east



Section – looking west



14 Quarry Master Drive

Overview

14 Quarry Master Drive (Lot 98 DP 1013159, Lots 1-21 SP 70798, Lots 23-63 SP 71480) fronts (clockwise) Quarry Master Drive to the west, a light rail corridor to the east and Saunders Street to the south. Within the northern section of the site is a small pedestrian arcade that connects to a bridge across the light rail cutting, connecting to the Jones Street Pocket Park (refer Figure 83 and Figure 84).



Figure 83 – location plan of 14 Quarry Master Drive

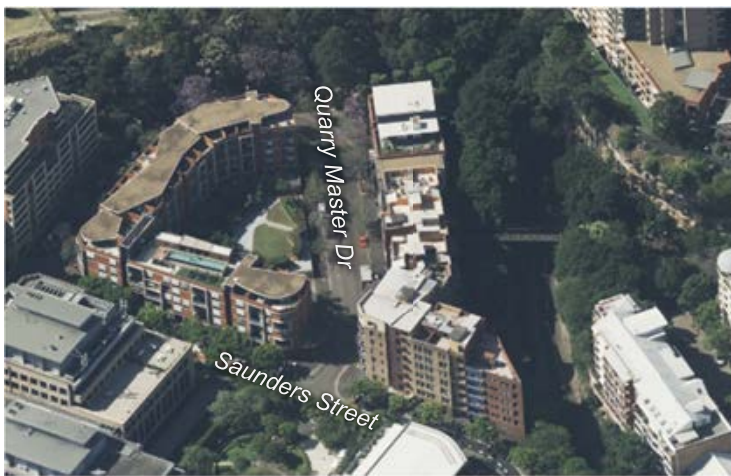


Figure 84 – oblique aerial of 14 Quarry Master Drive

Background

14 Quarry Master Drive was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of 35m. The study did not consider the poor connections to existing open space to the east of the site, the existing poor connections of the streets, and effects of sunlight on surrounding sites. These envelopes and corresponding controls can be seen in Figure 85 and Table 24, respectively.

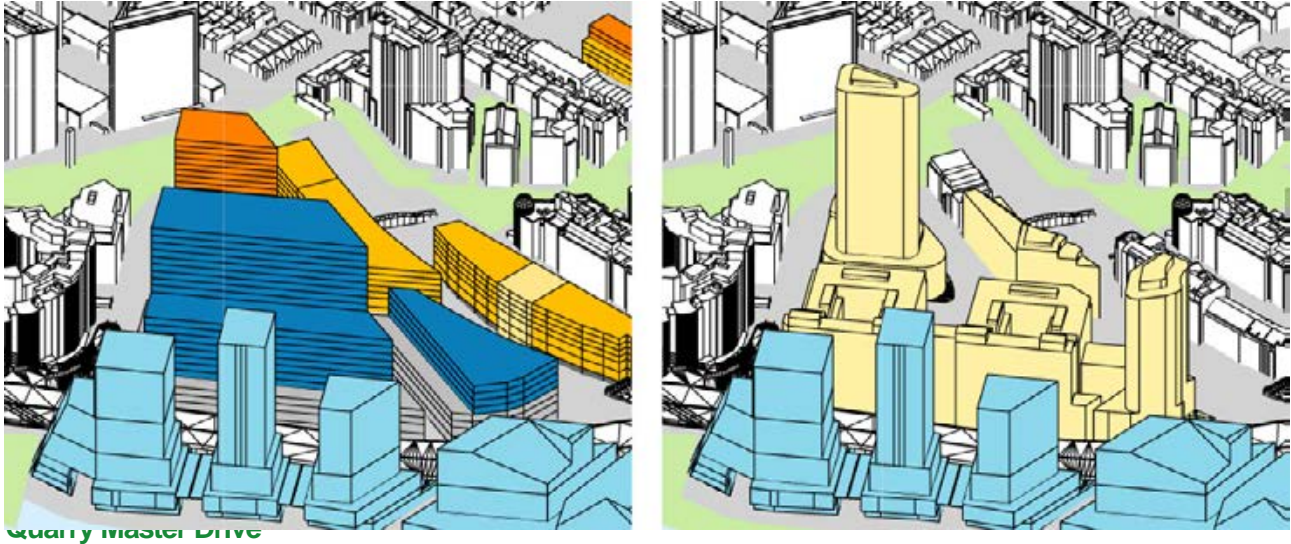


Table 24 – Department of Planning's initial study for 14 Quarry Master Drive

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

Existing controls

14 Quarry Master Drive is currently occupied by an eight-storey residential building, with a small retail use on the corner of Saunders Street and Quarry Master Drive. The building is generally built to the street frontages, with minor setbacks and areas of articulation, there is an approximately three metre setback to the light rail corridor. The existing controls and layout of the site can be seen in Table 25 and Figure 86, respectively.

Table 25 – existing building and existing planning controls for 14 Quarry Master Drive

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

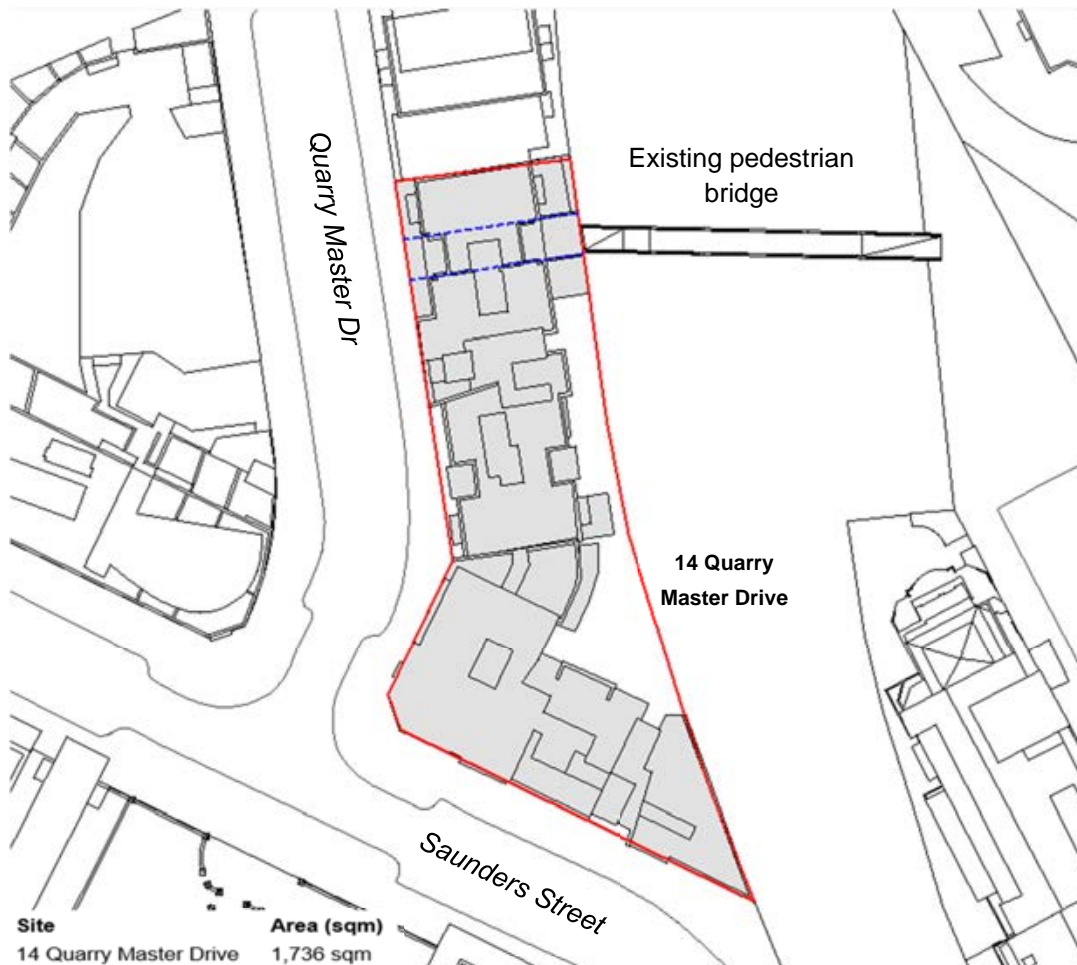


Figure 86 – existing site plan for 14 Quarry Master Drive

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 87).

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

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

Maximise development **within constraints** –

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



Figure 87 – solar access to adjoining residential properties

Proposed controls

For 14 Quarry Master Drive, the proposed controls are for a residential use, with ground floor retail fronting Saunders Street. There is an FSR of 3.88:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 26 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 88.

Table 26 – proposed planning controls for 14 Quarry Master Drive

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

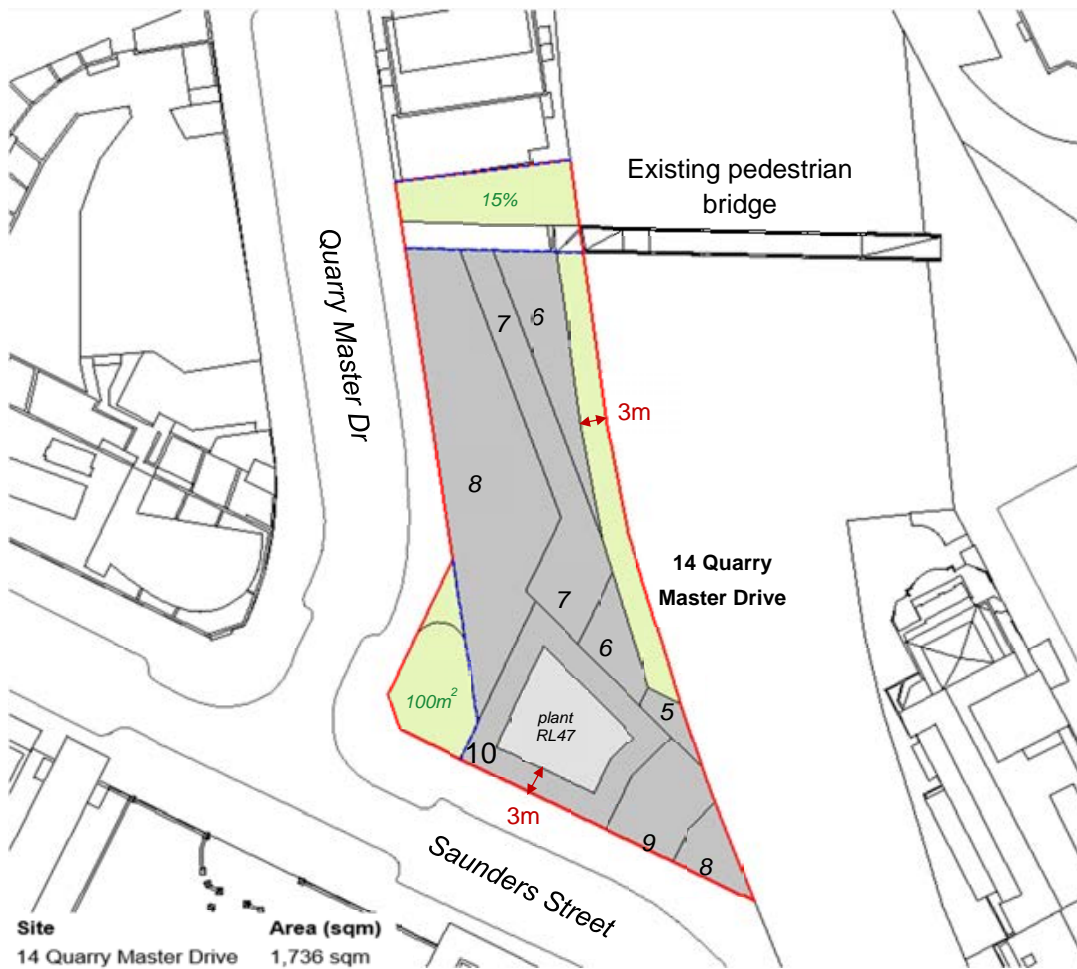


Figure 88 – proposed site plan for 14 Quarry Master Drive

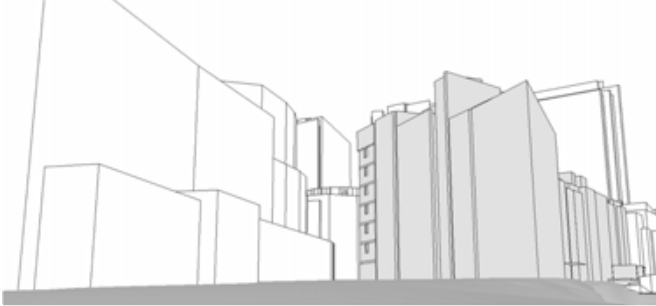


Figure 89 – view locations

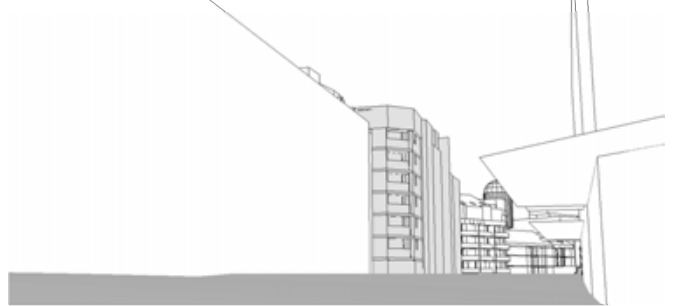
Visualisation

Existing

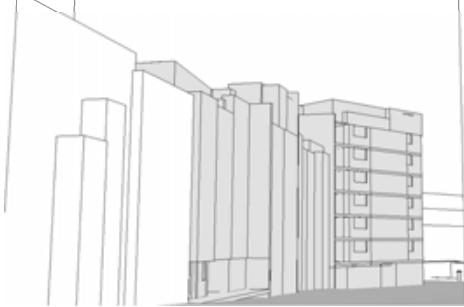
View north along Saunders Street



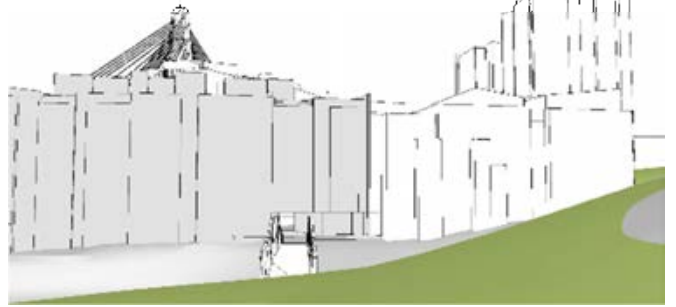
View west along Saunders Street



View south along Quarry Master Drive

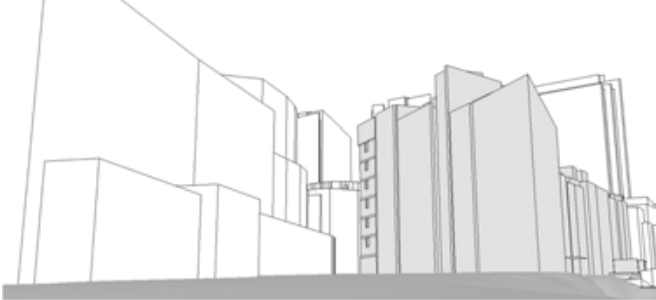


View west across pedestrian bridge



Existing + approved

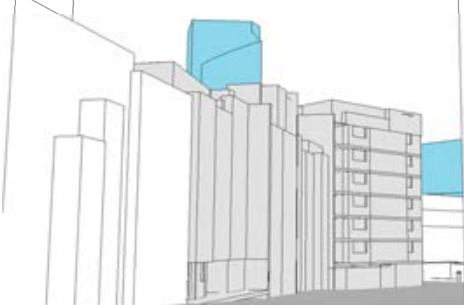
View north along Saunders Street



View west along Saunders Street



View south along Quarry Master Drive



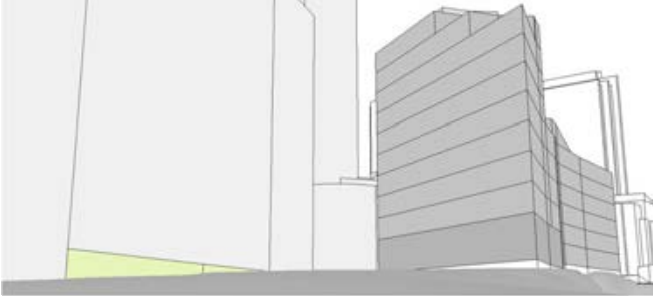
View west across pedestrian bridge



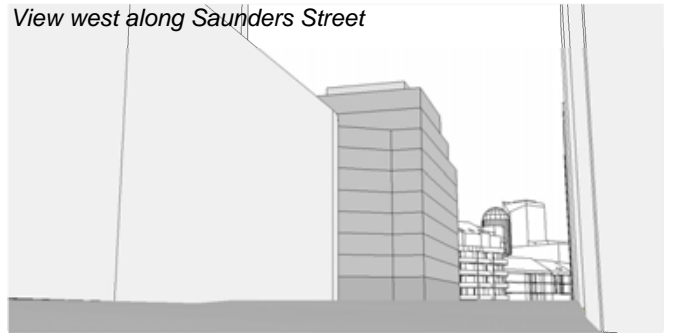
Ultimo Pyrmont Urban Design Study

Proposed

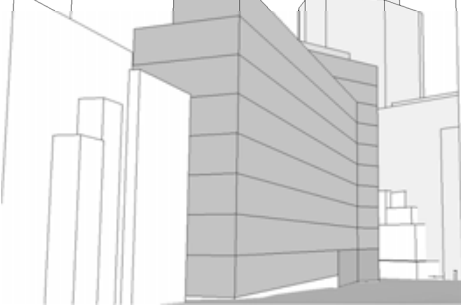
View north along Saunders Street



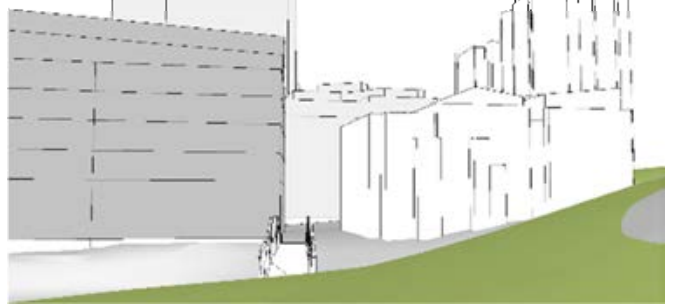
View west along Saunders Street



View south along Quarry Master Drive



View west across pedestrian bridge

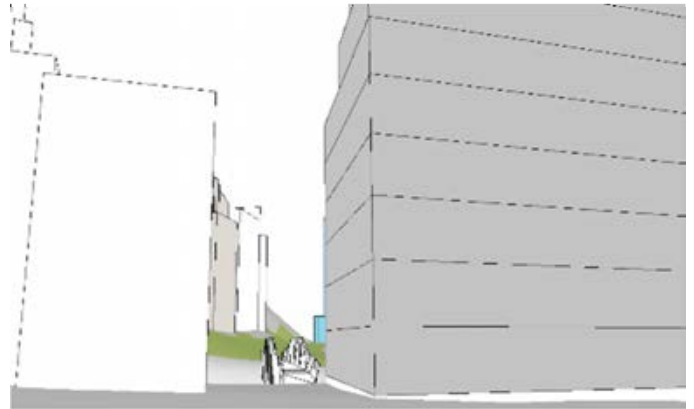


Proposed connection to light rail overbridge

Existing view east from Quarry Master Drive (35mm)



Proposed view east from Quarry Master Drive (35mm)



80-84 Harris Street

Overview

80-84 Harris Street ((Lot D DP 50010; Lot 1 DP 131342; and Lot 31 DP 1109942, Lots 1-10 SP 79258) are three adjoining sites located towards the northern end of Harris Street, in close proximity to the John Street Square light rail station (refer Figure 90 and Figure 91).



Figure 90 – location plan of 80-84 Harris Street



Figure 91 – oblique aerial of 80-84 Harris Street

Background

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

Existing controls

80-84 Harris is currently occupied by three separate buildings. 80 Harris Street and 82 Harris Street both contain heritage listed two-storey commercial buildings, occupied by retail and commercial uses. 84 Harris Street contains a four-storey residential building with a ground floor retail tenancy, held in a strata. These controls and the layout and position of the site can be seen in Table 27 and Figure 92, respectively.

Table 27 – existing building and existing planning controls for 80-84 Harris Street

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



Figure 92 – existing site plan for 80-84 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 1695).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

Maximise development **within constraints** –

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



Figure 93 – solar access to adjoining residential properties

Proposed controls

For 80-84 Harris Street, the proposed controls are for a residential uses above lower-level retail and commercial uses with an FSR of 2.75:1 with a Design Excellence clause; a height limit of 32 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 28 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 94.

Table 28 – proposed planning controls for 80-84 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Comm & Residential</i>	<i>MU1 – MU</i>	<i>Mixed use</i>
Floor space ratio	<i>2.13 approx.</i>	<i>1.25</i>	<i>2.75 + DesEx</i>
Height of building	<i>15m</i>	<i>9m</i>	<i>32m</i>
Height in storeys	<i>4^</i>	<i>2</i>	<i>8^</i>
Deep soil	<i>TBC</i>	<i>10%</i>	<i>10%</i>



Figure 94 – proposed site plan for 80-84 Harris Street

Visualisation



Figure 95 – view locations

Ultimo Pymont Urban Design Study

Existing

View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street



Existing + approved

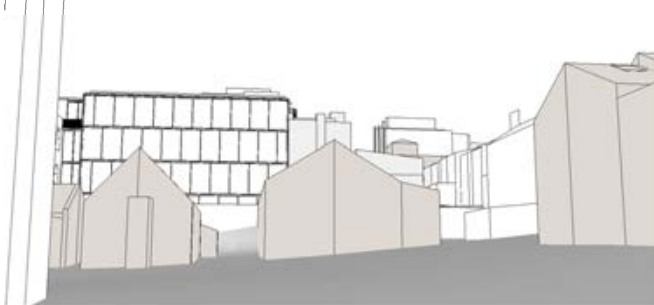
View north along Harris Street



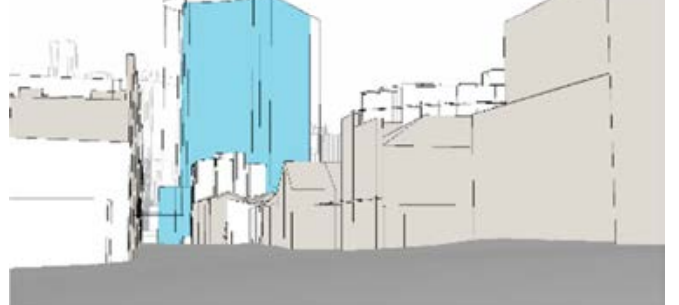
View south along Harris Street



View west from Jones Bay Road



View east along John Street



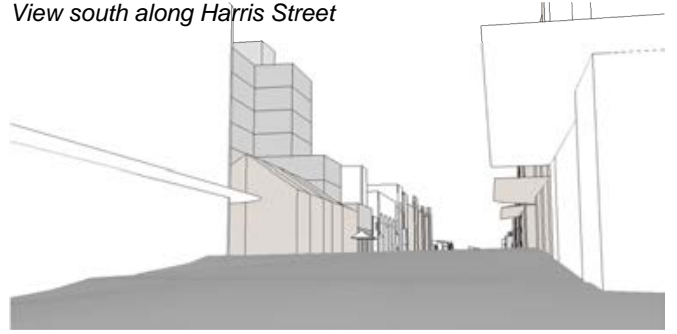
Ultimo Pyrmont Urban Design Study

Proposed

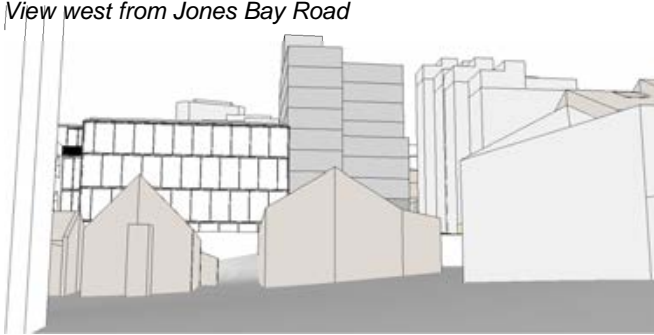
View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street



79-93 John Street

Overview

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

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

The location and existing buildings can be seen in Figure 96 and Figure 97 below.

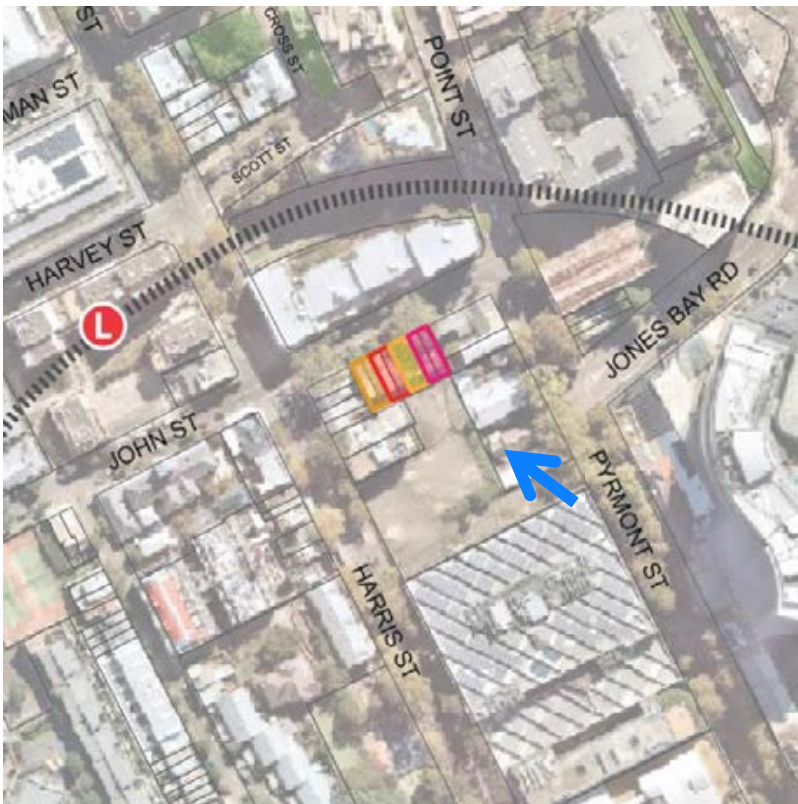


Figure 96 – location plan of 79-93 John Street



Figure 97 – oblique aerial of 79-93 John Street

Background

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

Existing controls

79-93 John Street are currently occupied by eight terrace houses, formed in pairs of two. Each terrace was originally two storeys, however at least one has added a third level through an attic conversion. The existing site controls can be seen in Table 29 below, while the layout and position of the buildings can be seen in Figure 98.

Table 29 – existing building and existing planning controls for 79-93 John Street

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



Figure 98 – existing site plan for 79-93 John Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 1699).

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

The sites are not exposed to noise.

Match **land use** to place –

The residential use is maintained on these sites.

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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



Figure 99 – solar access to adjoining residential properties

Proposed controls

For 79-93 John Street, the proposed controls are for residential uses, with ground floor retail uses to John Street for 79-81 and 83-85 John Street. As shown Table 30, a different FSR and height (with a Design Excellence clause) has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 100

Table 30 – proposed planning controls for 79-93 John Street

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



Figure 100 – proposed site plan for 79-93 John Street

Visualisation



Figure 101 – view locations

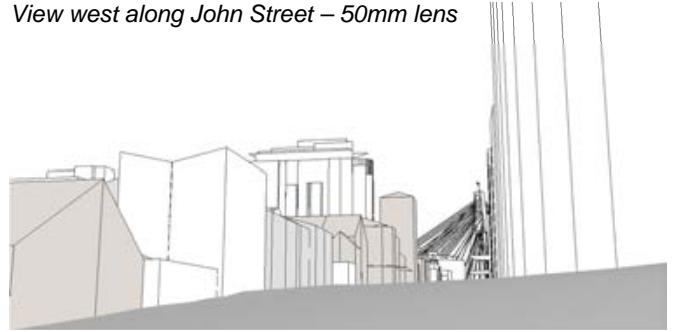
Ultimo Pymont Urban Design Study

Existing

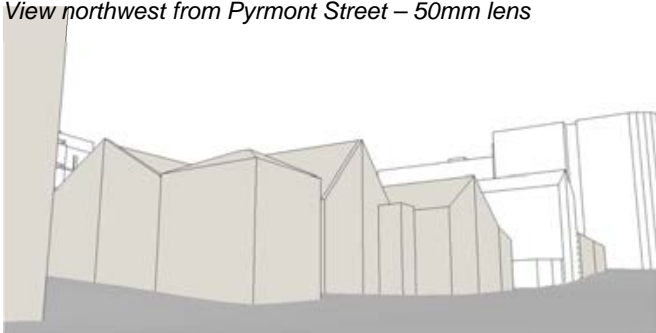
View east along John Street – 50mm lens



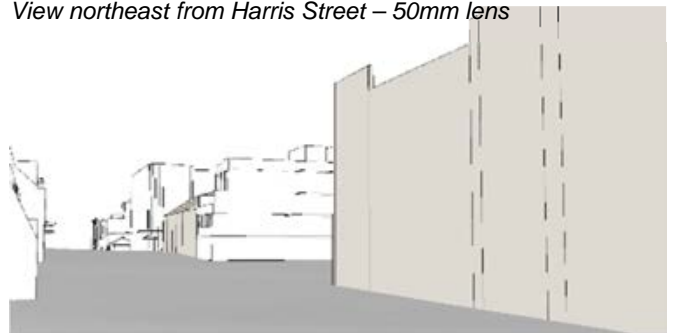
View west along John Street – 50mm lens



View northwest from Pymont Street – 50mm lens



View northeast from Harris Street – 50mm lens



Existing + approved

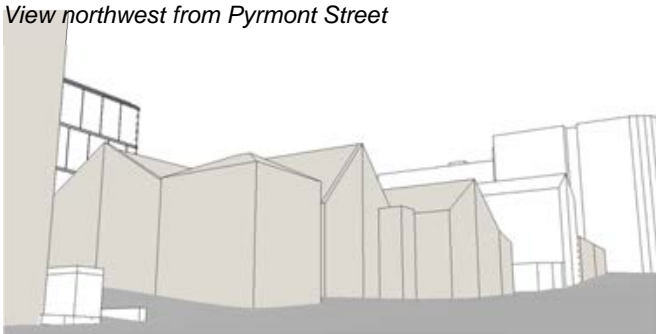
View east along John Street



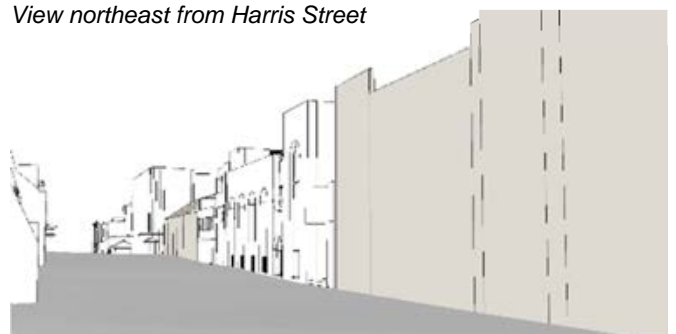
View west along John Street



View northwest from Pymont Street



View northeast from Harris Street



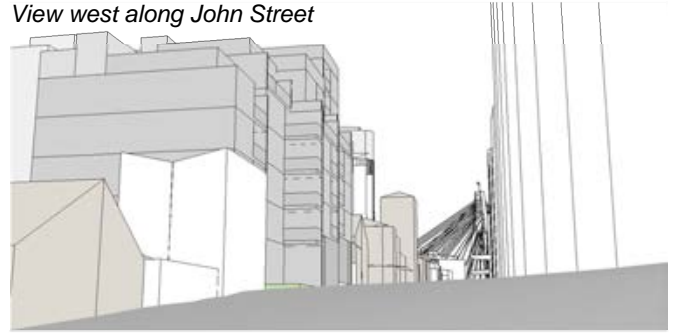
Ultimo Pymont Urban Design Study

Proposed

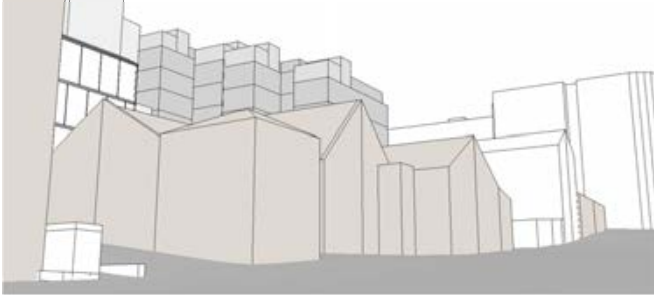
View east along John Street



View west along John Street



View northwest from Pymont Street



View northeast from Harris Street



12 Pymont Street

Overview

12 Pymont Street (Lot 1 – 8 DP 1118495, and Lot 1 – 7 DP 4520) is located on the northern side of the junction of Pymont Street and Jones Bay Road. The site contains frontages to both streets, however, excludes the smaller corner sites which contain three heritage-listed terrace houses (refer Figure 103 and **Error! Reference source not found.**).



Figure 103 – location plan of 12 Pymont Street



Figure 102 – oblique aerial of 12 Pymont Street

Background

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

Existing controls

12 Pymont Street is currently occupied by the heritage listed 'Slades Building'; a three storey Federation style warehouse. The building (predating the current site configuration), fronts Pymont Street with no setback, with two irregular parcels of land to its north along Pymont Street and south along Jones Bay Road. The building is presently vacant and in very poor condition. The existing controls and the layout and position of the site can be seen in Table 31 and Figure 104 respectively.

Table 31 – existing building and existing planning controls for 12 Pymont Street

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



Figure 104 – existing site plan for 12 Pymont Street

Urban design principles

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

An existing large tree near Jones Bay Road has a canopy that extends over the site and will be preserved with deep soil under it for additional planting (refer Figure 107). The John Street view corridor is maintained as deep soil and is available for tree planting.

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

The John Street view corridor extends through the site north of the heritage significant building. This area of the site was formerly part of John Street, and the maintenance of the view corridor assists the interpretation of the heritage building as a corner building as it was when originally constructed. Residential apartments north of the site are designed with the view corridor in place and have taken advantage of outlook and light from it based on the reasonable expectation that the view corridor will be maintained (refer Figure 105 and Figure 106). The view corridor opens up views from Darling Island to the Anzac Bridge and along John Street towards the harbour and city beyond.

Maximise development **within constraints** –

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

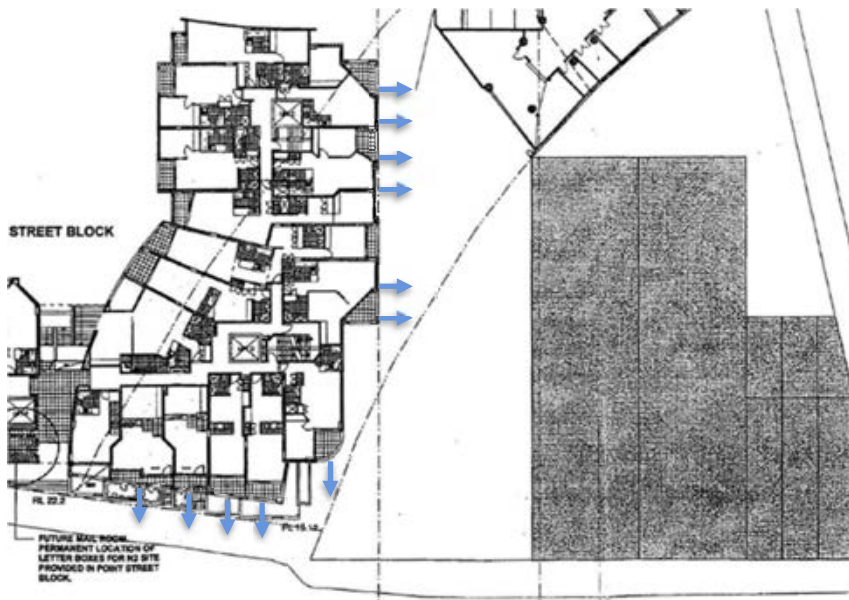


Figure 105 – Watermark Apartments at 26-28 Point Street are oriented towards the view corridor and Point Street (Source: P2001/00306 - CS237006)



Figure 106 – Watermark Apartments, overlooking the view corridor (source: Google StreetView)



Figure 107 – Established tree at 16 Pymont Street (source: Google StreetView)

Proposed controls

For 12 Pymont Street, the proposed controls are for a commercial use with an FSR of 3.50:1 with a Design Excellence clause; a height limit of 52 metres and 11 storeys; and a deep soil requirement for at least 20% of the site, as shown in Table 32 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 108, Figure 109 and Figure 110.

Table 32 – proposed planning controls for 12 Pymont Street

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



Figure 108 – proposed site plan for 12 Pymont Street

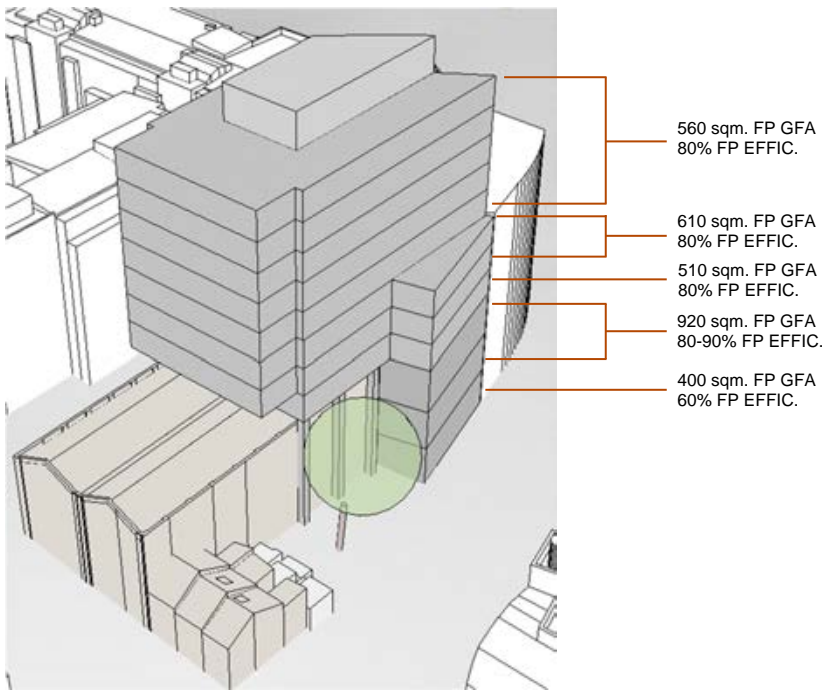


Figure 109 – floorplate diagram for 12 Pyrmont Street



Figure 110 – demolition plan for 12 Pyrmont Street

Visualisation

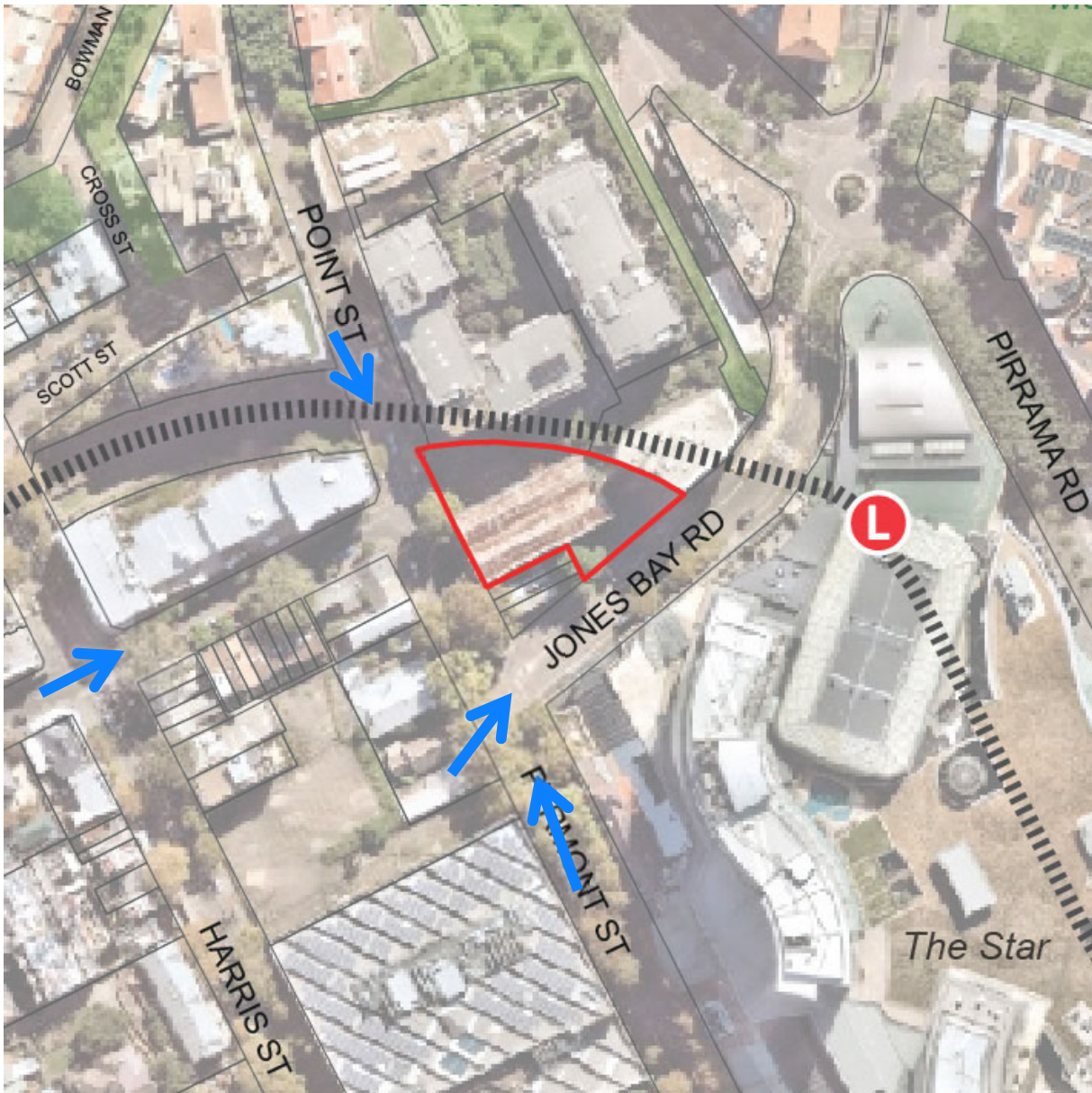
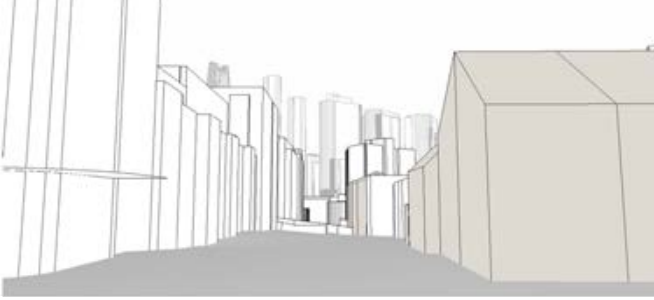


Figure 111 – view locations

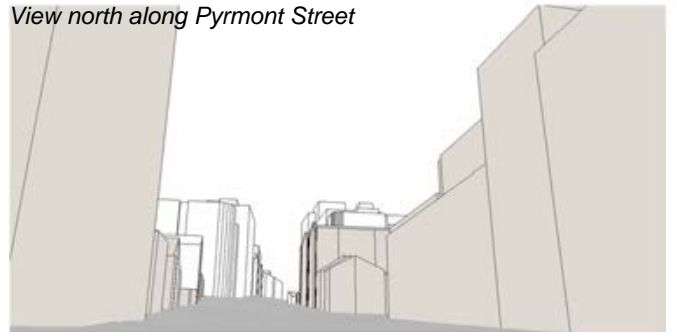
Ultimo Pymont Urban Design Study

Existing

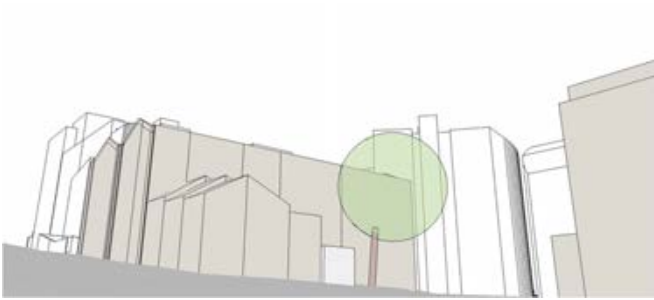
View east along John Street from Harris Street



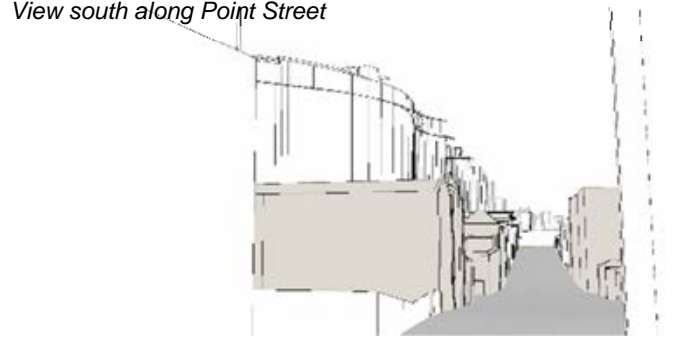
View north along Pymont Street



View east along Jones Bay Road

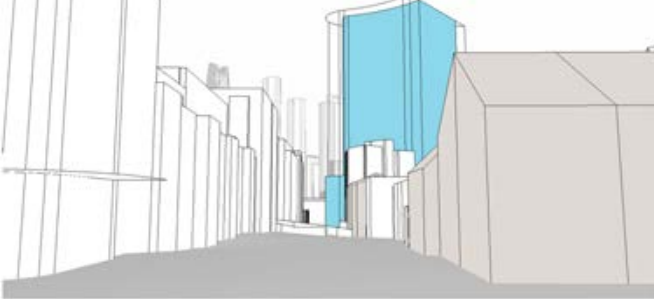


View south along Point Street

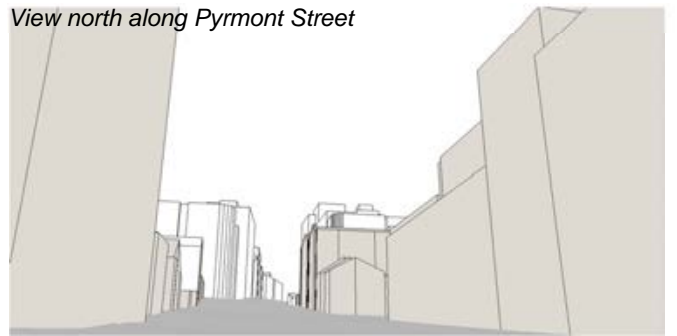


Existing + approved

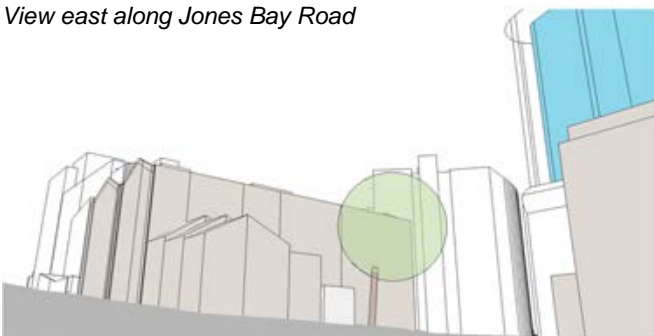
View east along John Street from Harris Street



View north along Pymont Street



View east along Jones Bay Road



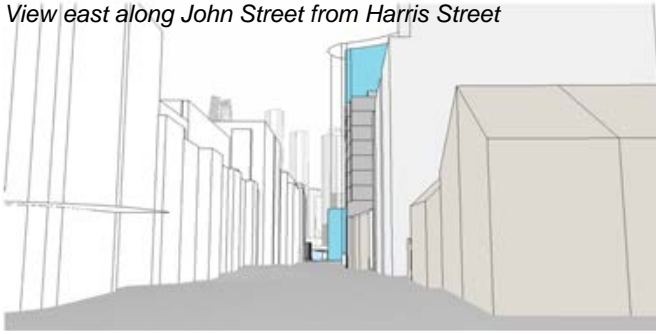
View south along Point Street



Ultimo Pymont Urban Design Study

Proposed

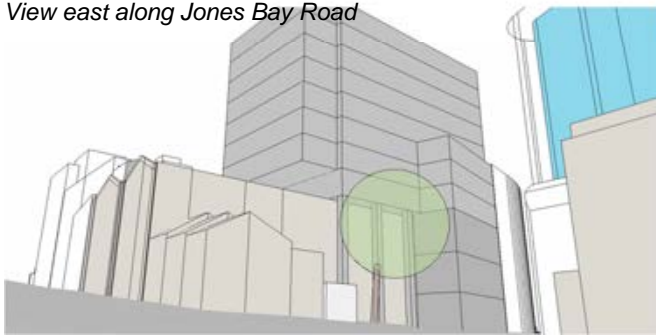
View east along John Street from Harris Street



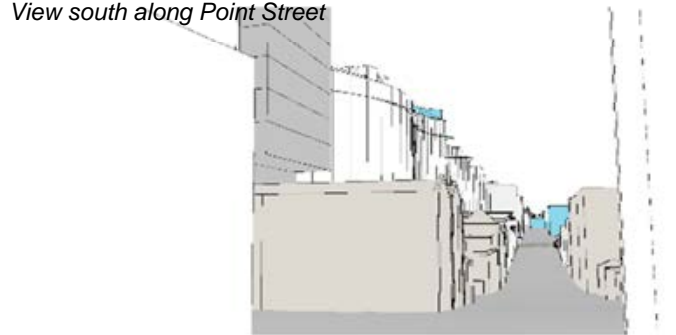
View north along Pymont Street



View east along Jones Bay Road



View south along Point Street



48 Pirrama Road

Overview

48 Pirrama Road (Lot 1012 DP 1145894) is located adjacent to the Star Casino, at the southern end of Darling Island. The site fronts (clockwise) Darling Island Road to the west, Trouton Place to the north, the Pymont Bay foreshore walk to the east and Pirrama Road to the south (refer Figure 112 and Figure 113).



Figure 112 – location plan of 48 Pirrama Road



Figure 113 – oblique aerial of 48 Pirrama Road

Background

48 Pirrama Road was included in the Department of Planning's initial study. In this review it was given an FSR of 5.5:1 and a height of 60m, as shown in Figure 114. The study did not allow for an atrium or courtyard needed by deep floorplate buildings and did not consider the effects of the John Street view corridor on the site. The associated controls can be seen in Table 33 below.

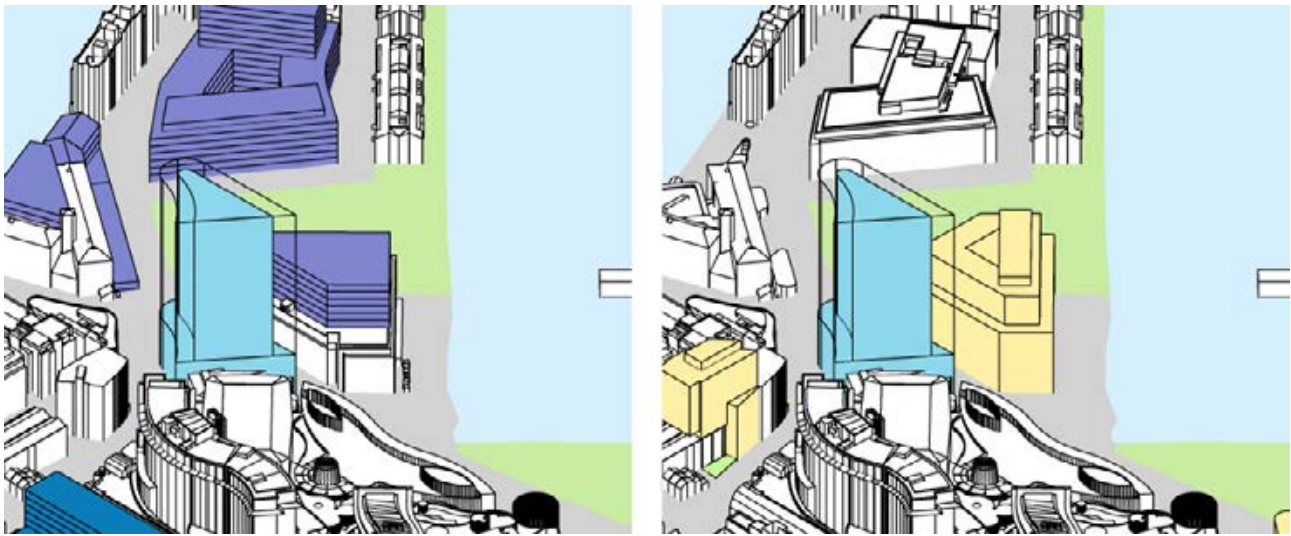


Figure 114 – comparison of Department of Planning's initial study and City of Sydney's study for 48 Pirrama Road

Table 33 – Department of Planning's initial study for 48 Pirrama Road

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

Existing controls

48 Pirrama Road is currently occupied by six storey commercial building. The building is built to the Pirrama Road frontage, and the easement line of the Trouton Place frontage, with setbacks to the Pyrmont Bay foreshore walk and small entry plaza at the southeast corner of the site. These controls, along with the layout and position of the site can be seen in Table 34 and Figure 115, respectively.

Table 34 – existing building and existing planning controls for 48 Pirrama Road

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

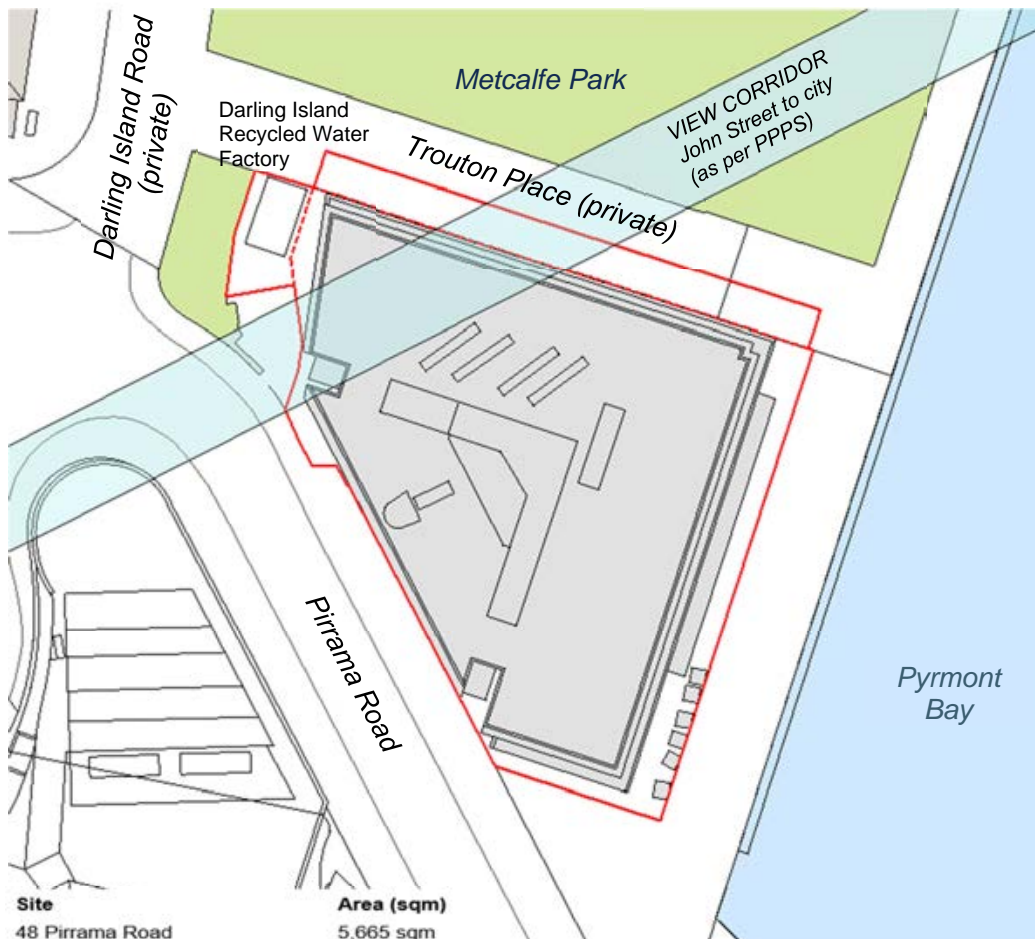


Figure 115 – existing site plan for 48 Pirrama Road

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to nearby Pyrmont Bay and Metcalfe parks is minimised (refer Figure 116 and Figure 117).

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

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

Conserve **heritage** values –

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

Good design for wind and noise –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

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

Maximise development **within constraints** –

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

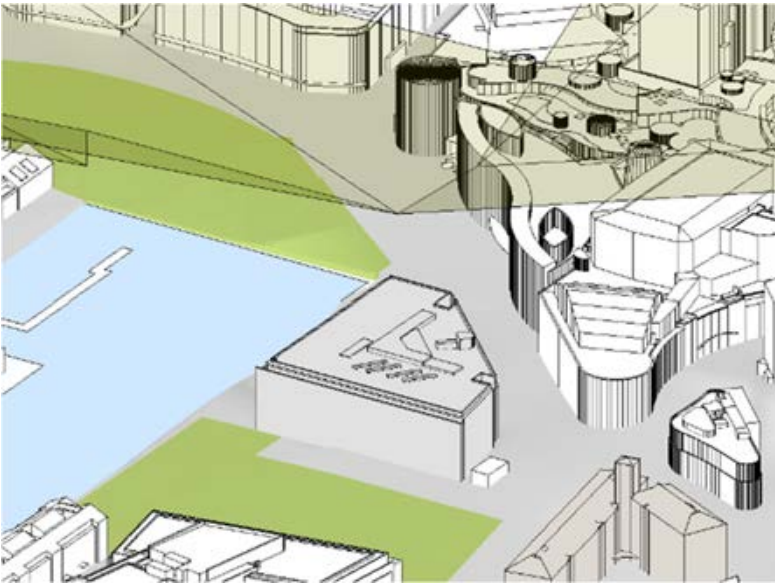


Figure 116 – solar access to Pyrmont Bay Park

21 June, 9am-3pm

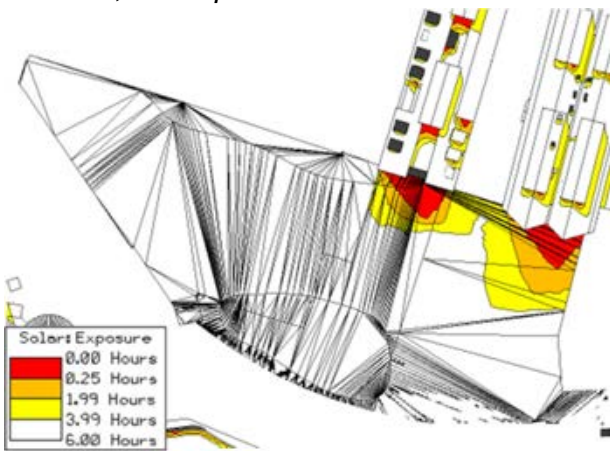


Figure 117 – No reduction in area receiving four or more hours of sunlight in Pyrmont Bay Park

Proposed controls

For 48 Pirrama Road, the proposed controls are for a commercial use with an FSR of 4.50:1 with a Design Excellence clause; a height limit of 52 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 35 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 118 and Figure 119.

Table 35 – proposed planning controls for 48 Pirrama Road

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

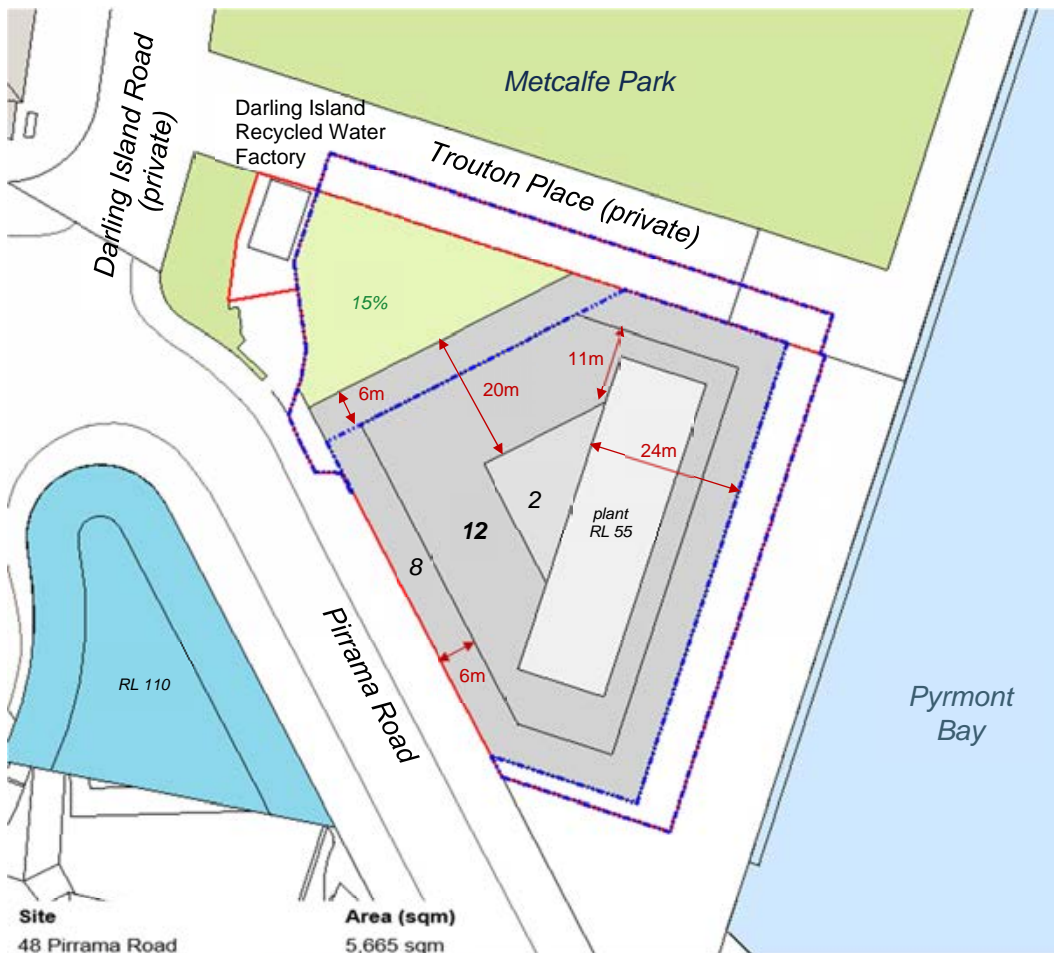


Figure 118 – proposed site plan for 48 Pirrama Road

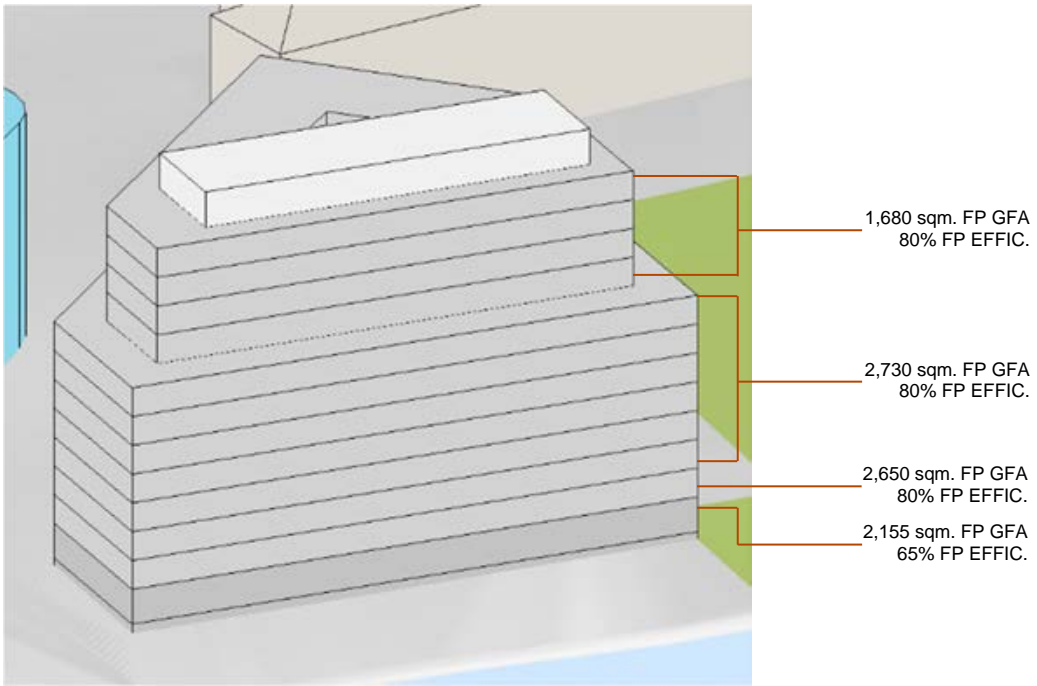


Figure 119 – floorplate diagram for 48 Pirrama Road

Visualisation

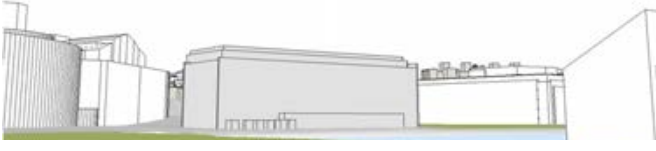


Figure 120 – view locations

Ultimo Pyrmont Urban Design Study

Existing

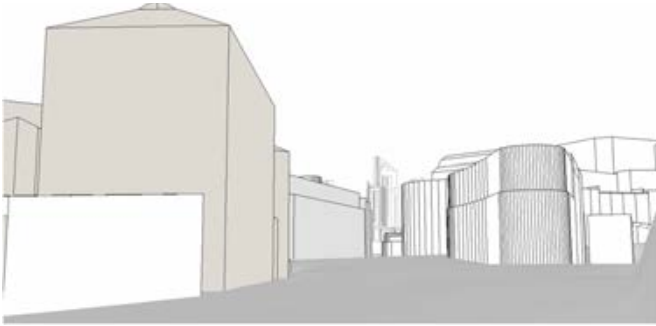
View west from Pyrmont Bay Park



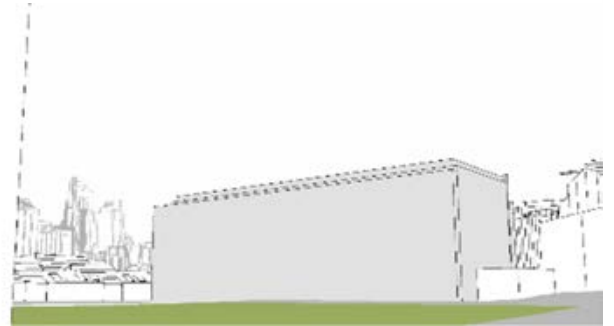
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

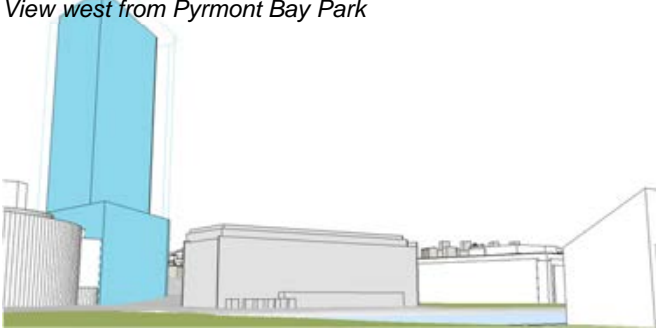


View southeast across Metcalfe Park

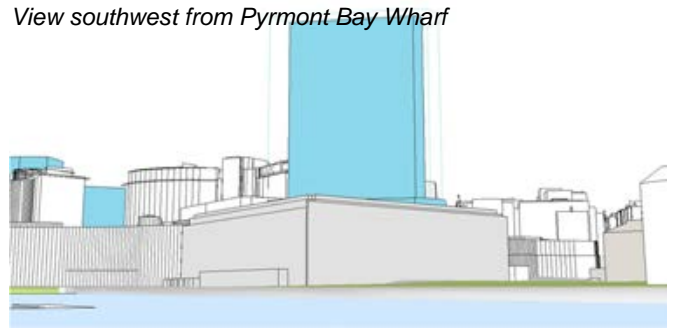


Existing + approved

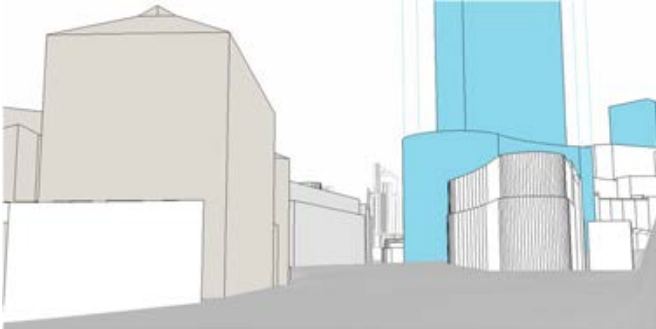
View west from Pyrmont Bay Park



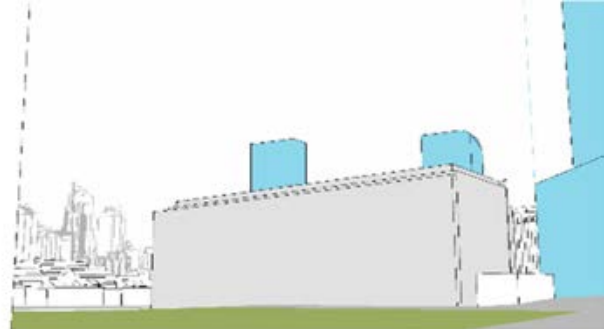
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

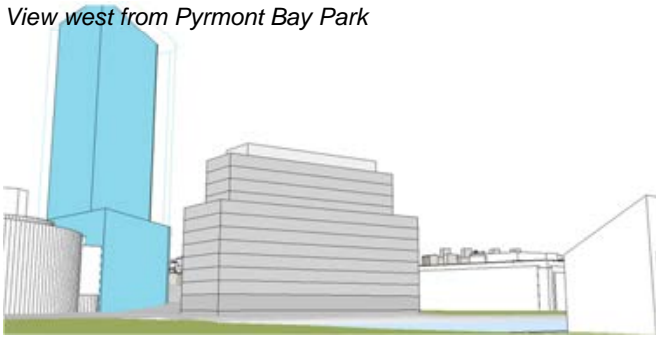


View southeast across Metcalfe Park

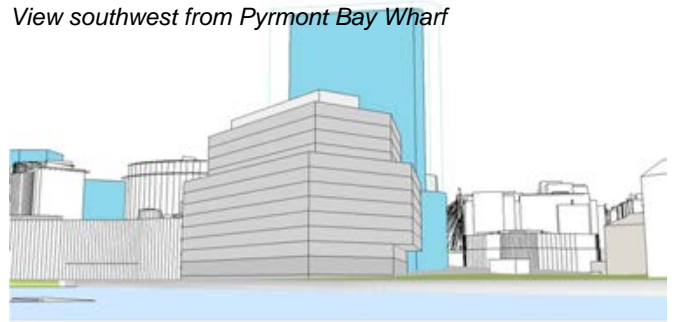


Proposed

View west from Pyrmont Bay Park



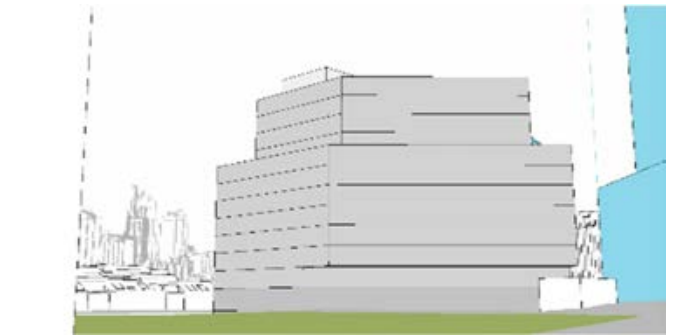
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road



View southeast across Metcalfe Park



100 Harris Street

Overview

100 Harris Street (Lot 100 DP 1219280) is located between Harris Street and Pyrmont Street, north of Union Square, as can be seen in Figure 121 and Figure 122.



Figure 121 – location plan of 100 Harris Street



Figure 122 – oblique aerial of 100 Harris Street

Background

100 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1, with heights limits only by the Solar Access Planes defined within the Pyrmont Peninsula Place Strategy, with the initial study indicating a 23-storey building envelope. This form and the associated study figures can be seen in Figure 123 and Table 36 below.

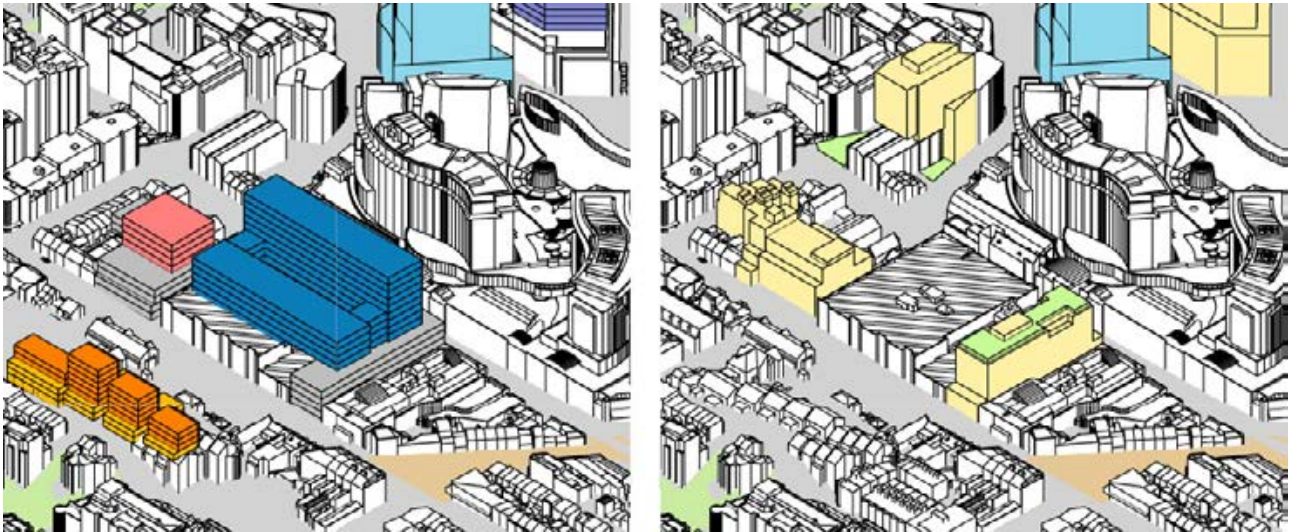


Figure 123 – comparison of Department of Planning's initial study and City of Sydney's study for 100 Harris Street

Table 36 – Department of Planning's initial study for 100 Harris Street

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

Existing controls

The majority of 100 Harris Street is currently occupied by the heritage-listed Federation Warehouse style former woolstore of “Schute, Bell, Badgery and Lumby Woolstore”. The former woolstore has been recently restored and refurbished as a commercial office space. To the south of the heritage building is a multi-storey carpark, with two levels of commercial above. This building occupies an area of approximately 1,551 sqm. The existing controls, along with the layout and position of the site can be seen in Table 37 and Figure 124, respectively.

Table 37 – existing building and existing planning controls for 100 Harris Street

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



Figure 124 – existing site plan for 100 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 125).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

The site is protected from winds surrounding development.

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

Match **land use** to place –

The commercial use is maintained on the site.

Consider **views** to and from public places

The site is not effected by view corridors.

Maximise development **within constraints** –

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

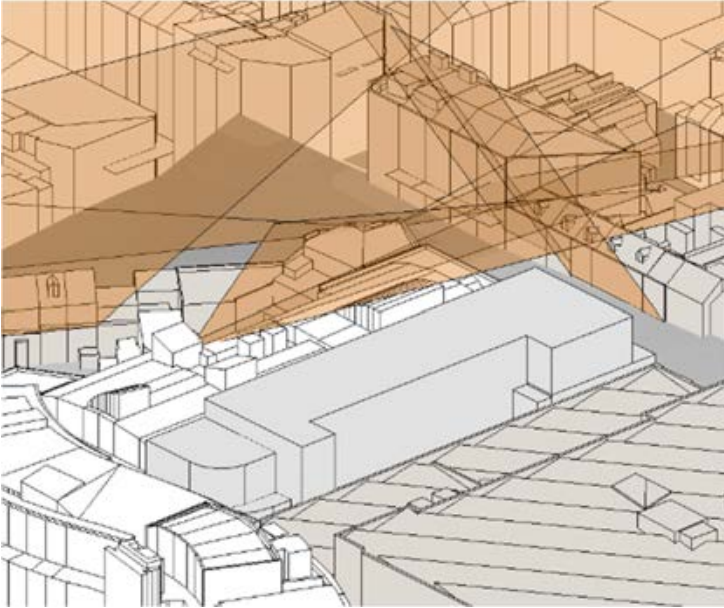


Figure 125 – solar access to neighbouring residential properties and Union Square

Proposed controls

For 100 Harris Street, the proposed controls are for a commercial use with an FSR of 3:32:1 with a Design Excellence clause; a height limit of 39 metres and 10 storeys; and 600 sqm of green roof, as shown in Table 38 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 126.

Table 38 – proposed planning controls for 100 Harris Street

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

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

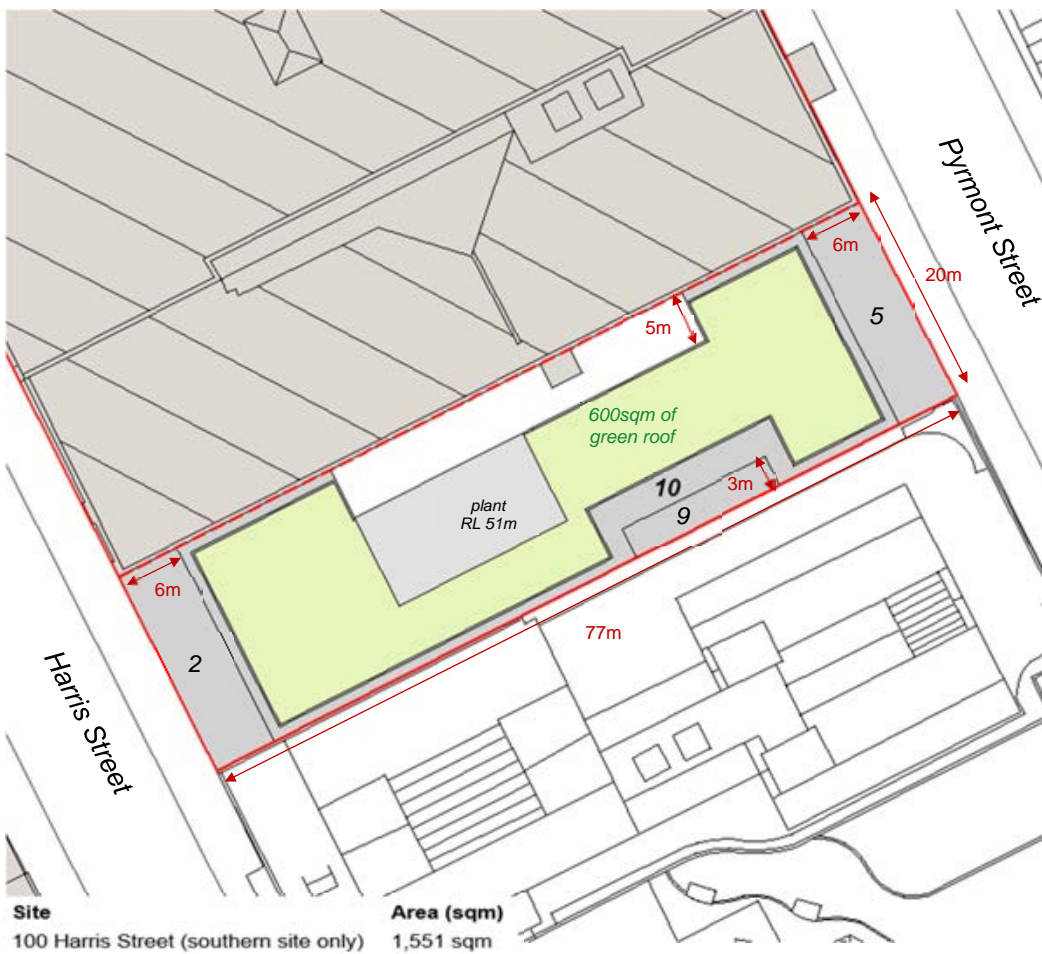


Figure 126 – proposed site plan for 100 Harris Street

Visualisation

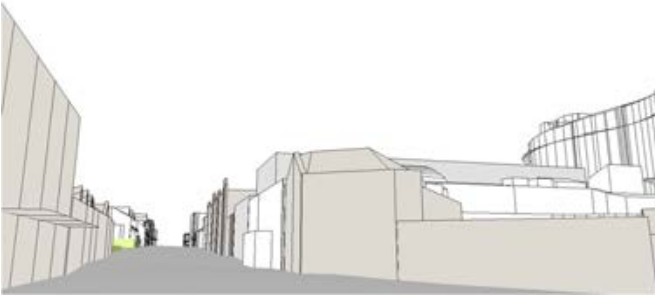


Figure 127 – view locations

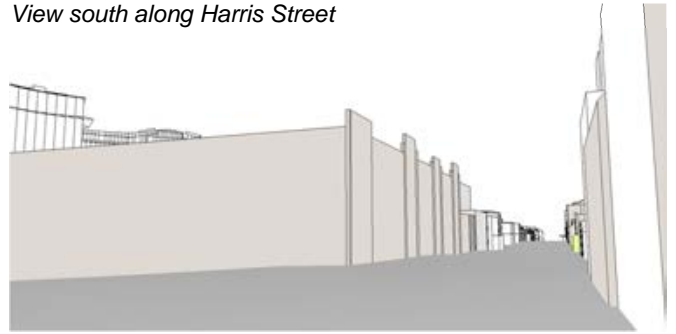
Ultimo Pyrmont Urban Design Study

Existing

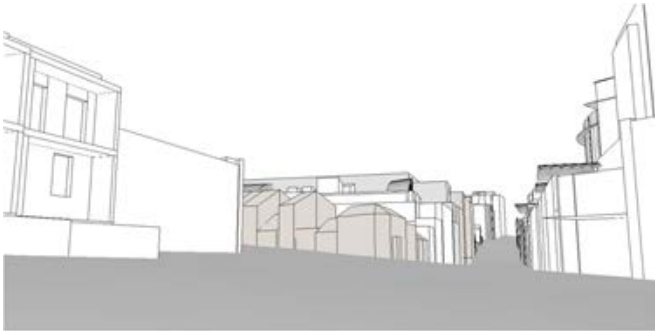
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street



View south along Pyrmont Street



Existing + approved

View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

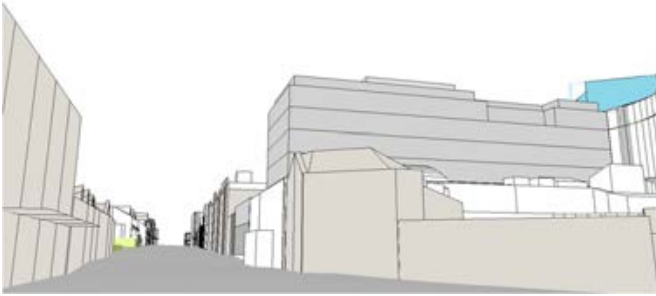


View southeast across Metcalfe Park



Proposed

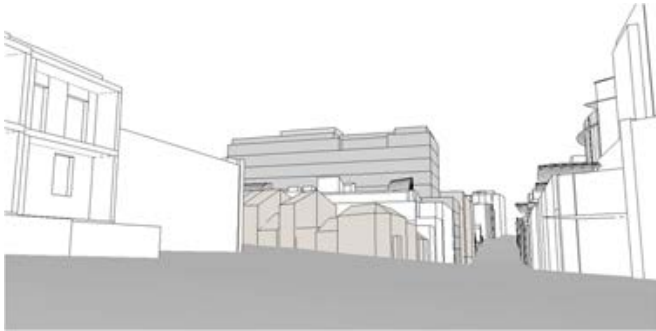
View north along Harris Street from Union Square



View south along Harris Street



View north along Pymont Street



View southeast across Metcalfe Park



28-48 Wattle Street

Overview

28-48 Wattle Street (Lot 1 DP 571484) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Fig Street to the north and Jones Street to the east (refer Figure 128 and Figure 129).



Figure 128 – location plan of 28-48 Wattle Street



Figure 129 – oblique aerial of 28-48 Wattle Street

Background

Department of Planning's initial study

28-48 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, with the height limit set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy. The initial study indicated removal of the central building, along with significant alterations and additions to the heritage significant northern building. This form and the associated study figures can be seen in Figure 130 and Table 39 below.

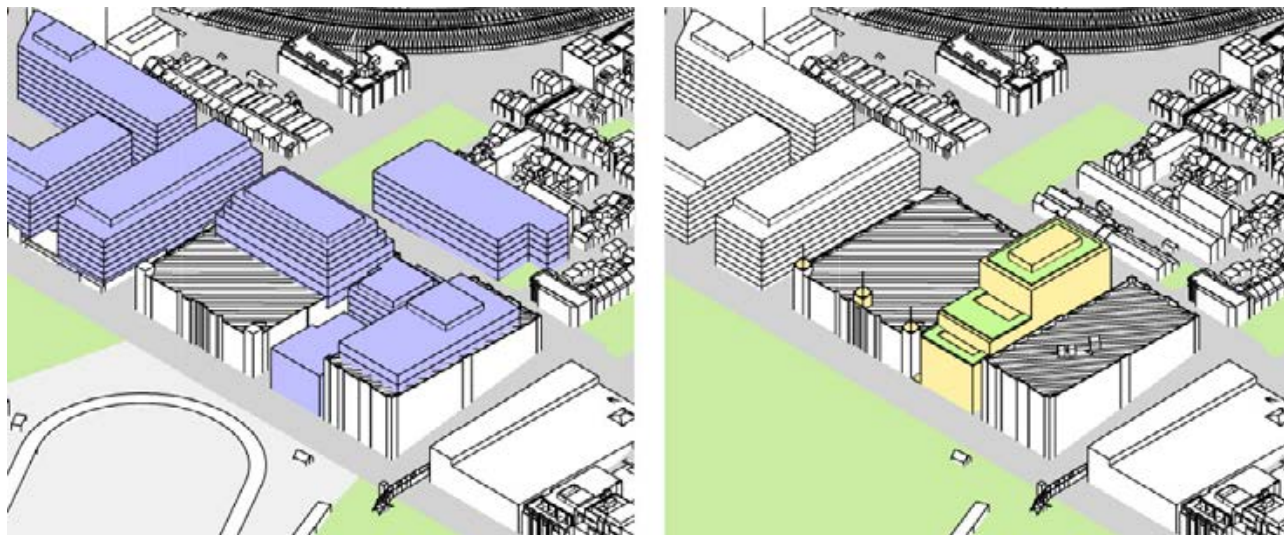


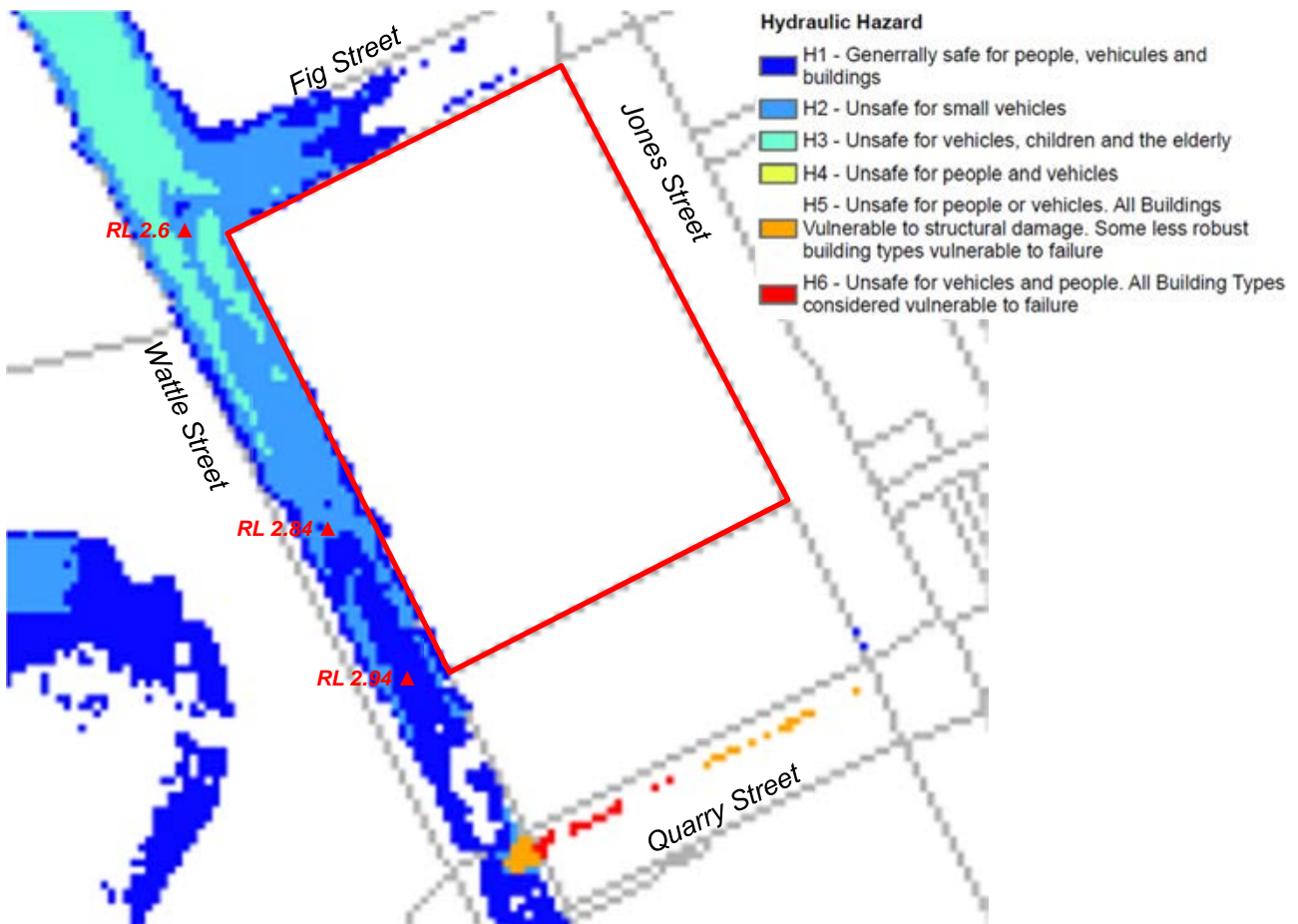
Figure 130 – comparison of Department of Planning's initial study and City of Sydney's study for 28-48 Wattle Street

Table 39 – Department of Planning's initial study for 28-48 Wattle Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	54,247 sqm <i>(reported numbers)</i>	48,774 sqm
Floor space ratio	5.0	4.09 + DesEx
Height of building	SAP	RL 56 m
Height in storeys	12 <i>(HiS not specified)</i>	12^
Deep soil	0%	1,360 sqm of green roof

Flooding – Hydraulic Hazard

The 'Blackwattle Bay Catchment Flood Study Model Update (ARR2019 Hydrology)' identifies Wattle Street as experiencing significant levels of flooding, which – as can be seen in Figure 131 **Error! Reference source not found.** – create unsafe conditions for vehicles, children and the elderly during a 1% AEP event. The modelling indicates the AEP 1% level reaching RL 2.94m at the southwestern corner of the site, with a 0.5m freeboard allowance, this would indicate a minimum ground floor level of RL 3.44m for any new development to occur in this area. As the northern warehouse has a ground floor level of RL 2.68m, any redevelopment of the building would also have to management the flood risk appropriately.



Source: Blackwattle Bay Catchment Floodplain Risk Management Plan – ARR2019

Figure 131 – Blackwattle Bay Catchment Hydraulic Hazard (ADR) 1% AEP Event [Source: 'Blackwattle Bay catchment flood study Model Update – ARR2019 Hydrology', Figure C33]

Site history

28-48 Wattle Street and 54 Wattle Street contain a series of interconnected building constructed between 1893 and 1919, as can be seen in Figure 132. At the southern and northern end of the sites are two heritage significant buildings, with a smaller building dating from 1919 in between.

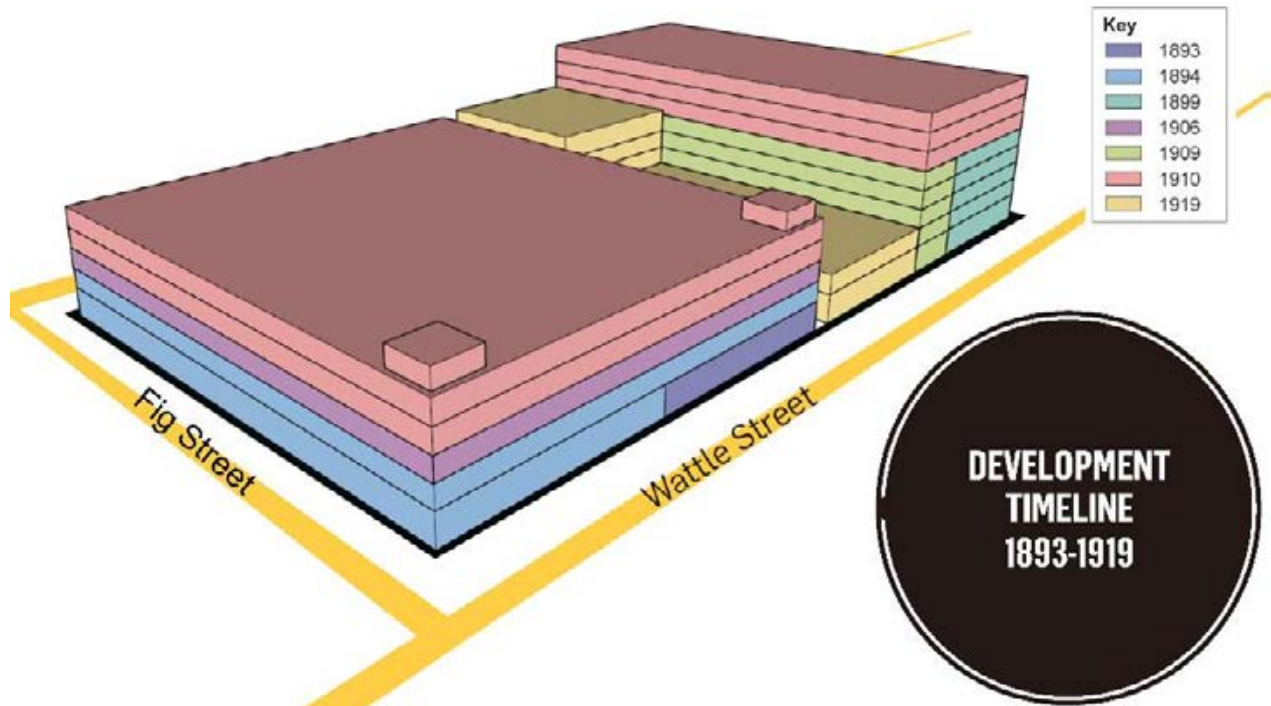


Figure 132 – development timeline of 28-48 Wattle Street and 54 Wattle Street [Source: prepared by Urbis for site owner (PDA/2020/99 – 2020/193150)]

Original structure

The original building northern building contained three cupola towers/turrets on the Wattle Street frontage. As shown in Figure 133 and Figure 134, these turrets were progressively removed with the central turret and supporting brick structure removed between c. 1910-1936, and the remaining two turrets removed between c. 1957-1962, with supporting structures kept.



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



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

Figure 133 – c. 1910-1936: central turret and supporting brick structure removed



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



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

Figure 134 – c. 1957-1962: the remaining two turrets removed, with supporting structures kept

Both warehouses at 28-48 Wattle Street were built with saw-tooth roof structures, which remain largely in-tact. The northern warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, while the central building (45 Jones Street) comprises a largely steel construction as shown in Figure 135 and Figure 136.



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



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

Figure 135 – top floor interior of 28-48 Wattle Street c. 1901



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



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

Figure 136 – top floor interior of 28-48 Wattle Street (45 Jones Street building) c. 2010

East-west connectivity

Currently there are no accessible connections that allow for all people to travel from on top of the ridge along Jones Street and Bulwara Road down to Wentworth Park between Mary Ann Street and Wentworth Park Light Rail Station (refer Figure 137). 28-48 Wattle Street is one of the few remaining places where an accessible connection for all people can be delivered in this area.

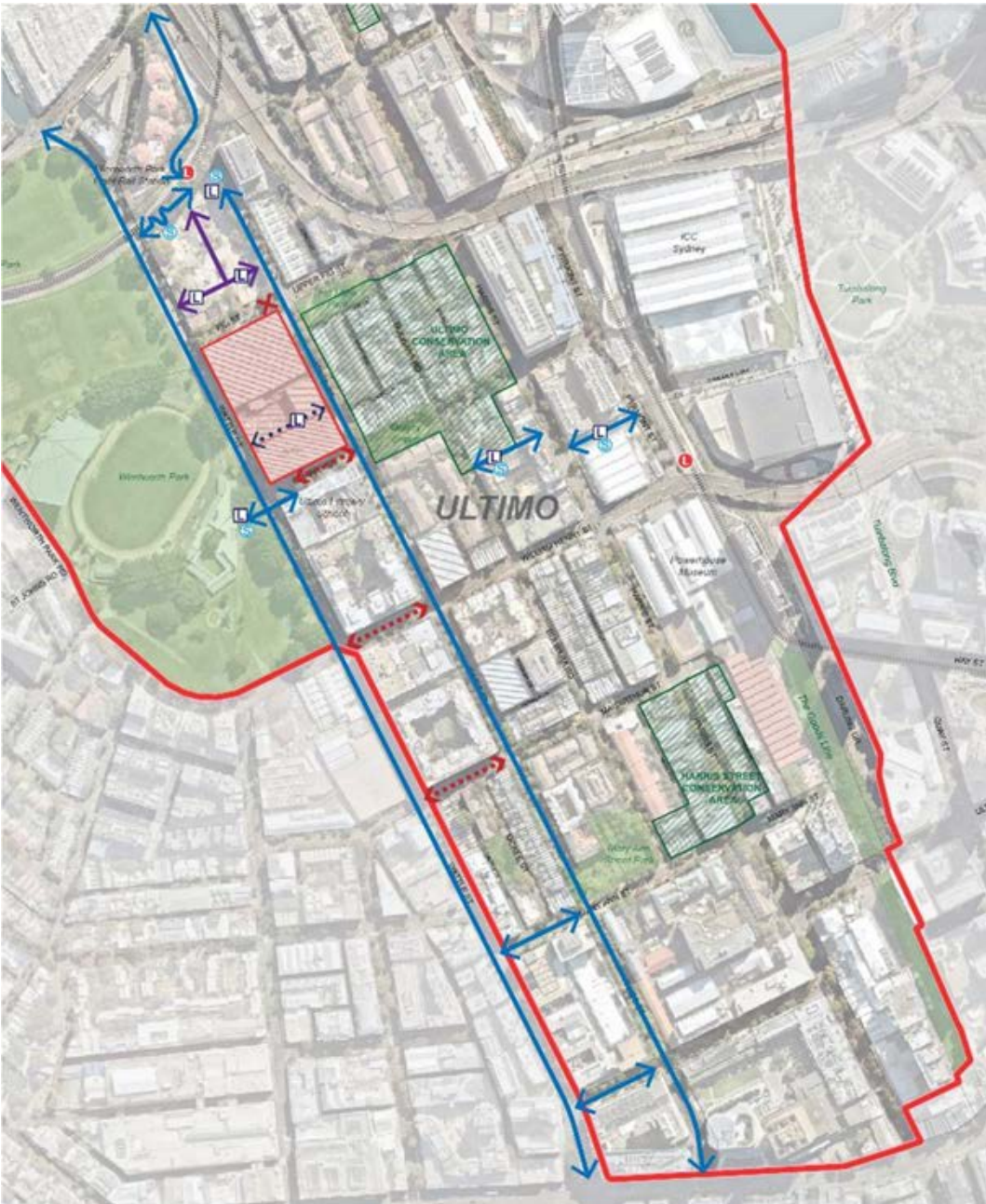


Figure 137 – connectivity across the peninsula, currently there are no connections for all people between the Wentworth Park Light Rail station and Mary Ann Street

Existing controls

28-48 Wattle Street is currently occupied by two connected Federation-style former Woodstore, presently used for a variety of non-residential uses. The existing controls, along with the layout and position of the site can be seen in Table 40 and Figure 138, respectively.

Table 40 – existing building and existing planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>
Floor space ratio	3.18 [^]	4.0
Height of building	24m*	27m
Height in storeys	5	7
Deep soil	0%	10%

NOTES:
[^]According to figures provided in PDA2020-99
 *Reinstatement of turrets will increase height of warehouse



Figure 138 – existing site plan for 28-48 Wattle Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 139).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

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

Maximise development **within constraints** –

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

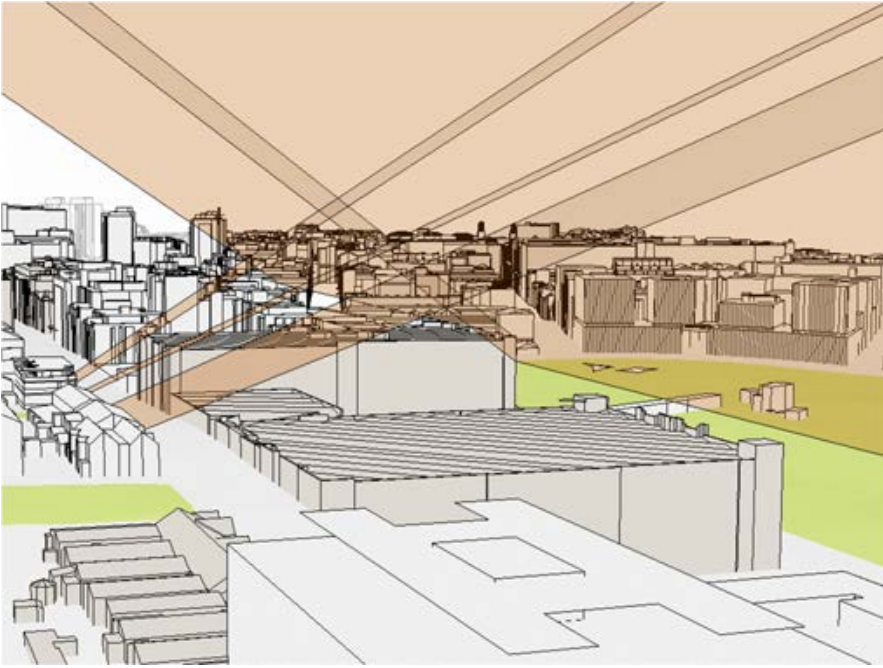


Figure 139 – solar access to neighbouring residential properties and Wentworth Park

Proposed controls

For 28-48 Wattle Street, the proposed controls are for a commercial use with an FSR of 4:09:1 with a Design Excellence clause; a height limit of RL 59 metres and 12 storeys; and approximately 1,360 sqm of green roof, as shown in Table 41 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 140 and Figure 141.

Table 41 – proposed planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>	<i>Proposed controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>	<i>Commercial</i>
Floor space ratio	<i>3.18</i>	<i>4.0</i>	<i>4.09 + DesEx</i>
Height of building	<i>24m[§]</i>	<i>27m</i>	<i>RL 56</i>
Height in storeys	<i>5[^]</i>	<i>7</i>	<i>12[^]</i>
Deep soil	<i>0%</i>	<i>10%</i>	<i>15%[†]</i>
North building	<ul style="list-style-type: none"> - Reconstruction of cupola towers - Refurbishment of warehouse for commercial - Car parking on ground level <u>converted</u> to GFA [◇] 		
South building	<ul style="list-style-type: none"> - Demolition of existing central building (c. 1919) - Option for basement car parking - Freestanding building 		

NOTES:

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

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

[^] Excluding plant

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

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

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

Ultimo Pyrmont Urban Design Study

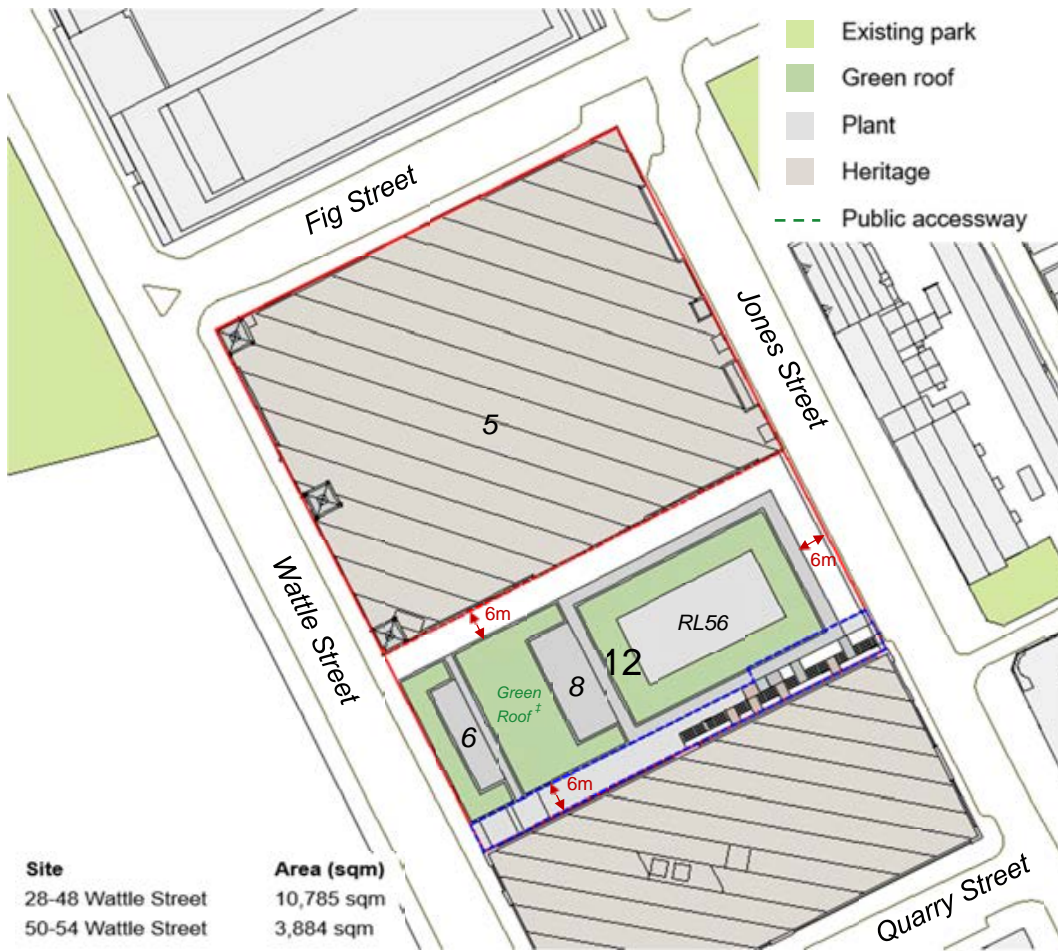


Figure 140 – proposed site plan for 28-48 Wattle Street

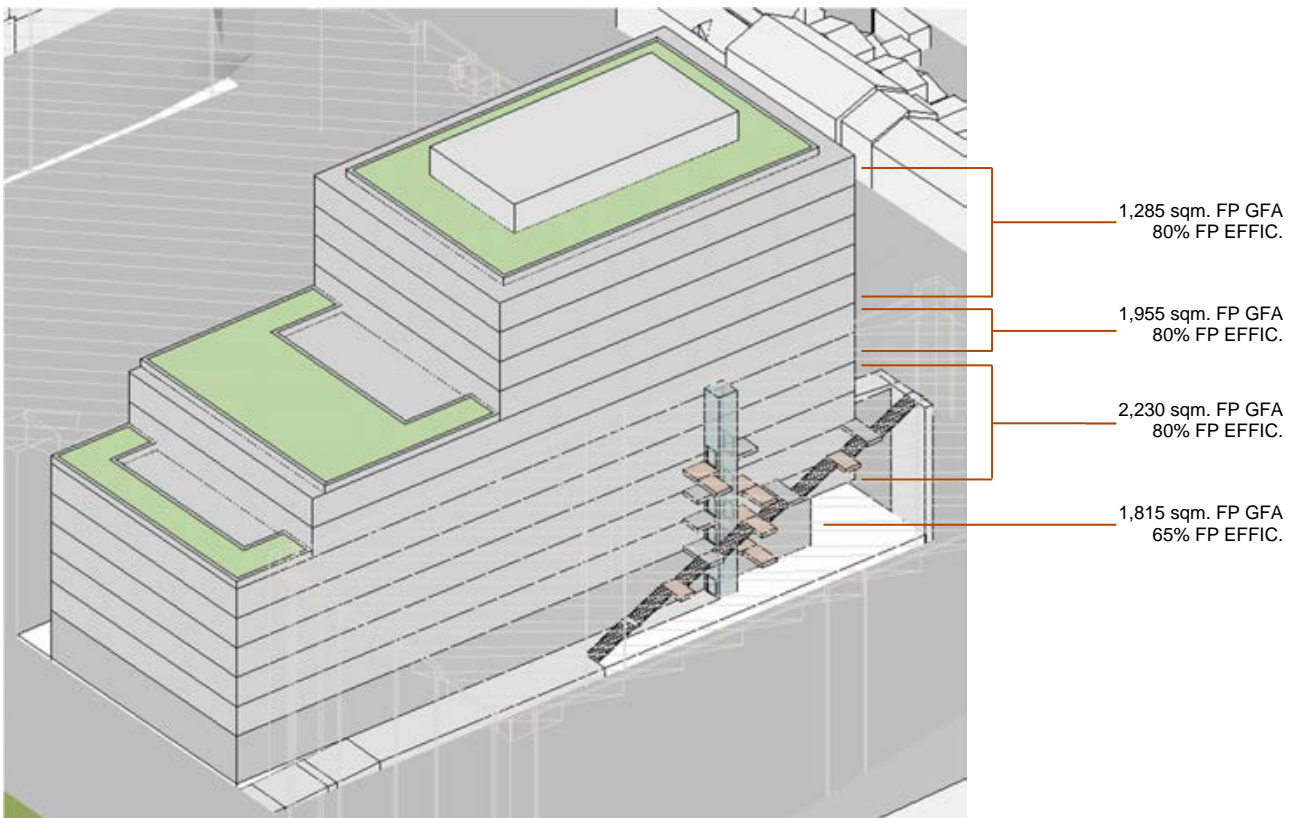


Figure 141 – floorplate diagram for 28-48 Wattle Street

Visualisation

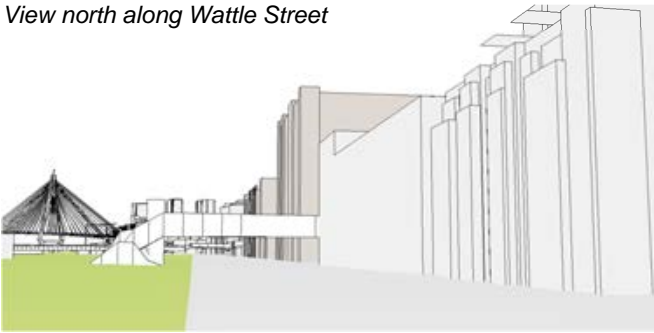


Figure 142 – view locations

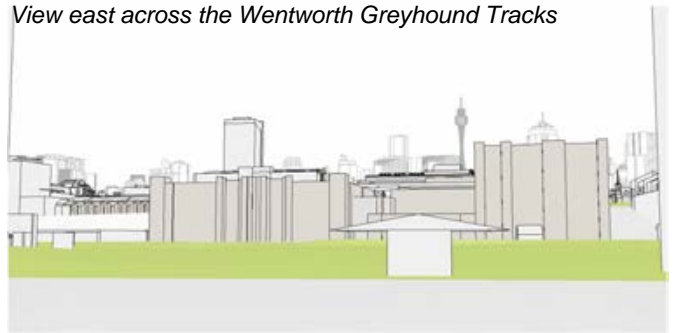
Ultimo Pyrmont Urban Design Study

Existing

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

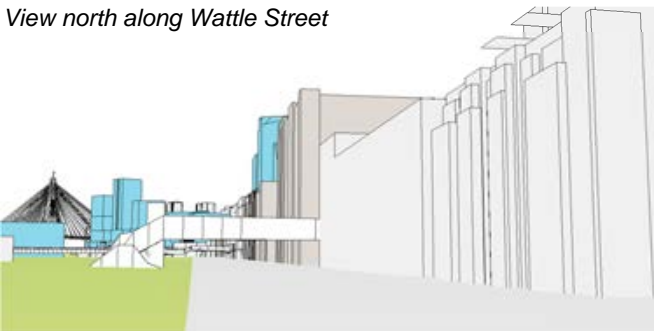


View north along Jones Street

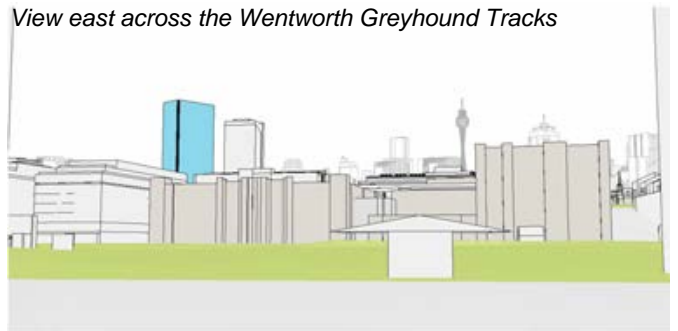


Existing + approved

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



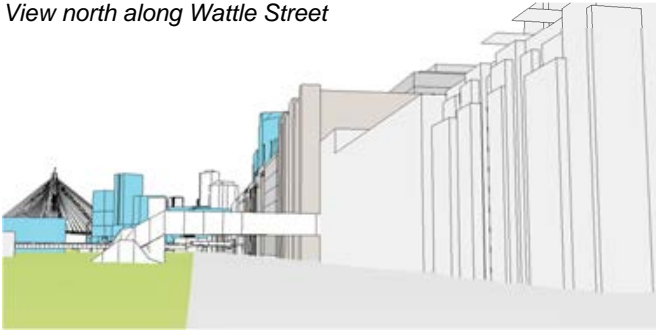
View north along Jones Street



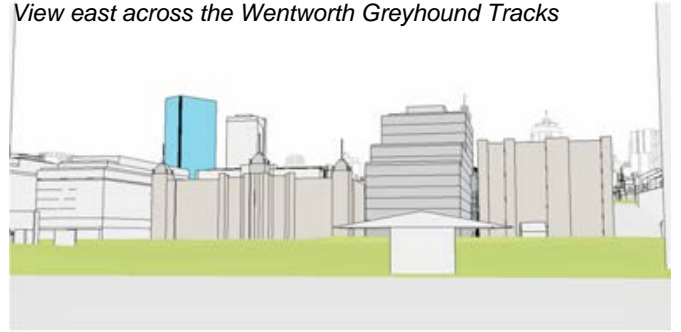
Ultimo Pyrmont Urban Design Study

Proposed

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



View north along Jones Street



Aerial view across Pyrmont and Ultimo, looking east



50-54 Wattle Street

Overview

50-54 Wattle Street (Lot 1 DP 62297) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Jones Street to the east and Quarry Street to the south, as can be seen in Figure 143 and Figure 144.



Figure 143 – location plan of 50-54 Wattle Street

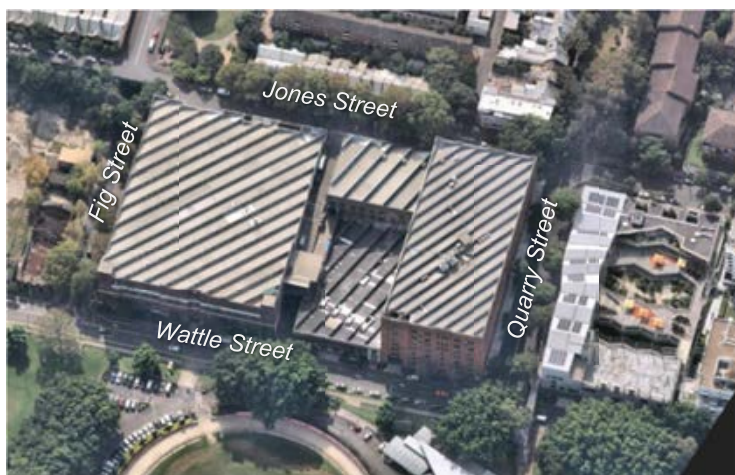


Figure 144 – oblique aerial of 50-54 Wattle Street

Background

50-54 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, as shown in Figure 145, with the height limit to be set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy (refer Figure 146), however the envelope shown in Figure 145 protrudes into this plane. The study did not consider the significant heritage value of the existing sawtooth roof. These controls can be seen in Table 42 below.

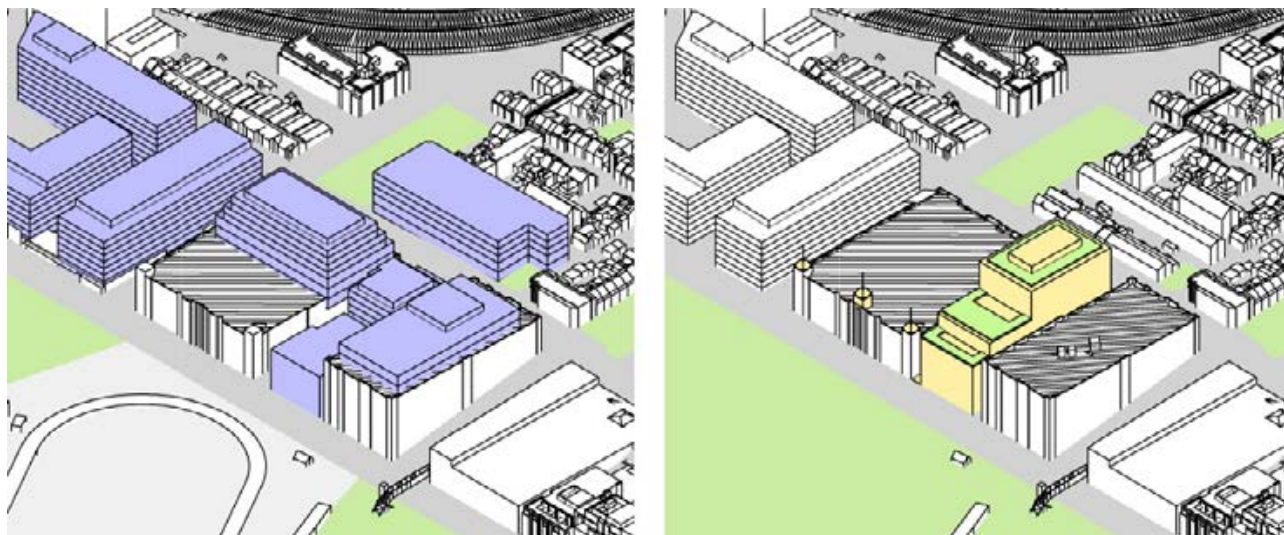


Figure 145 – comparison of Department of Planning's initial study and City of Sydney's study for 50-54 Wattle Street

Table 42 – Department of Planning's initial study for 50-54 Wattle Street

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

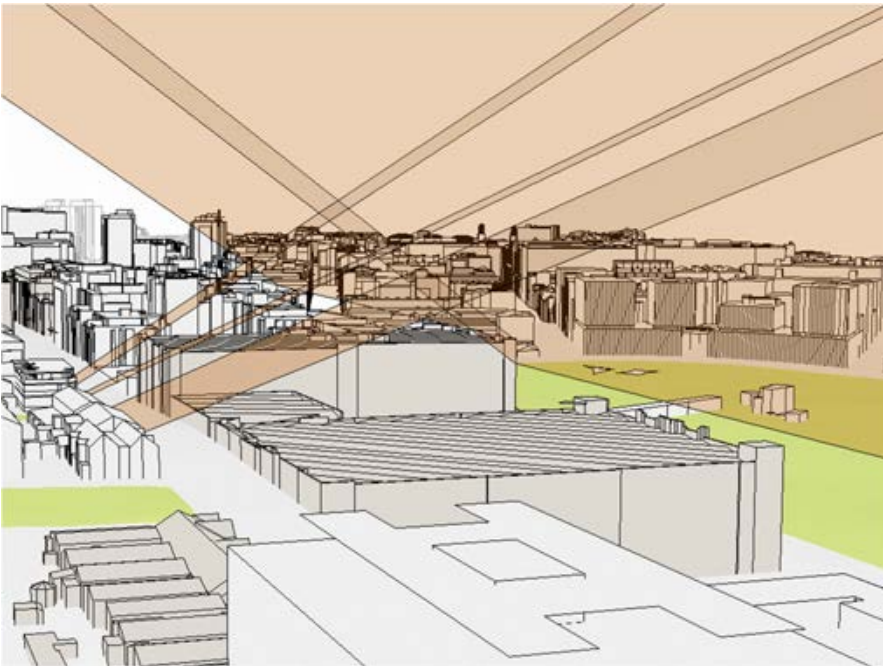


Figure 146 – solar access to neighbouring residential properties and Wentworth Park

Original structure

50-54 Wattle Street was originally built with a saw-tooth roof structure, which remains largely intact. The warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, as shown in Figure 147.



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

Figure 147 – top floor interior of 54 Wattle Street c. 1977

Existing controls

50-54 Wattle Street is currently occupied by a seven storey Federation-style former Woodstore, with the lower three levels occupied by car parking and the upper four refurbished as commercial office space. These controls, along with the layout and position of the site can be seen in Table 43 and Figure 148, respectively.

Table 43 – existing building and existing planning controls for 50-54 Wattle Street

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

NOTES:
 **FSR based off figures provided in D/2011/2126 approval
 ^Conversion of existing car parking space to GFA (commercial), could result in approx. additional GFA 9,755 sqm (FSR 2.51), bringing the total to 5.89 within the existing building
 *Only Wattle Street pediment exceeds height limit



Figure 148 – existing site plan for 50-54 Wattle Street

Proposed controls

For 50-54 Wattle Street, the proposed controls are to maintain the existing building height and exterior, but increase the FSR to 4:36:1 with a Design Excellence clause to allow refurbishment of existing car parking levels to other uses, as shown in Table 44 and Figure 149.

Table 44 – proposed planning controls for 50-54 Wattle Street

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

NOTES

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

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

^Excluding plant



Figure 149 – proposed site plan for 50-54 Wattle Street (exterior of building unchanged)

Visualisation

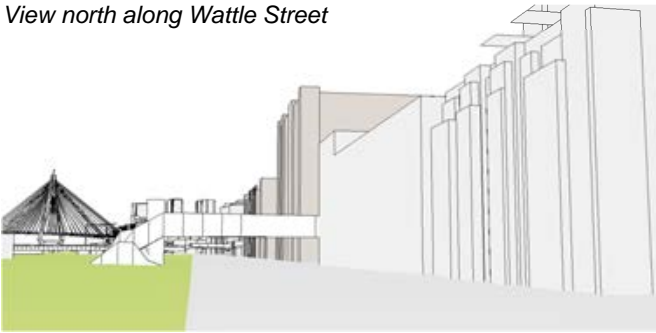


Figure 150 – view locations

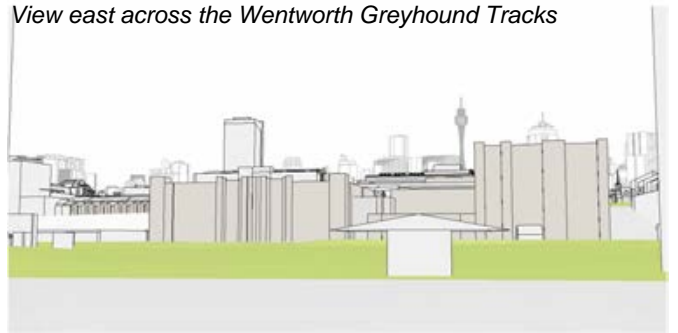
Ultimo Pyrmont Urban Design Study

Existing

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

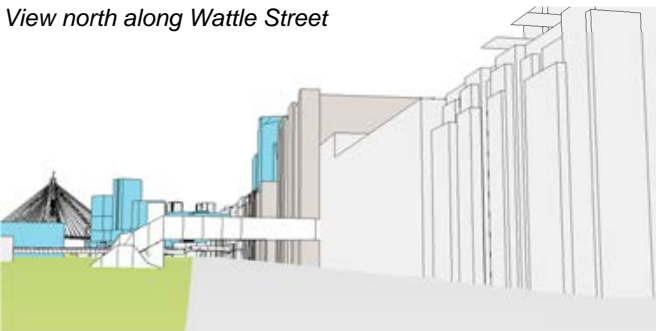


View north along Jones Street

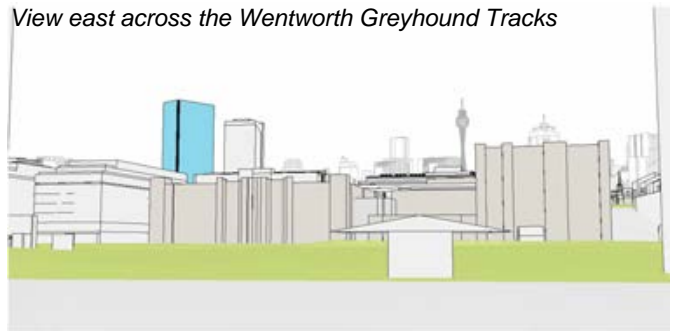


Existing + approved

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

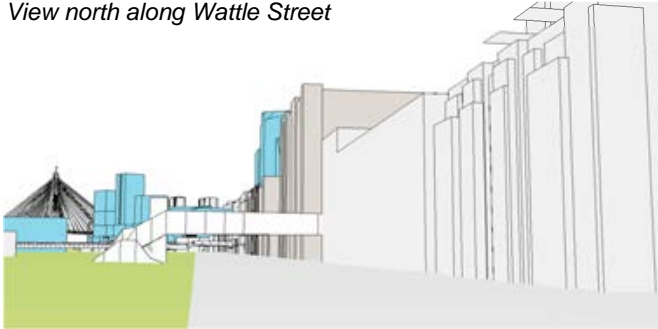


View north along Jones Street

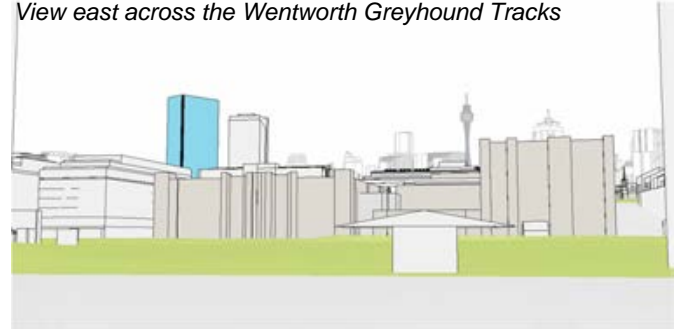


Proposed (unchanged)

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



View north along Jones Street



469-483 Harris Street

Overview

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

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

469-483 have three frontages (clockwise); Kirk Street to the west, Harris Street to the east and Harrison Lane to the south. The location and existing buildings can be seen in Figure 151 and Figure 152.



Figure 151 – location plan of 469-483 Harris Street



Figure 152 – oblique aerial of 469-483 Harris Street

Background

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

Existing controls

469-483 Harris Street are currently occupied by a mixture of two-storey commercial, retail and shop-top houses. These controls, along with the layout and position of the site can be seen in Table 45 and Figure 153, respectively.

Table 45 – existing building and existing planning controls for 469-483 Harris Street

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



Figure 153 – existing site plan for 469-483 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

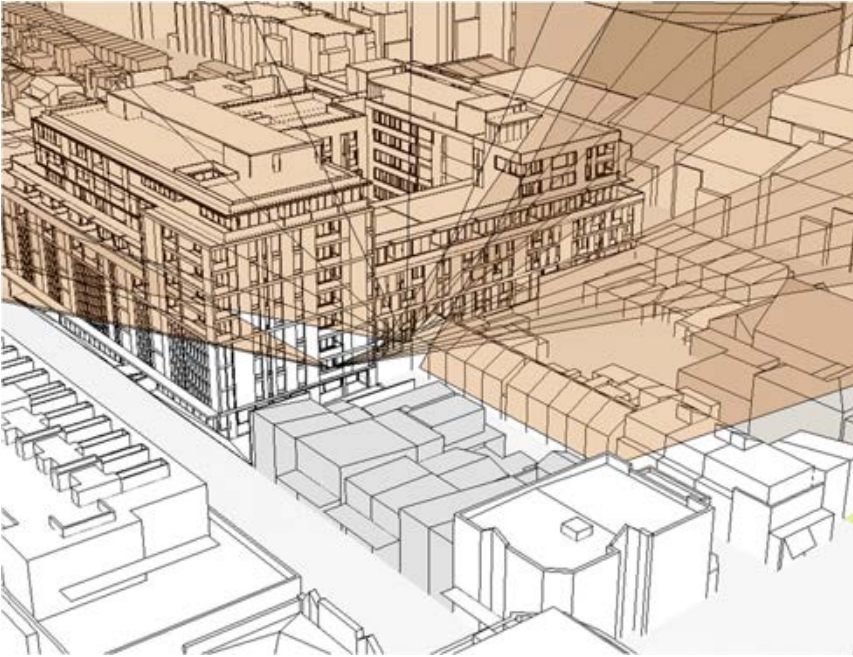


Figure 154 – solar access to neighbouring residential properties

Proposed controls

For 469-483 Harris Street, the proposed controls are for residential uses, with ground floor retail uses to Harris Street. As shown Table 46, a different FSR and height (with a Design Excellence clause) has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 155

Table 46 – proposed planning controls for 469-483 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
469-471 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.59 approx.</i>	1.5	2.43 + DesEx
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
473-475 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.48 approx.</i>	1.5	2.50 + DesEx
Height of building	<i>7m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
477-479 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>2.0 approx.</i>	1.5	2.40 + DesEx
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
481-483 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.75 approx.</i>	1.5	1.61 + DesEx
Height of building	<i>8m</i>	9m	18m
Height in storeys	2	2	4
Deep soil	-	10%	15%



Figure 155 – proposed site plan for 469-483 Harris Street

Visualisation



Figure 156 – view locations

Existing

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Existing + approved

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Proposed

View south along Harris Street



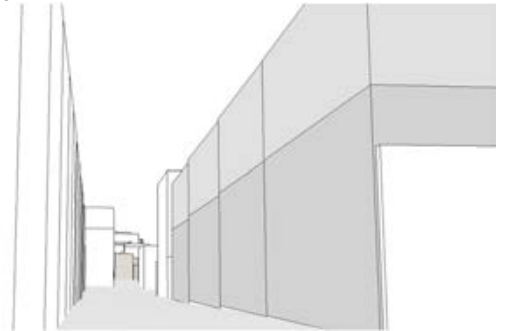
View north along Harris Street



View south along Kirk Street



View north along Kirk Street



535-547 Harris Street

Overview

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

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

535-547 has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 157 and Figure 158.



Figure 157 – location plan of 535-547 Harris Street



Figure 158 – oblique aerial of 535-547 Harris Street

Background

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

Existing controls

535-547 Harris Street are currently occupied by five two storey terrace houses across the northern five lots, with the southern two currently vacant. The existing controls, along with the layout and position of the site can be seen Table 47 and Figure 159, respectively.

Table 47 – existing building and existing planning controls for 535-547 Harris Street

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



Figure 159 – existing site plan for 535-547 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 160).

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

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

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

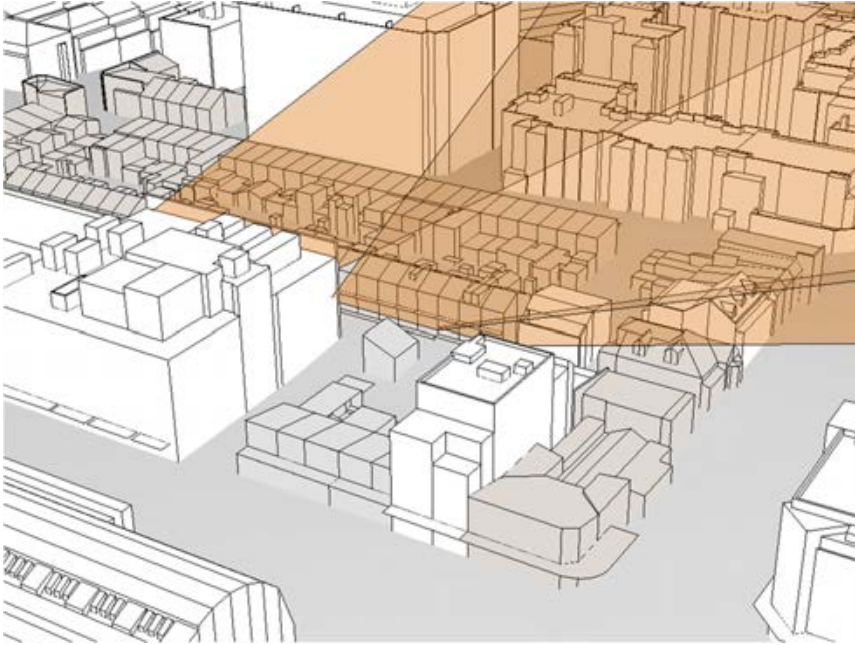


Figure 160 – solar access to adjoining residential properties

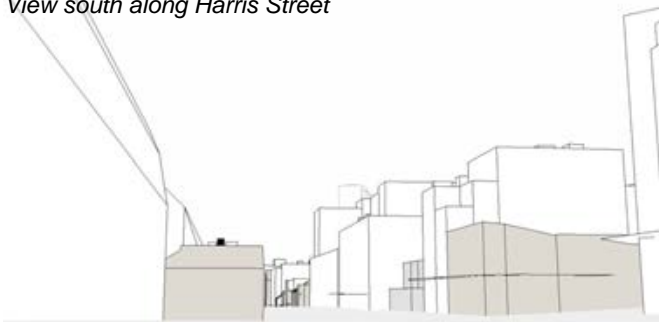
Visualisation



Figure 162 – view locations

Existing

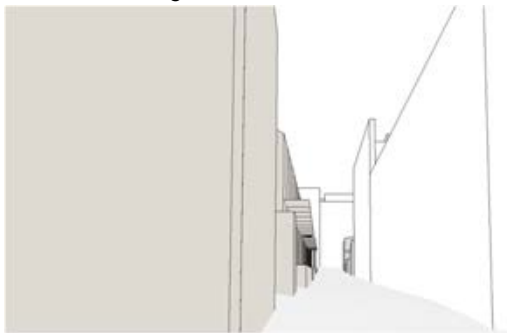
View south along Harris Street



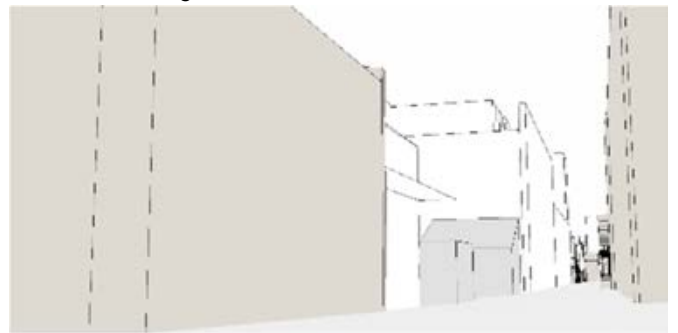
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



Existing + approved

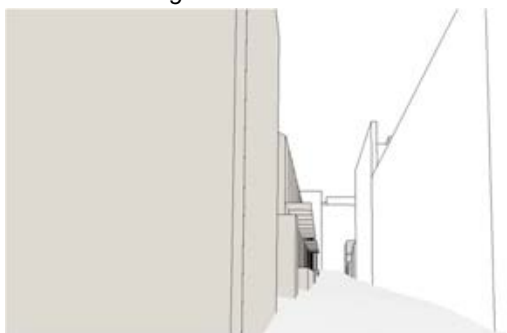
View south along Harris Street



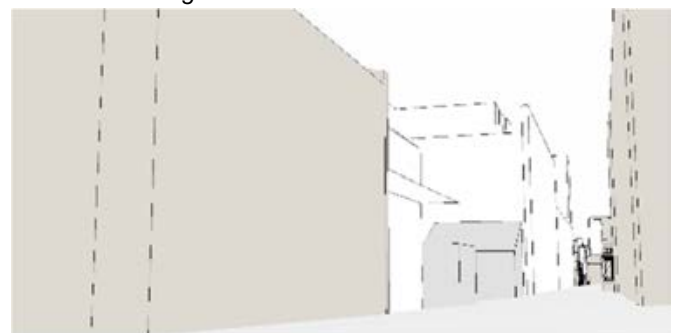
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



549-559 Harris Street

Overview

549-559 Harris Street (Lot 1 DP 79179) is located on the western side of Harris Street, between William Henry Street and Macarthur Street. The site has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 163 and Figure 164.



Figure 163 – location plan of 549-559 Harris Street



Figure 164 – oblique aerial of 549-559 Harris Street

Background

549-559 was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 165 and Table 49.

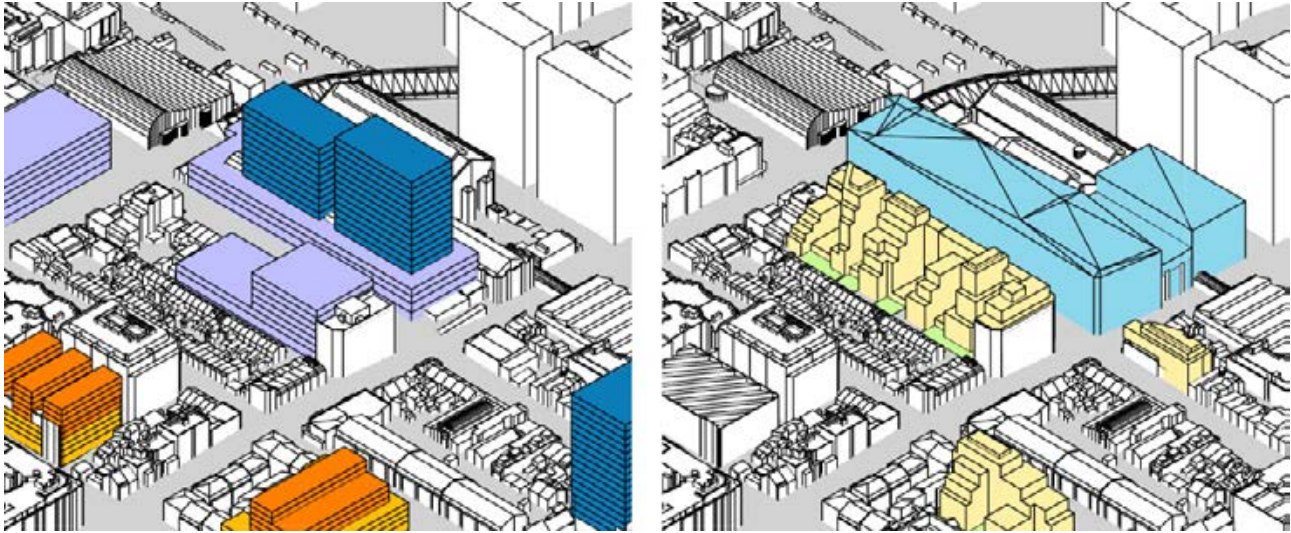


Figure 165 – comparison of Department of Planning's initial study and City of Sydney's study for 549-559 Harris Street

Table 49 – Department of Planning's initial study for 549-559 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	6,740 sqm*	5,365 sqm
Floor space ratio	5.0	3.62 + DesEx
Height of building	35 m	41.5m
Height in storeys	3 (<i>HiS not specified</i>)	12 [^]
Deep soil	0%	10%

*Model shown represents GFA of approx. **2,786 sqm (FSR 2.06)** using the City of Sydney's building efficiencies, not the controls indicated above

Existing controls

549-559 Harris Street is currently occupied by a four-storey commercial/industrial building with zero setbacks to all sides. The existing controls, along with the layout and position of the site can be seen in **Table 50** and Figure 166, respectively.

Table 50 – existing building and existing planning controls for 549-559 Harris Street

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



Figure 166 – existing site plan for 549-559 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 167).

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

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

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

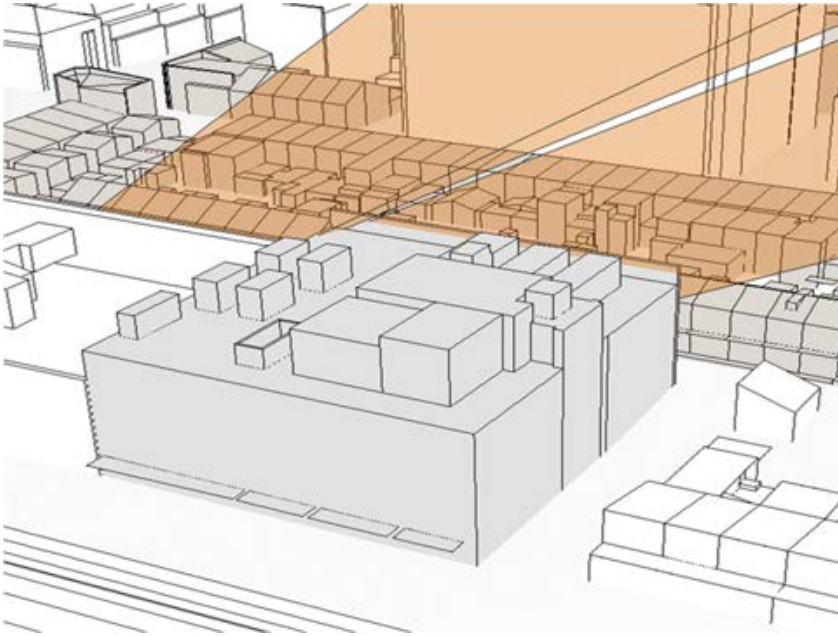


Figure 167 – solar access to adjoining residential properties

Proposed controls

For 549-559 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 51 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 168.

Table 51 – proposed planning controls for 549-559 Harris Street

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



Figure 168 – proposed site plan for 549-559 Harris Street

Visualisation



Figure 169 – view locations

Ultimo Pyrmont Urban Design Study

Existing

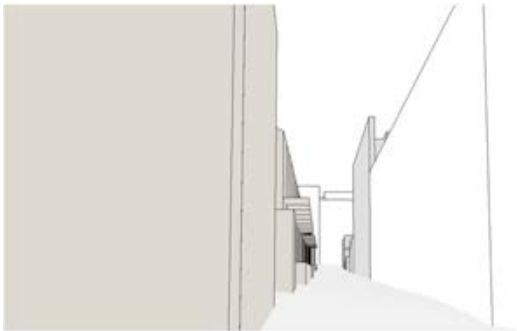
View south along Harris Street



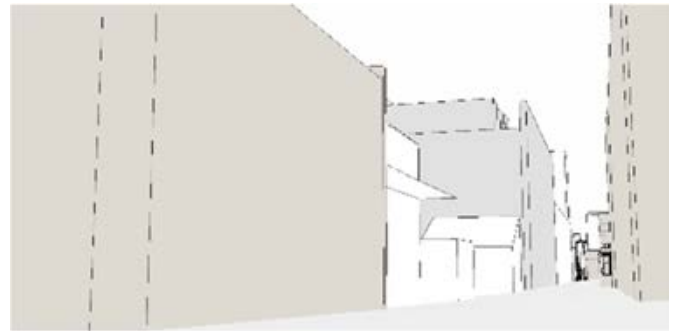
View north along Harris Street



View north along Hackett Street

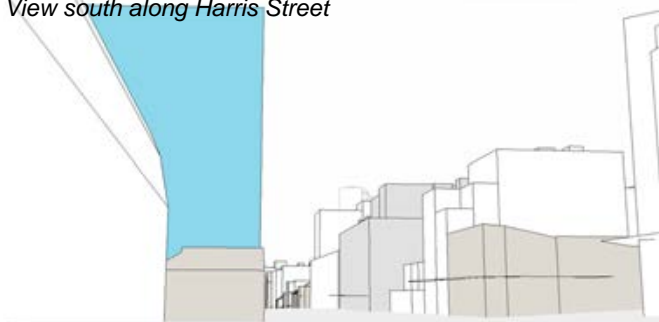


View south along Hackett Street



Existing + approved

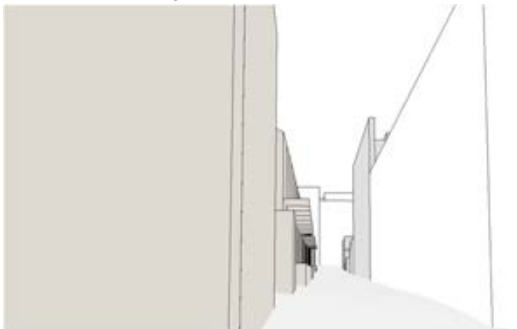
View south along Harris Street



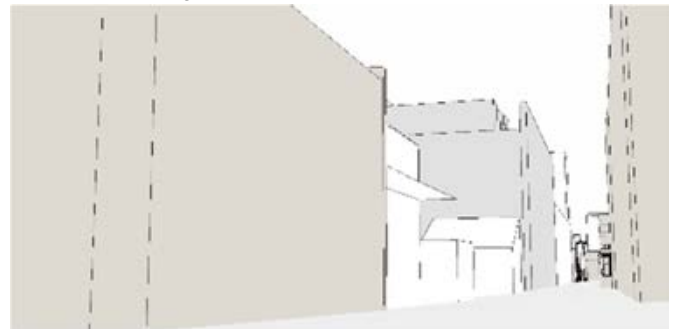
View north along Harris Street



View north along Hackett Street

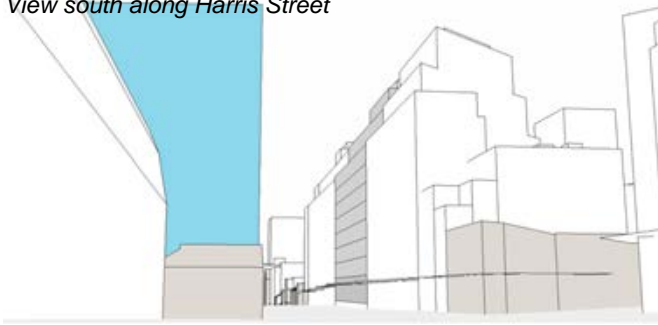


View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



561-577 & 579-583 Harris Street

Overview

561-577 & 579-583 Harris Street (Lot 1 DP 631356, Lot 1 DP 229201, Lot 2 DP 229201, Lot 1 DP 1102413) is located adjacent the Powerhouse Museum. The site has frontages (clockwise) to Harris Street to the east, Macarthur Street to the south and Hackett Street to the west (refer Figure 171 and Figure 170).



Figure 171 – location plan of 561-577 & 579-583 Harris Street



Figure 170 – oblique aerial of 561-577 & 579-583 Harris Street

Background

561-577 Harris Street was included in the Department of Planning's initial study (note, 579-583 Harris Street was not included in the Department's study). In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 172 and Table 52.

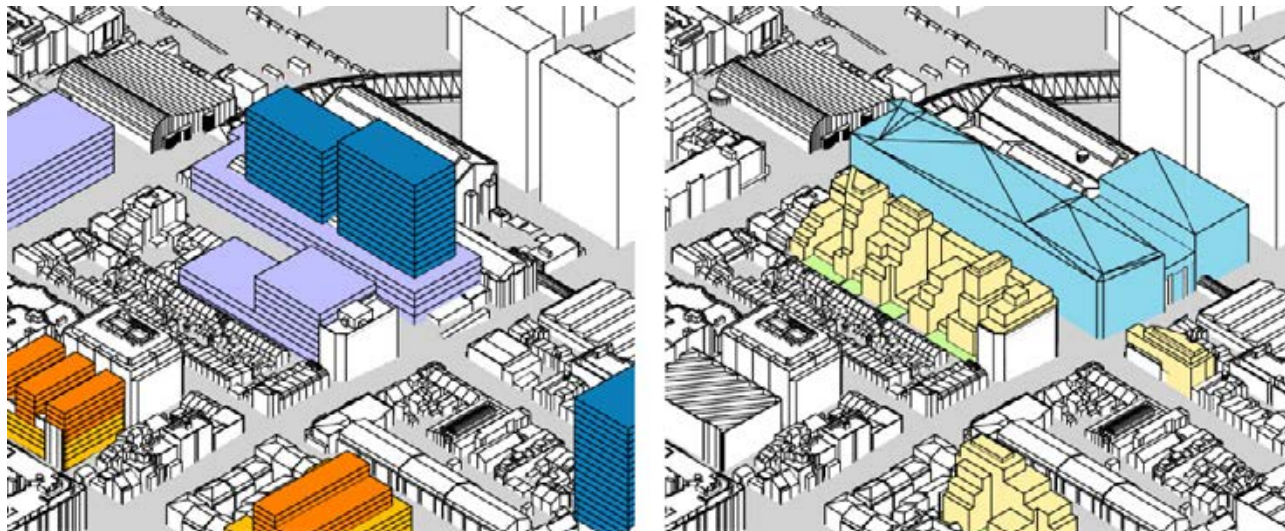


Figure 172 – comparison of Department of Planning's initial study and City of Sydney's study for 561-577 Harris Street

Table 52 – Department of Planning's initial study for 561-577 Harris Street

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

Existing controls

561-577 Harris Street is currently occupied by a three-storey commercial building with zero setbacks to all sides. 579-583 Harris Street is currently occupied by commercial building with seven levels of commercial office space above two levels of car parking. The existing controls, along with the layout and position of the site can be seen in Table 53 and Figure 173, respectively.

Table 53 – existing building and existing planning controls for 561-577 & 579-583 Harris Street

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

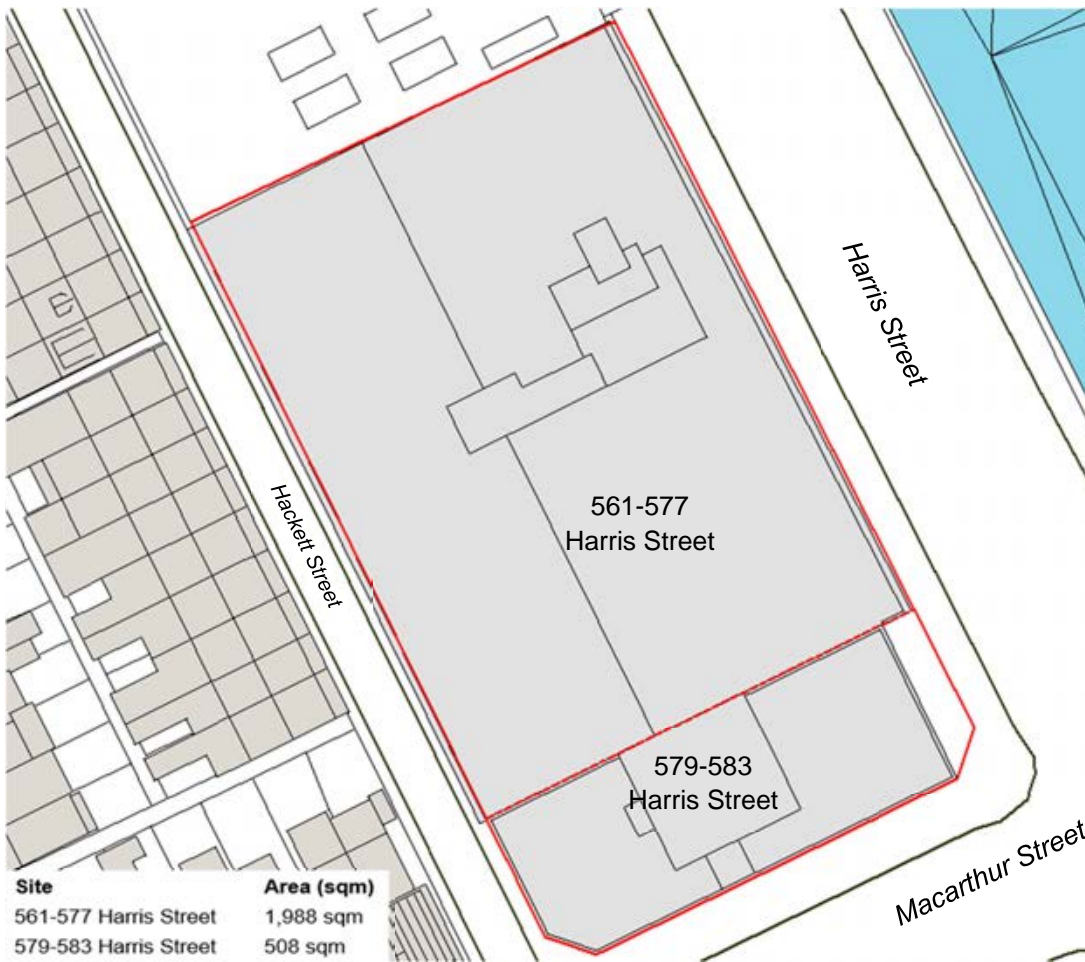


Figure 173 – existing site plan for 561-577 & 579-583 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City’s Development Control Plan (refer Figure 174).

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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



Figure 174 – solar access to neighbouring residential properties

Proposed controls

For 561-577 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site. For 579-583 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris and Macarthur Streets. The site is to have an FSR of 6.41:1 with a Design Excellence clause; and a height limit of 38 metres and 10 storeys. The controls for both sites can be seen in Table 54 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 175.

Table 54 – proposed planning controls for 561-577 & 579-583 Harris Street

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

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Figure 175 – proposed site plan for 561-577 & 579-583 Harris Street

Visualisation



Figure 176 – view locations

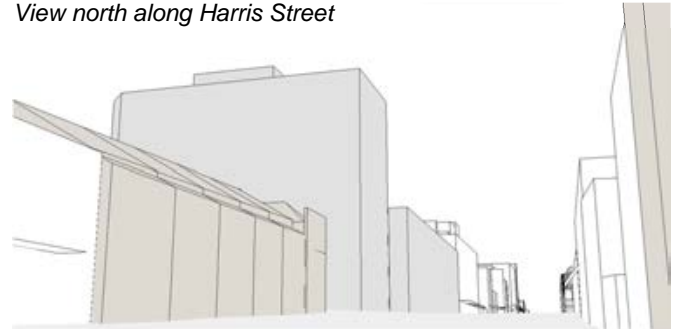
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Existing

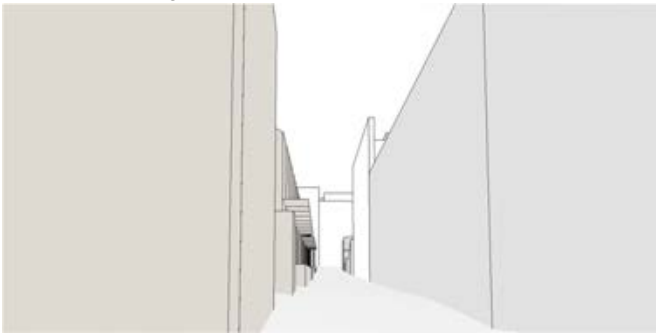
View south along Harris Street



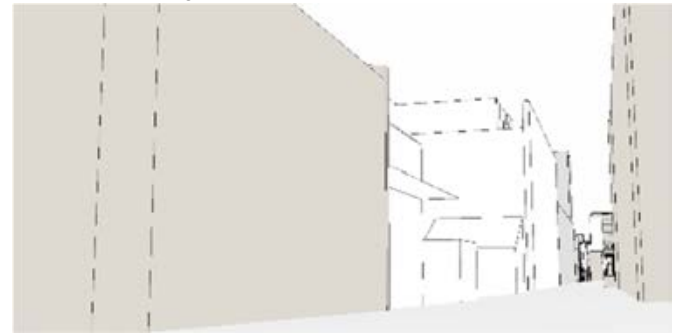
View north along Harris Street



View north along Hackett Street

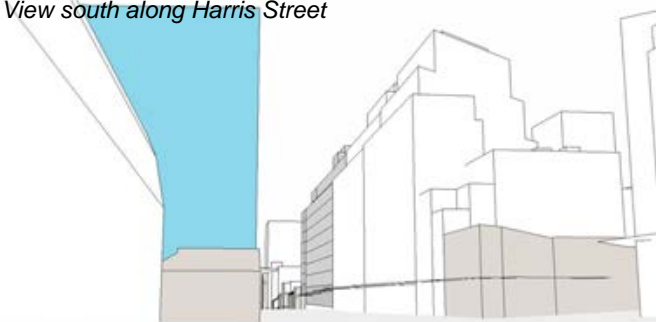


View south along Hackett Street



Existing + approved

View south along Harris Street



View north along Harris Street



View north along Hackett Street

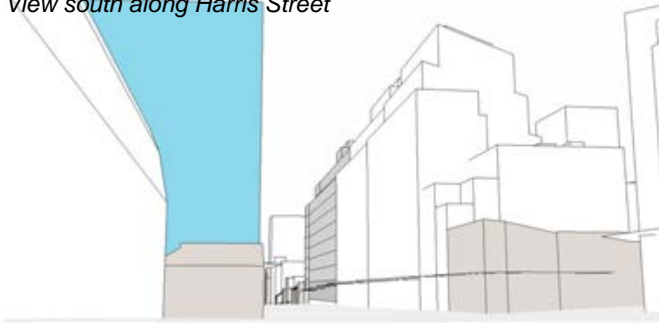


View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



562-570 Harris Street

Overview

562-570 Harris Street (Lot 44-47 DP 868670) is located adjacent the Powerhouse Museum. The site has frontages (clockwise) to Harris Street to the west, Macarthur Street to the north and Systrum Street to the east (refer Figure 177 and Figure 178).



Figure 177 – location plan of 562-570 Harris Street



Figure 178 – oblique aerial of 562-570 Harris Street

Background

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

In 2023 a Pre-DA (PDA-2023/134) was submitted for 562-570 Harris Street. The submission proposed a scheme for visitor accommodation with an FSR of 2.34:1 (2.13:1 with a Design Excellence clause), as shown in Figure 179 and Table 55. The Pre-DA was subsequently withdrawn.

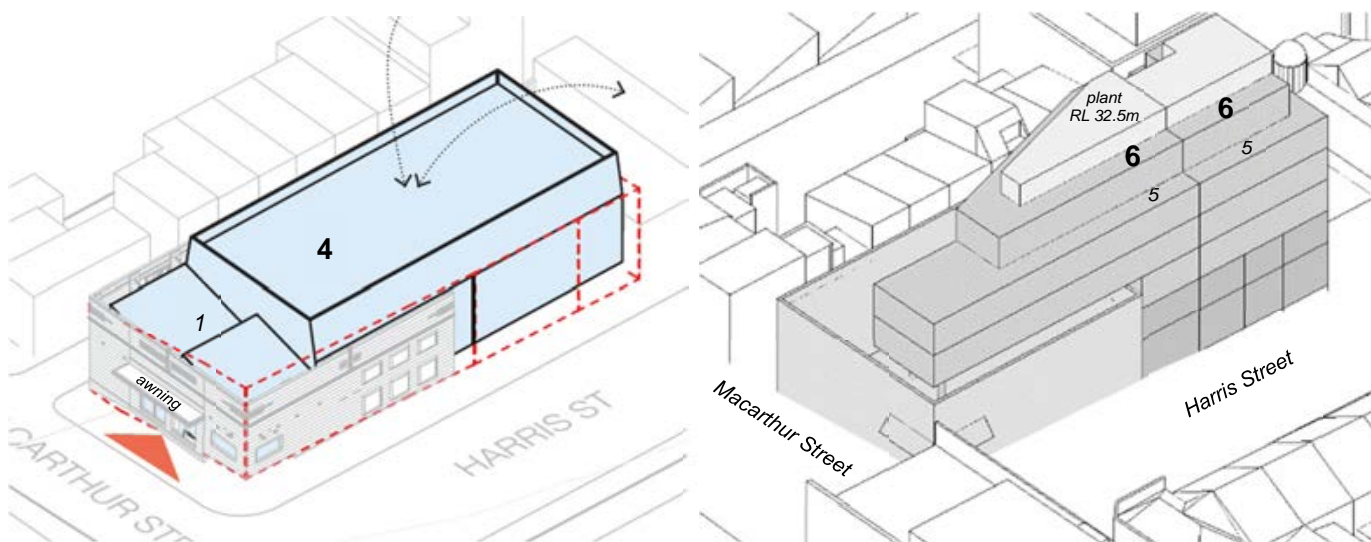


Figure 179 – comparison of proponent’s scheme for 562-576 Harris Street and CoS urban design study

Table 55 – Proponent’s proposed scheme for 562-576 Harris Street (PDA-2023/134)

	PDA-2023/134	CoS study
Gross floor area	Visitor Accommodation	Residential (mixed use)
Floor space ratio	2.34 (2.13 + DesEx)	1.98 + DesEx
Height of building	13.5m	23.5 m
Height in storeys	4^	6^
Deep soil	0%	10%

Existing controls

562-570 Harris Street is currently occupied by single storey warehouse fronting Macarthur Street. South of this is a small two storey annex and lean-to, the remainder of the site is vacant. These controls, along with the layout and position of the site can be seen in Table 56 and Figure 180, respectively.

Table 56 – existing building and existing planning controls for 562-570 Harris Street

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

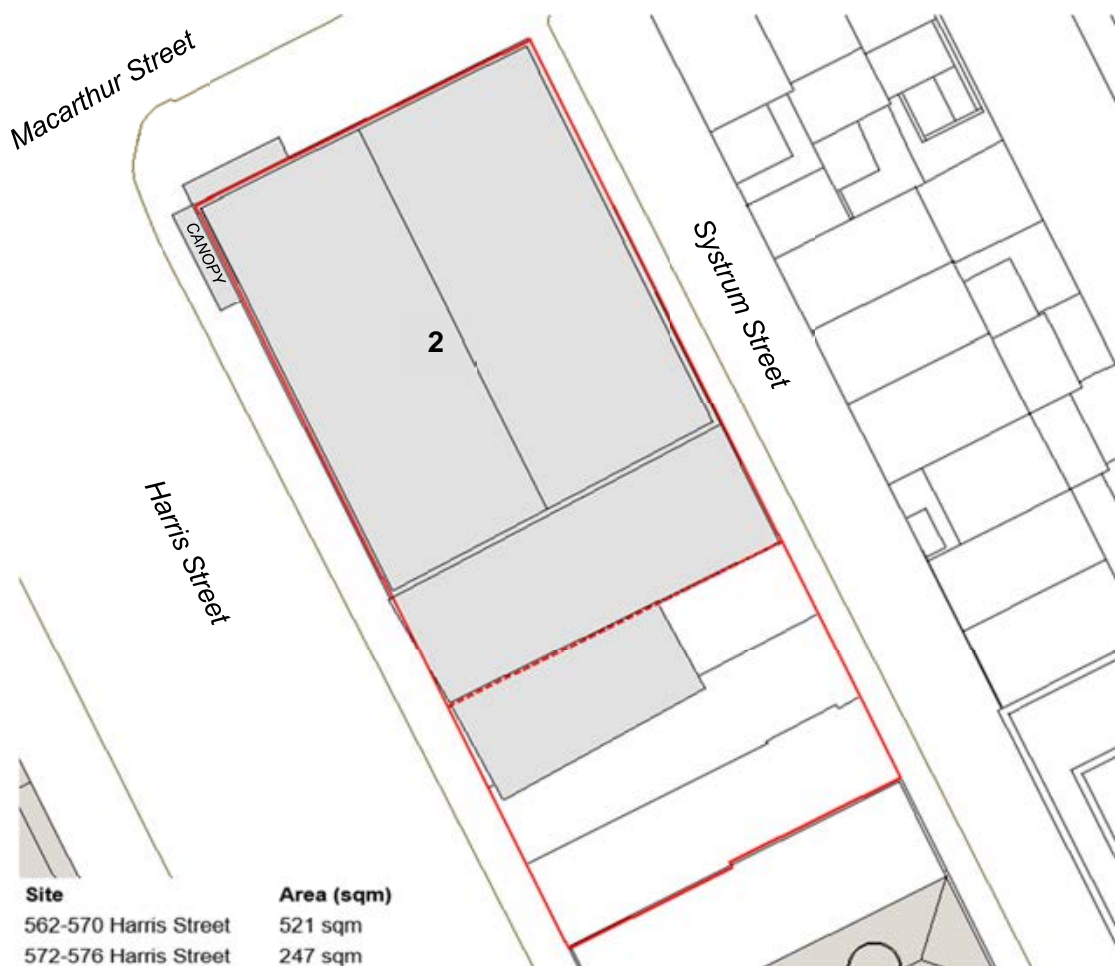


Figure 180 – existing site plan for 562-570 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 181).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

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

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

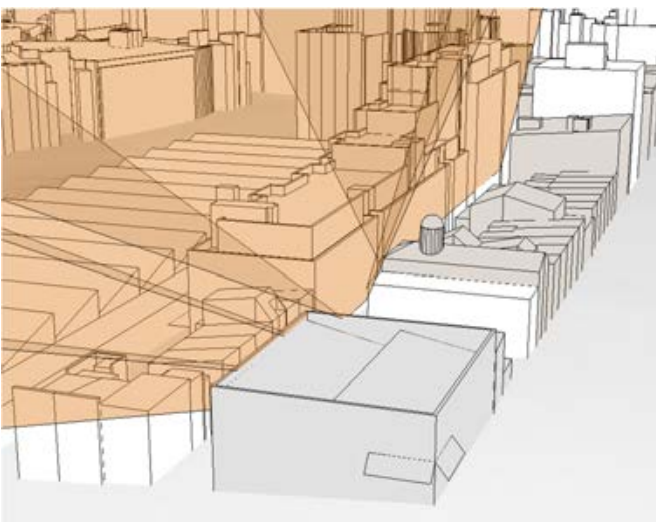


Figure 181 – solar access to neighbouring residential properties

Proposed controls

For 562-570 Harris Street, the proposed controls are for a residential use, with lower level retail/commercial uses to Harris and Macarthur Streets. The combined site is to have an FSR of 1.98:1 with a Design Excellence clause; a height limit of 23.5 metres and 6 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 57 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 182.

Table 57 – proposed planning controls for 562-570 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	MU1 - MU	Mixed use
Floor space ratio	<i>0.65 approx.</i>	1.0 & 1.5	1.98 + DesEx Comm = 0.86 Res = 1.31
<i>Northern site</i> -		1.0	1.66 + DesEx Comm = 0.73 Res = 1.09
<i>Southern site</i> -		1.5	2.67 + DesEx Comm = 1.14 Res = 1.79
Height of building	10m	9m	23.5m
Height in storeys	2	2	6^
Deep soil	-	10%	10%



Figure 182 – proposed site plan for 562-570 Harris Street

Visualisation

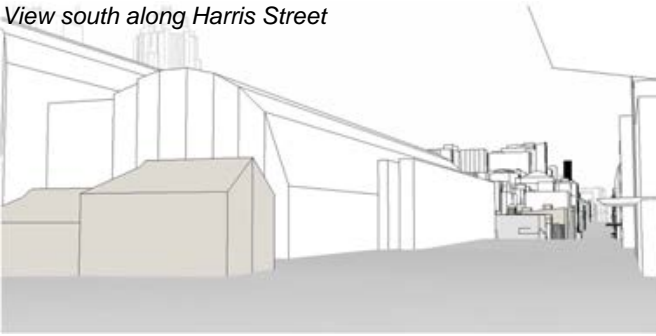


Figure 183 – view locations

Ultimo Pyrmont Urban Design Study

Existing

View south along Harris Street



View north along Harris Street



View west along Macarthur Street

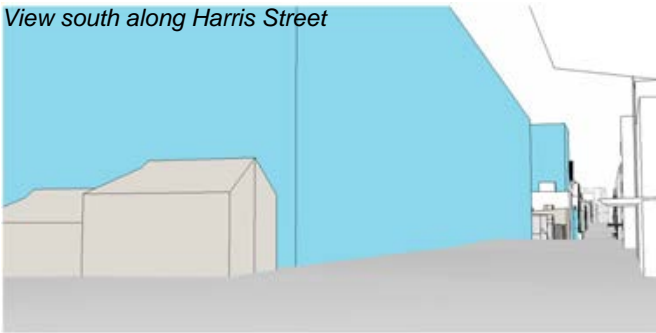


View east along Macarthur Street



Existing + approved

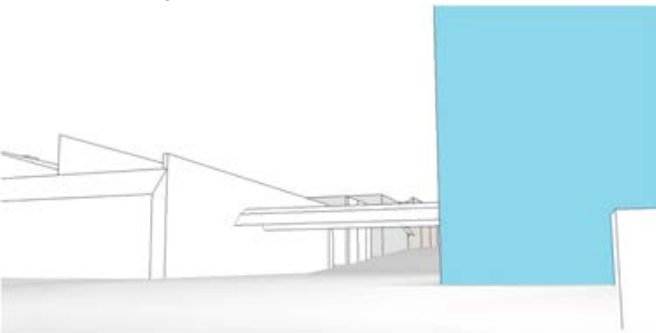
View south along Harris Street



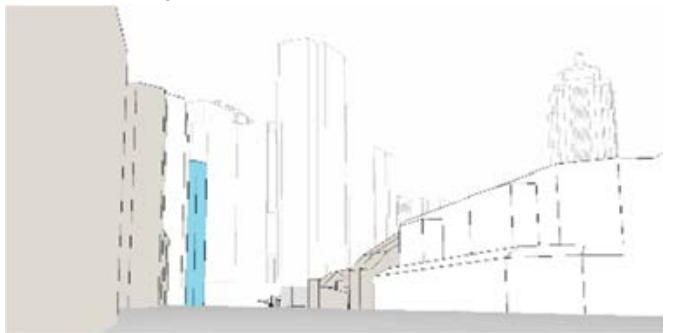
View north along Harris Street



View west along Macarthur Street



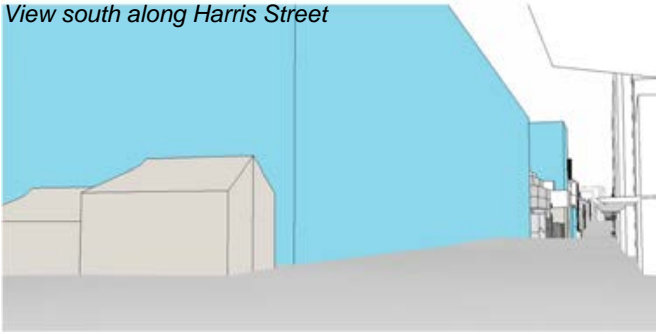
View east along Macarthur Street



Ultimo Pyrmont Urban Design Study

Proposed

View south along Harris Street



View north along Harris Street



View west along Macarthur Street



View east along Macarthur Street



383-389 Bulwara Road

Overview

383-389 Bulwara Road (Part Lot 1 DP 773656) is located immediately north of the Mary Ann Street Reserve on the western side of Bulwara Road (refer Figure 184 and Figure 185).



Figure 184 – location plan of 383-389 Bulwara Road



Figure 185 – oblique aerial of 383-389 Bulwara Road

Background

383-389 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1 and a height of 32m and 9 storeys, as shown in Figure 186. The study did not consider the amenity of park, the difficulty of site amalgamation with a public authority, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 58 below.

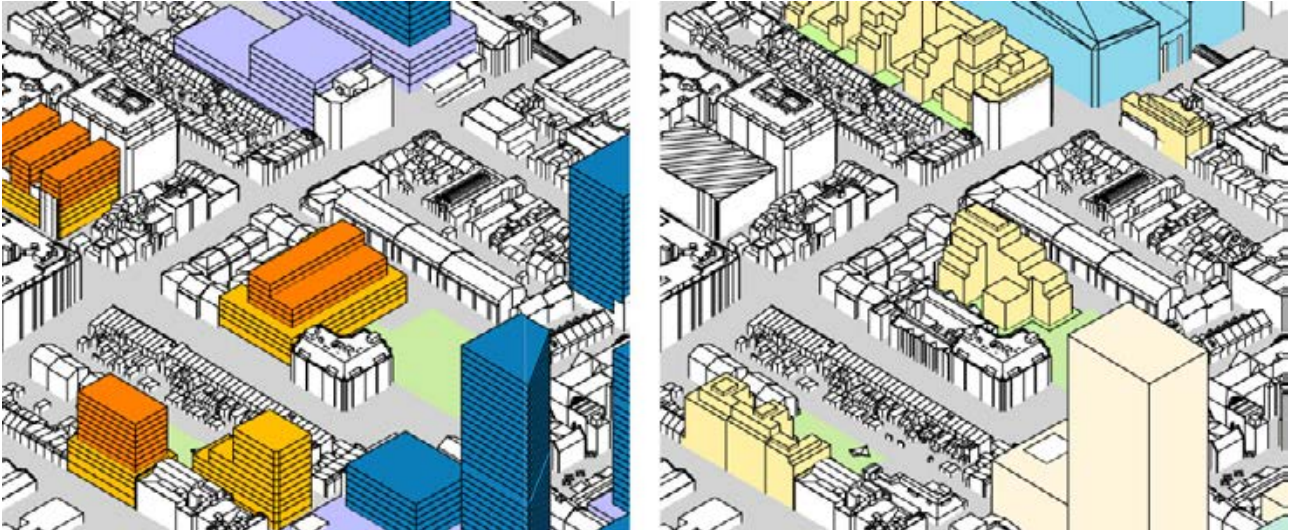


Figure 186 – comparison of Department of Planning's initial study and City of Sydney's study for 383-389 Bulwara Road

Table 58 – Department of Planning's initial study for 383-389 Bulwara Road

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

Existing controls

383-389 Bulwara Road is currently occupied by a five-storey hotel/visitor-accommodation, setback behind a porte-cochère on Bulwara Road. The existing controls, along with the layout and position of the site can be seen in Table 59 and Figure 187 respectively.

Table 59 – existing building and existing planning controls for 383-389 Bulwara Road

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

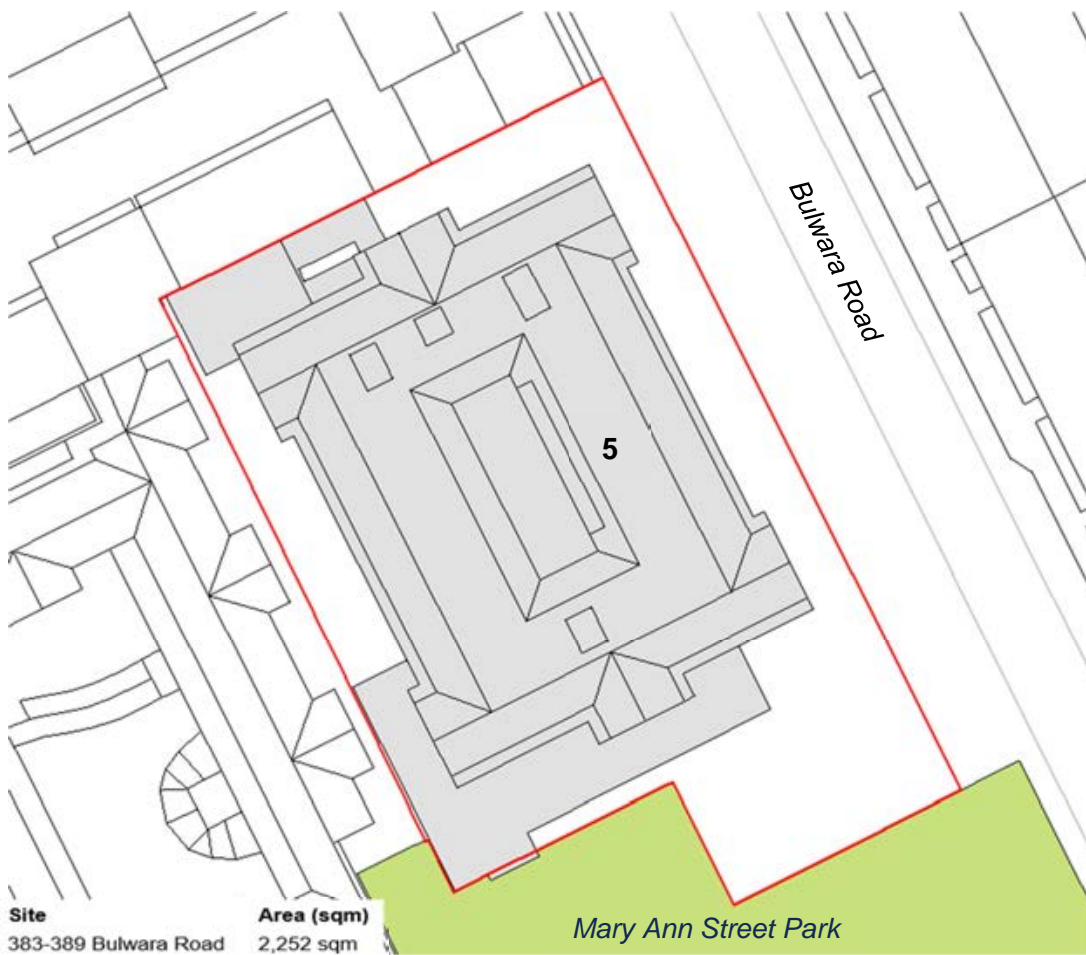


Figure 187 – existing site plan for 383-389 Bulwara Road

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 188). Additional overshadowing to neighbouring Mary Ann Street Park has also been minimised (refer Figure 189)

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

Residential land use extends the existing surrounding residential land use.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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



Figure 188 – solar access to adjoining residential properties and Mary Ann Street Park

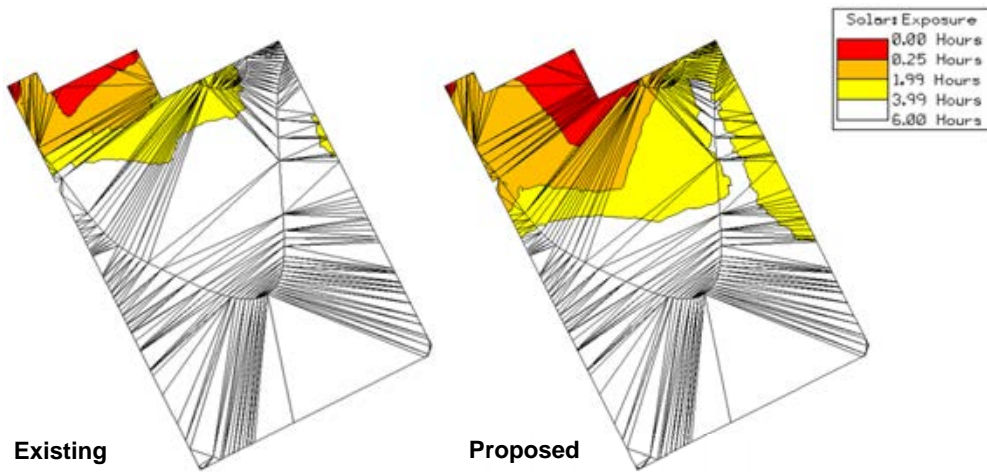


Figure 189 – solar insolation to Mary Ann Street Park

Proposed controls

For 383-389 Murray Street, the proposed controls are for a residential use. The site is to have an FSR of 3.05:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 60 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 190.

Table 60 – proposed planning controls for 383-389 Bulwara Road

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

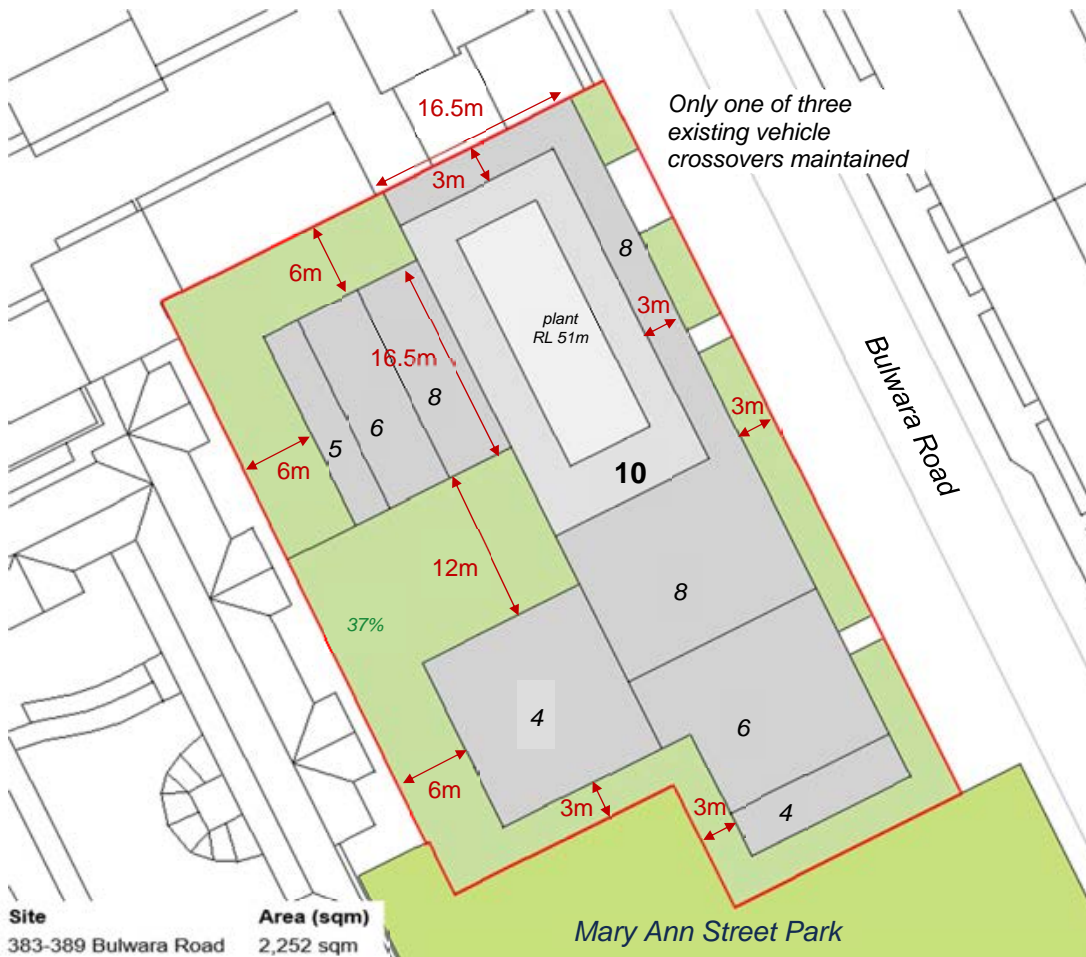


Figure 190 – proposed site plan for 383-389 Bulwara Road

Visualisation

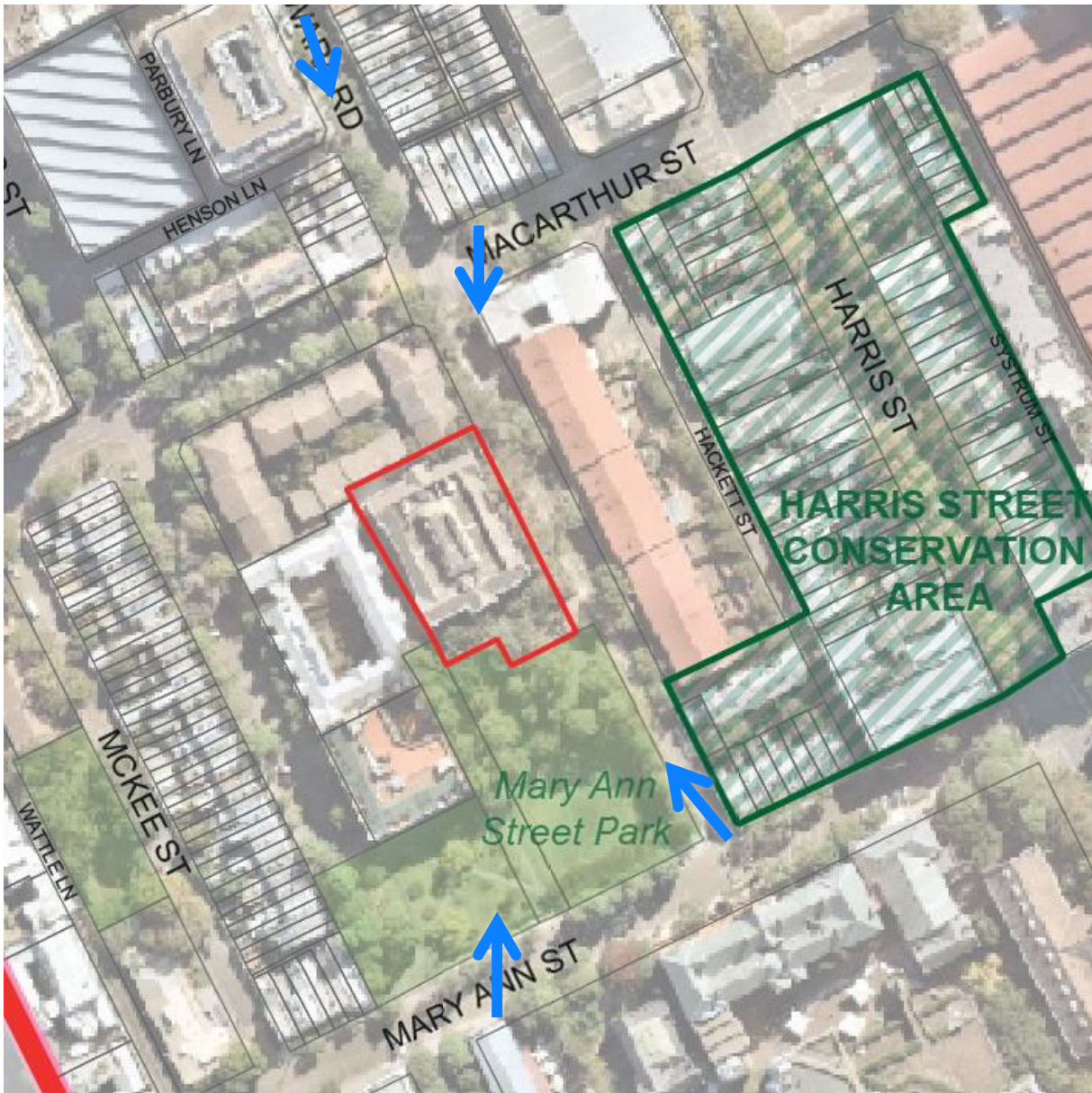


Figure 191 – view locations

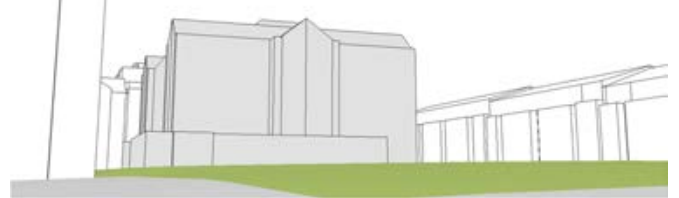
Ultimo Pyrmont Urban Design Study

Existing

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street



View south along Bulwara Road



Existing + approved

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street

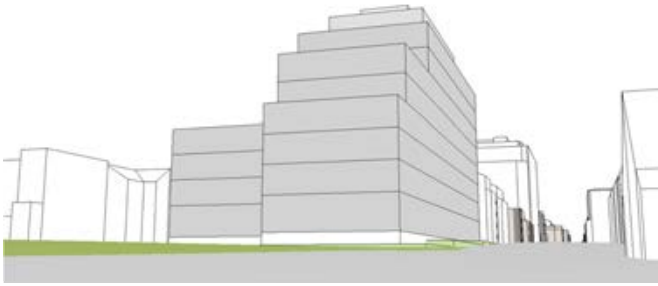


View south along Bulwara Road

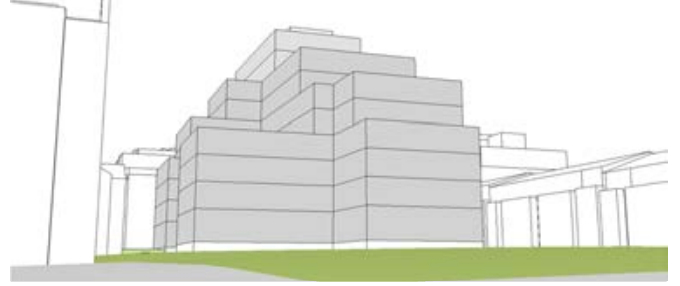


Proposed

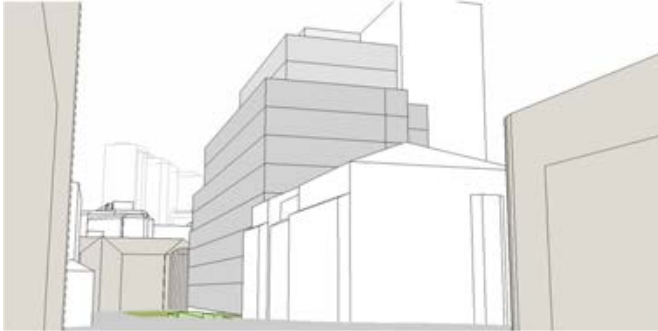
View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street



View south along Bulwara Road



446-456 Wattle Street

Overview

446-456 Wattle Street (Lot 9-14 DP 260374) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The sites front Wattle Street to their west and Wattle Lane to their east (refer Figure 193 and Figure 192).



Figure 193 – location plan of 446-456 Wattle Street



Figure 192 – oblique aerial of 446-456 Wattle Street

Background

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

Existing controls

446-456 Wattle Street (Lot 9-14 DP 260374) are currently occupied by six separate terrace houses, all fronting Wattle Street, with rear lane access from Wattle Lane. The existing controls and the layout and position of the sites can be seen in Table 61 and Figure 194, respectively.

Table 61 – existing building and existing planning controls for 446-456 Wattle Street

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



Figure 194 – existing site plan for 446-456 Wattle Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan. Additional overshadowing to nearby Mckee Street Reserve has also been minimised (refer Figure 195)

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

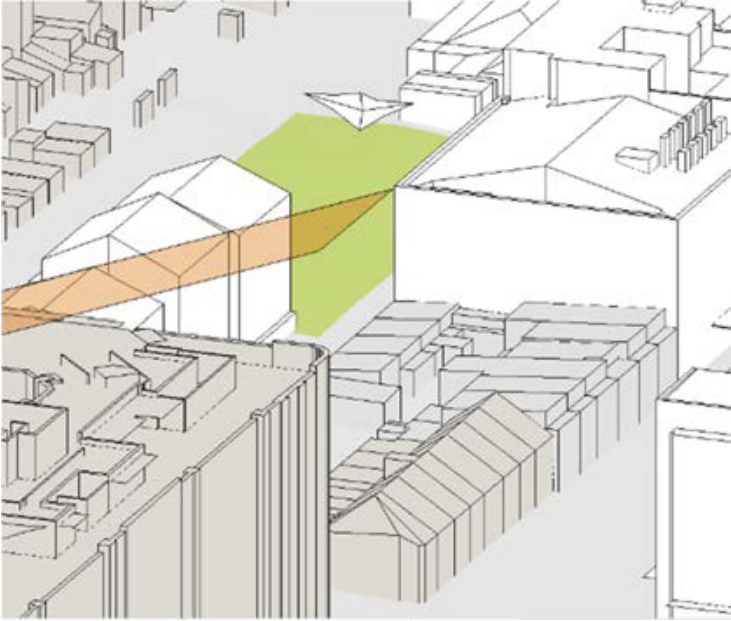


Figure 195 – solar access to McKee Street Reserve community gardens

Proposed controls

For 446-456 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.76:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 62 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 196.

Table 62 – proposed planning controls for 446-456 Wattle Street

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



Figure 196 – proposed site plan for 446-456 Wattle Street

Visualisation

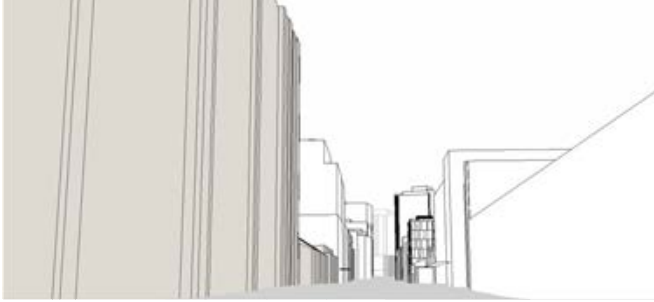


Figure 197 – view locations

Ultimo Pyrmont Urban Design Study

Existing

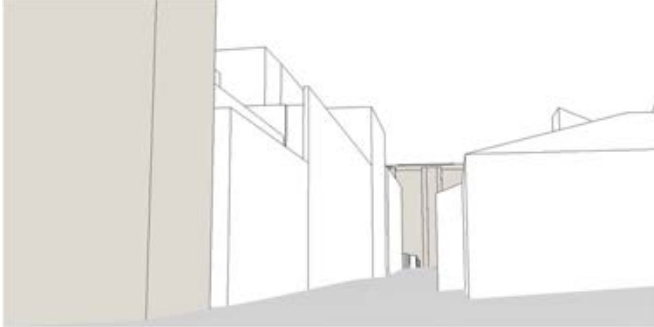
View south along Wattle Street



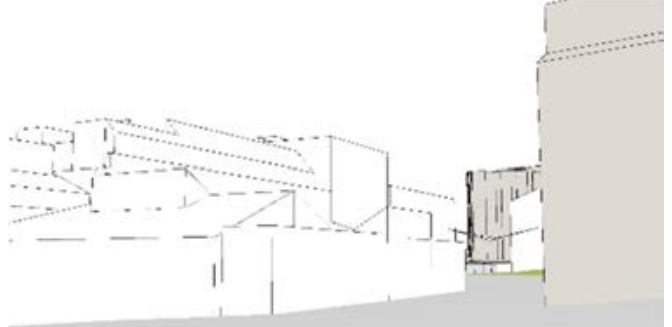
View north along Wattle Street



View north along Wattle Lane

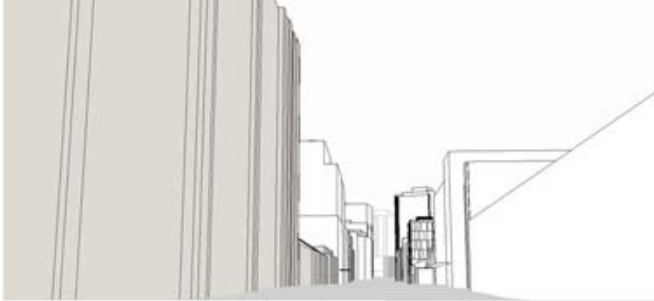


View west across McKee Street Reserve

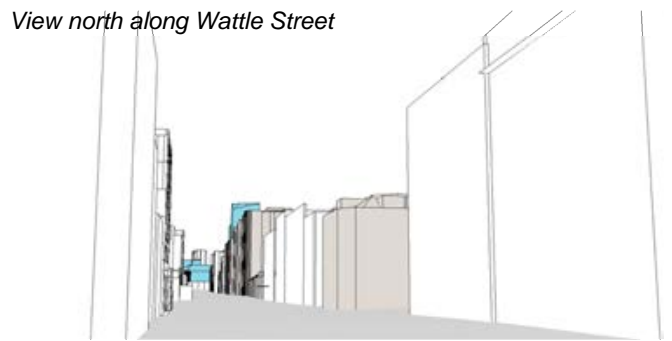


Existing + approved

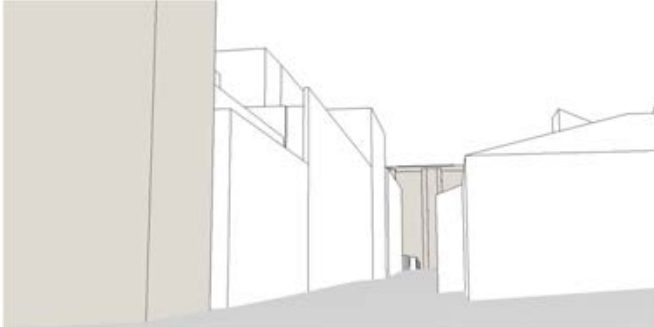
View south along Wattle Street



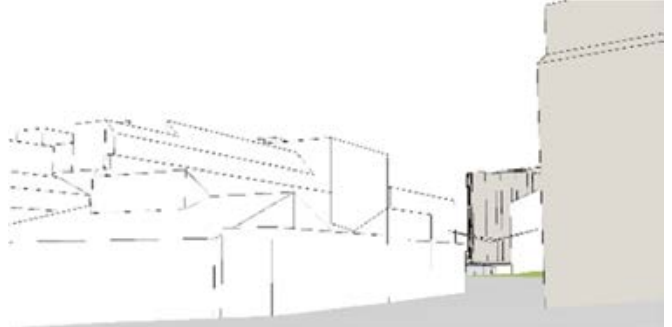
View north along Wattle Street



View north along Wattle Lane

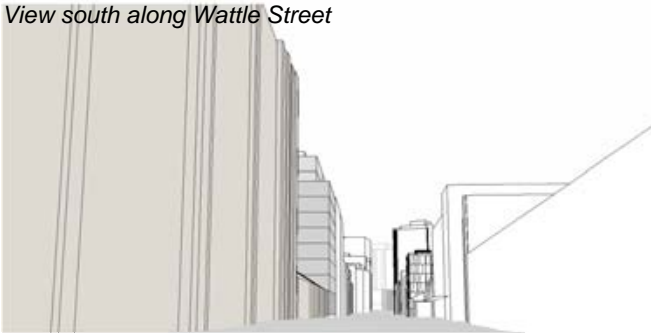


View west across McKee Street Reserve



Proposed

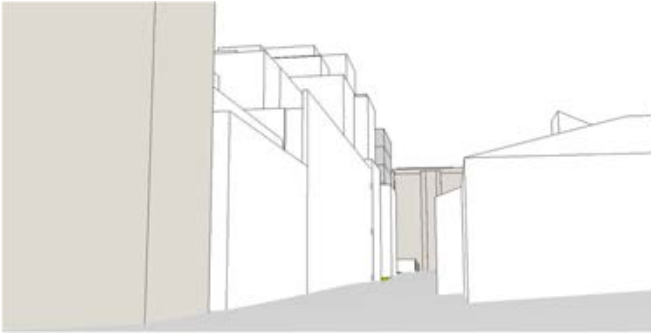
View south along Wattle Street



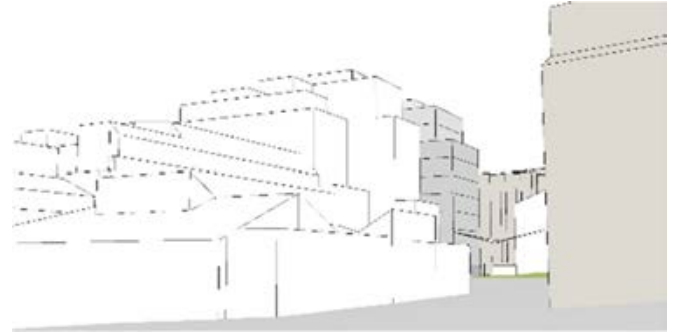
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



458-468 Wattle Street

Overview

458-468 Wattle Street (Lot 2 DP 209558, Lots 1-4 SP 65741) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site front Wattle Street to the west and Wattle Lane to the east (refer Figure 198 and Figure 199).



Figure 198 – location plan of 458-468 Wattle Street



Figure 199 – oblique aerial of 458-468 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 200. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 63 below.

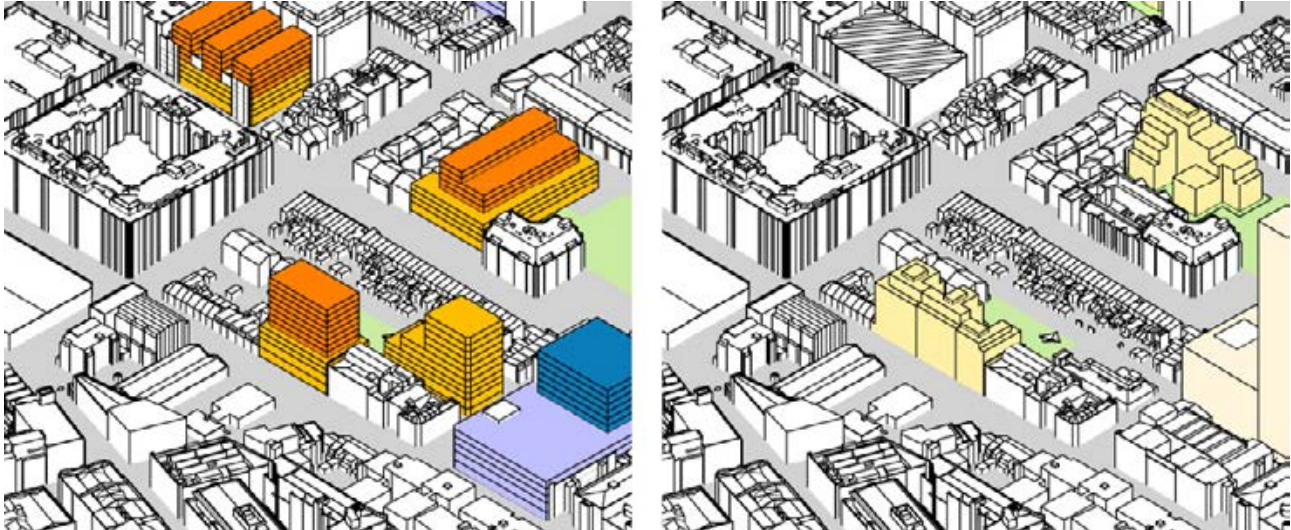


Figure 200 – comparison of Department of Planning's initial study and City of Sydney's study for 458-468 Wattle Street

Table 63 – Department of Planning's initial study for 458-468 Wattle Street

	DPE study	CoS study
Gross floor area	3,520 sqm*	2,693 sqm
Floor space ratio	5.50	3.82 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	36m
Height in storeys	12 (<i>HiS not specified</i>)	10^
Deep soil	Not specified	10%

*Site was amalgamated 470 Wattle Street in the Department of Planning's initial study; figures shown only represent 458-468 Wattle Street

Existing controls

458-468 Wattle Street is currently occupied by a four-storey commercial building, the existing building's characteristics and current planning controls can be seen in Table 64 below. The layout and position of the site can be seen in Figure 201.

Table 64 – existing building and existing planning controls for 458-468 Wattle Street

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

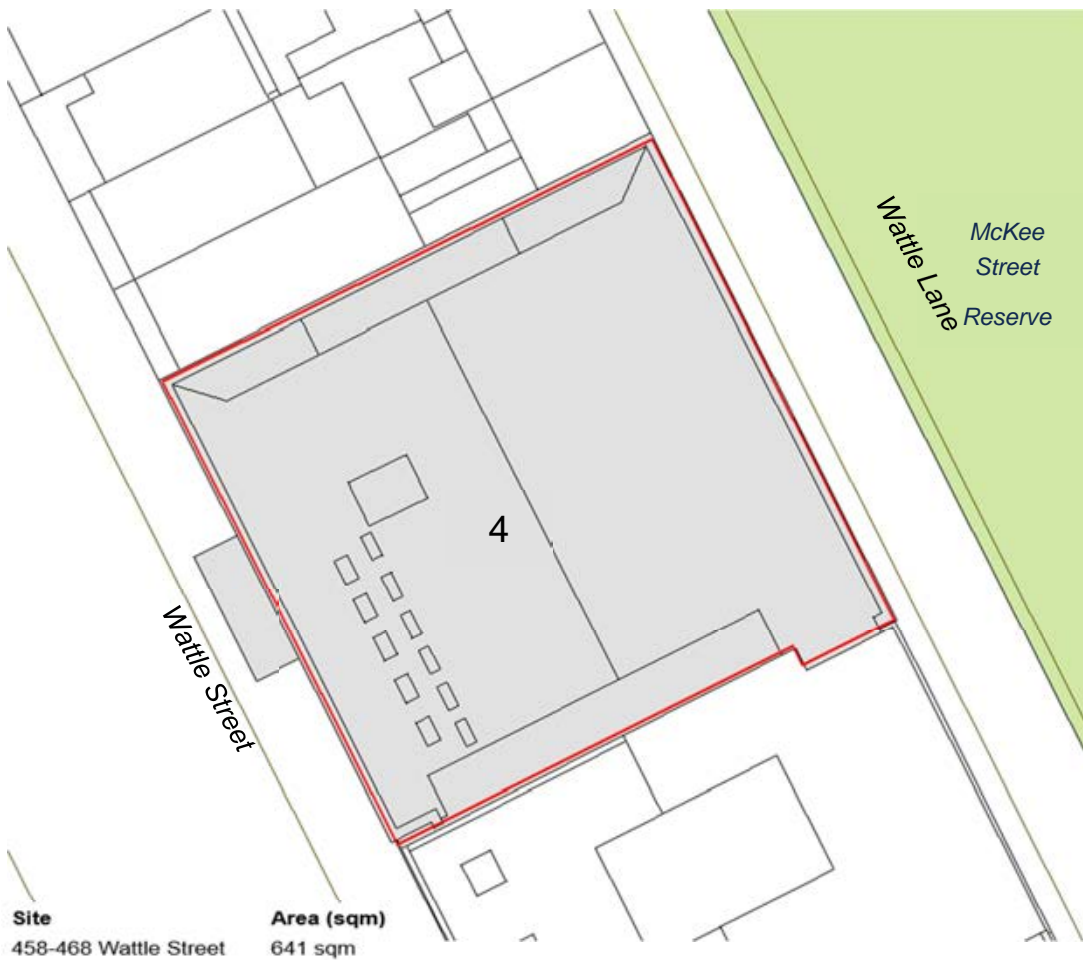


Figure 201 – existing site plan for 458-468 Wattle Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

There are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

Proposed controls

For 458-468 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.82:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 65 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 202.

Table 65 – proposed planning controls for 458-468 Wattle Street

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



Figure 202 – proposed site plan for 458-468 Wattle Street

Visualisation

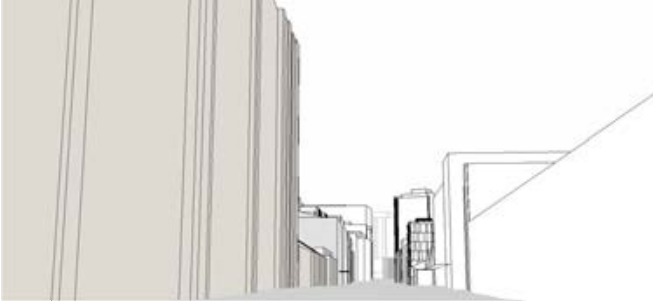


Figure 203 – view locations

Ultimo Pyrmont Urban Design Study

Existing

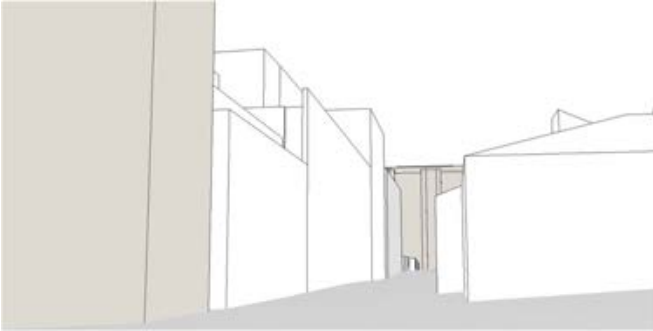
View south along Wattle Street



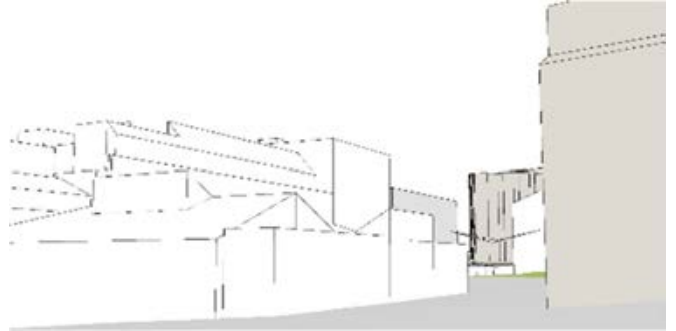
View north along Wattle Street



View north along Wattle Lane

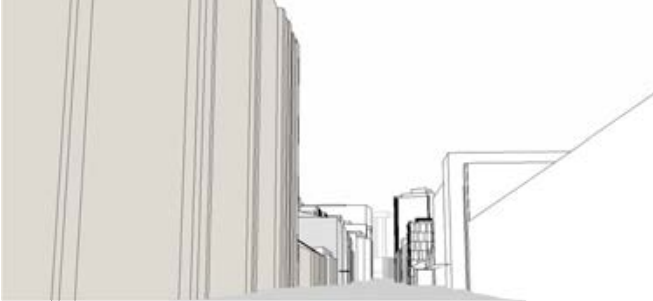


View west across McKee Street Reserve

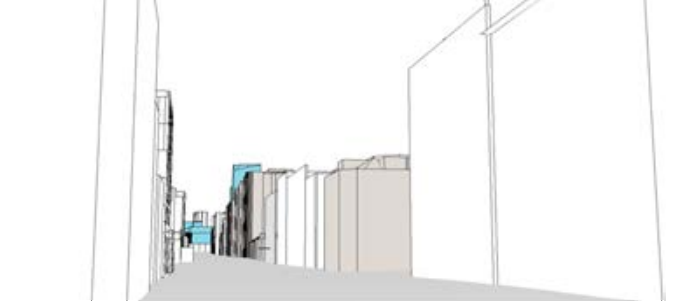


Existing + approved

View south along Wattle Street



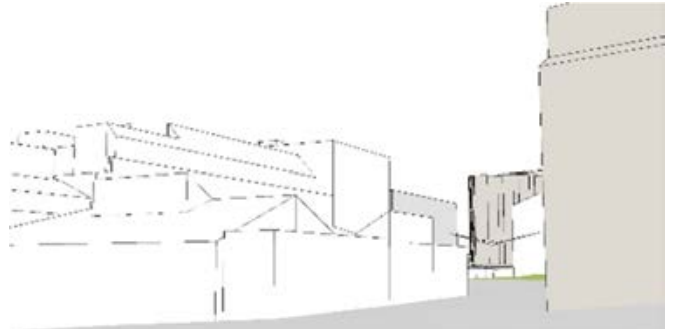
View north along Wattle Street



View north along Wattle Lane

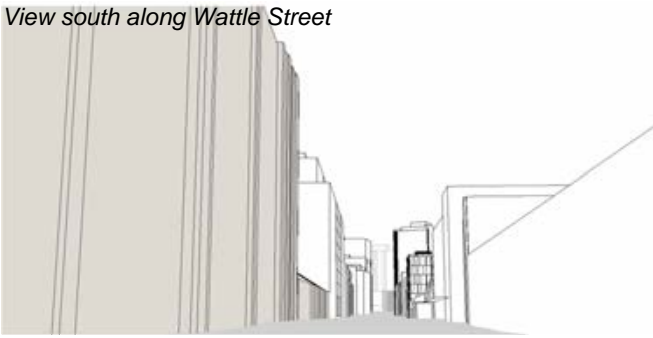


View west across McKee Street Reserve

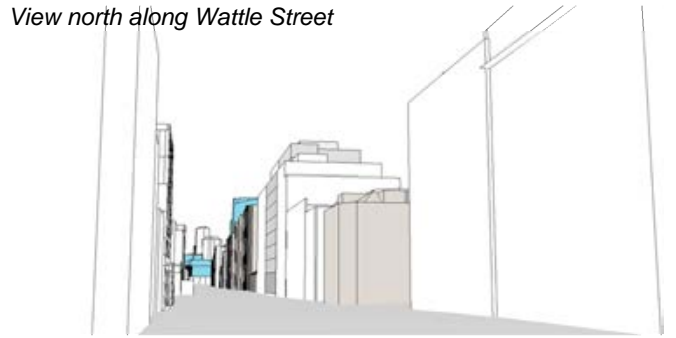


Proposed

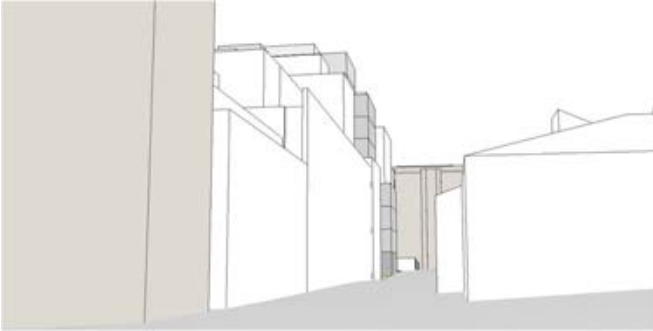
View south along Wattle Street



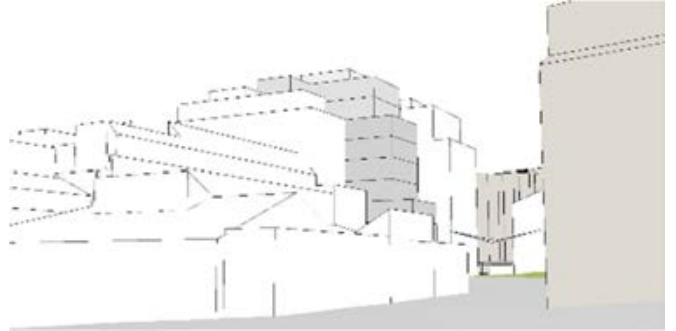
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



470 Wattle Street

Overview

470 Wattle Street (Lot 1 DP 209558) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site front Wattle Street to the west and Wattle Lane to the east (refer Figure 204 and Figure 205)



Figure 204 – location plan of 470 Wattle Street



Figure 205 – oblique aerial of 470 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 206. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 66 below.

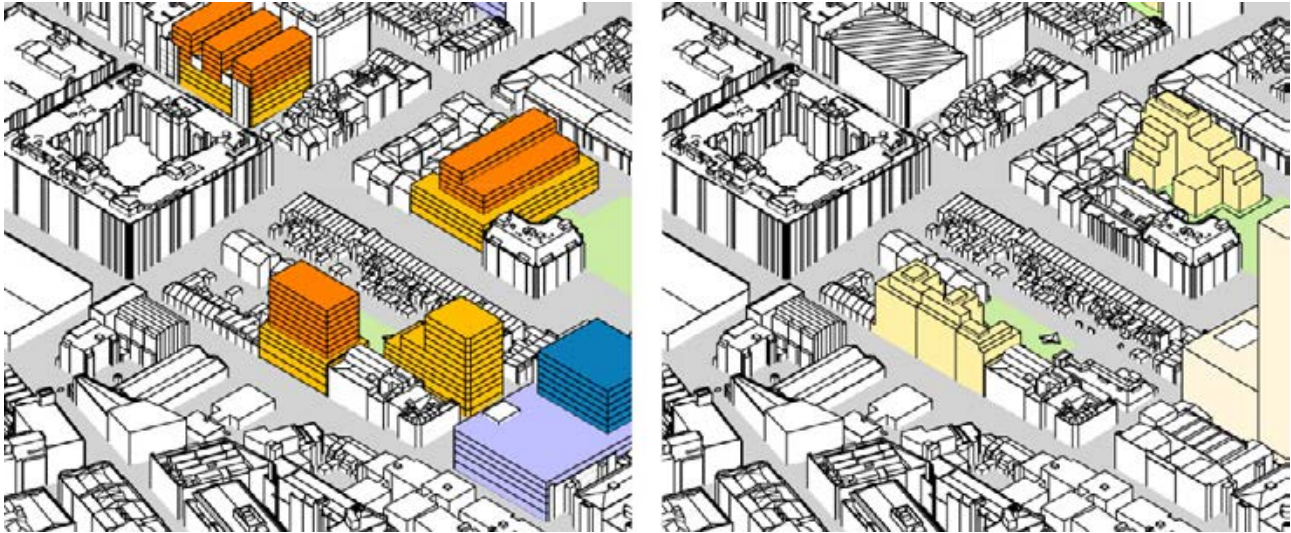


Figure 206 – comparison of Department of Planning's initial study and City of Sydney's study for 470 Wattle Street

Table 66 – Department of Planning's initial study for 470 Wattle Street

	DPE study	CoS study
Gross floor area	2,446 sqm*	1,731 sqm
Floor space ratio	5.50	3.50 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	30m
Height in storeys	12 (<i>HiS not specified</i>)	8^
Deep soil	Not specified	10%

*Site was amalgamated 458-468 Wattle Street in the Department of Planning's initial study; figures shown only represent 470 Wattle Street

Existing controls

470 Wattle Street is currently occupied by a five-storey mixed-use building, the existing building's characteristics and current planning controls can be seen in Table 67 below. The layout and position of the site can be seen in Figure 207.

Table 67 – existing building and existing planning controls for 470 Wattle Street

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

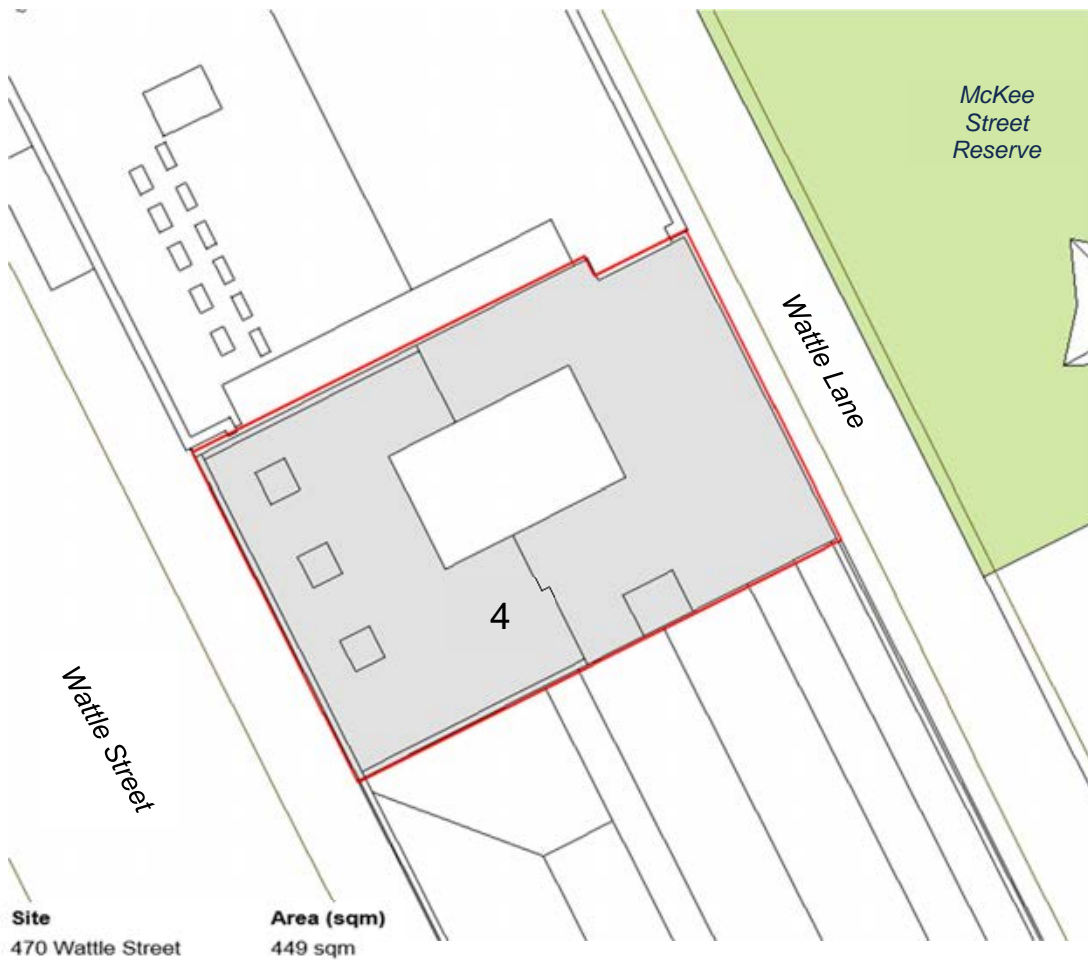


Figure 207 – existing site plan for 470 Wattle Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City’s Development Control Plan (refer Figure 208).

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

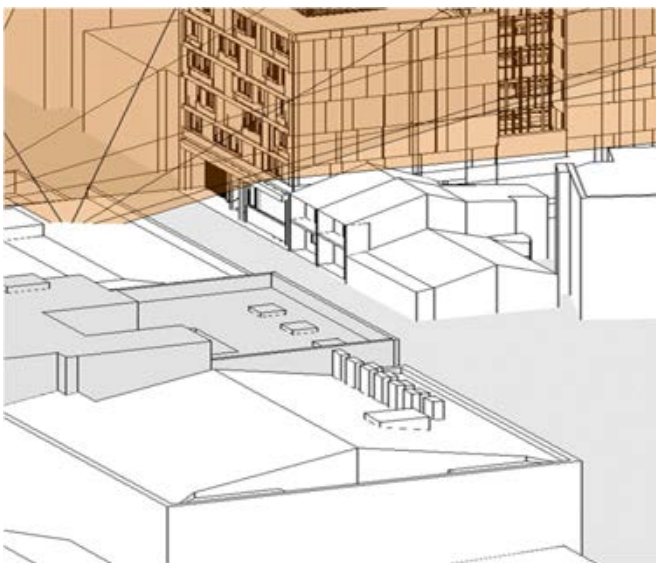


Figure 208 – solar access to adjoining residential properties

Proposed controls

For 470 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.50:1 with a Design Excellence clause; a height limit of 30 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 68 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 209.

Table 68 – proposed planning controls for 470 Wattle Street

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



Figure 209 – proposed site plan for 470 Wattle Street

Visualisation

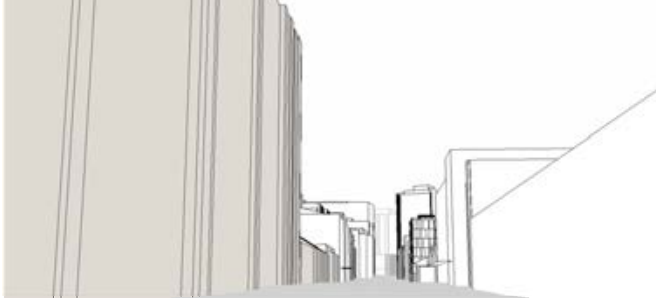


Figure 210 – view locations

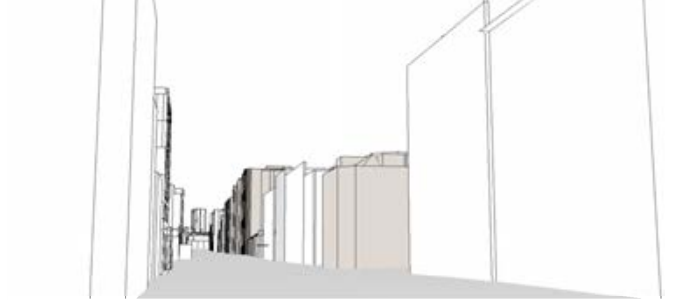
Ultimo Pyrmont Urban Design Study

Existing

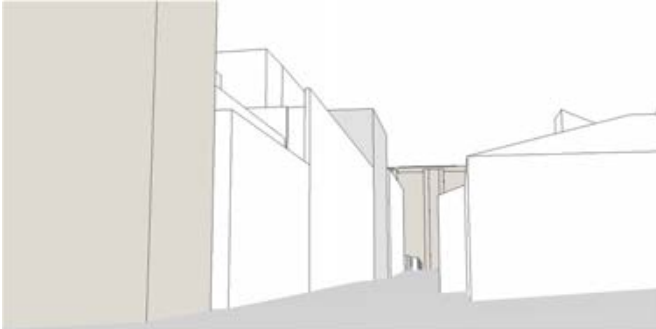
View south along Wattle Street



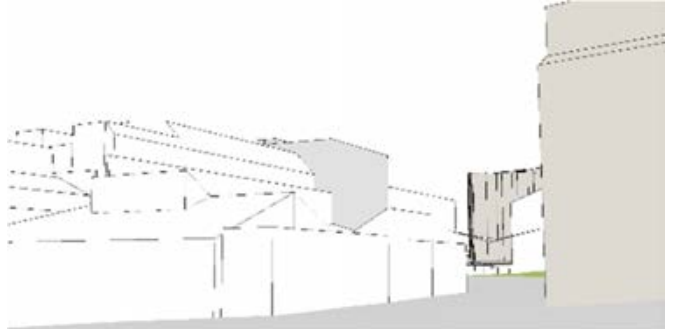
View north along Wattle Street



View north along Wattle Lane

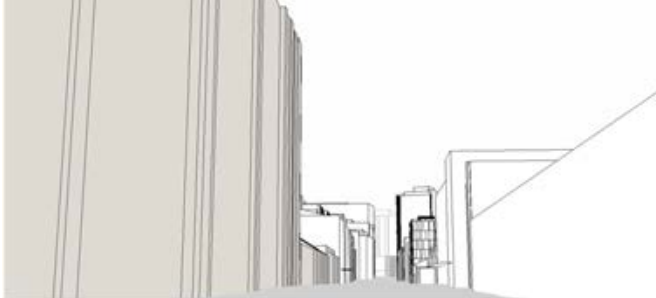


View west across McKee Street Reserve

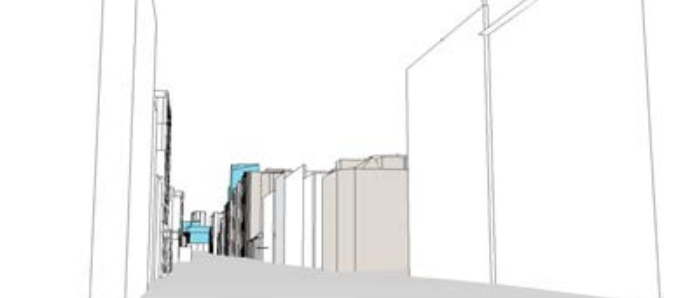


Existing + approved

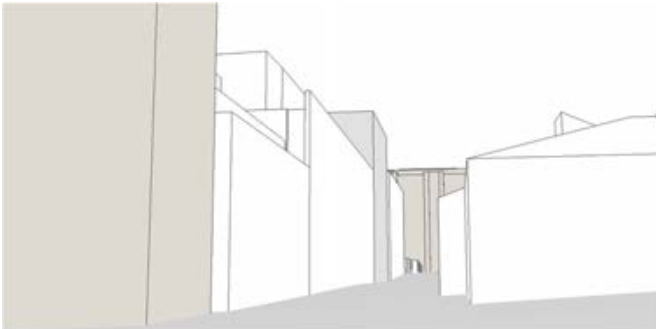
View south along Wattle Street



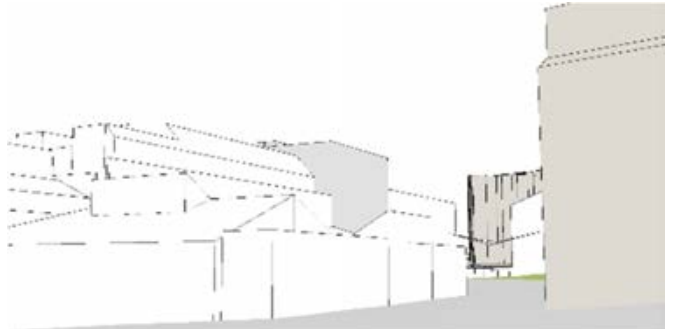
View north along Wattle Street



View north along Wattle Lane

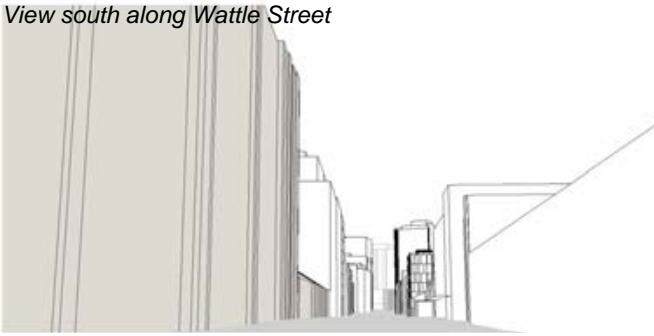


View west across McKee Street Reserve

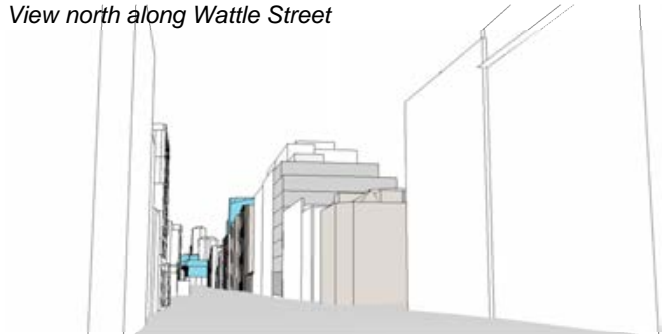


Proposed

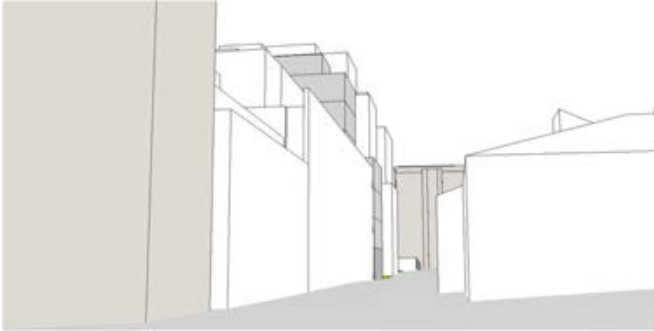
View south along Wattle Street



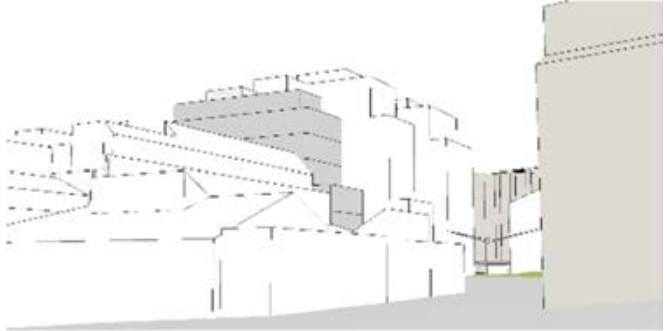
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



86-92 Harris Street

Overview

86-92 Harris Street (Lot 1 DP 791724) is located at the northern end of Harris Street, with a secondary frontage to Pyrmont Street, as can be seen in Figure 211 and Figure 212.



Figure 211 – location plan of 86-92 Harris Street

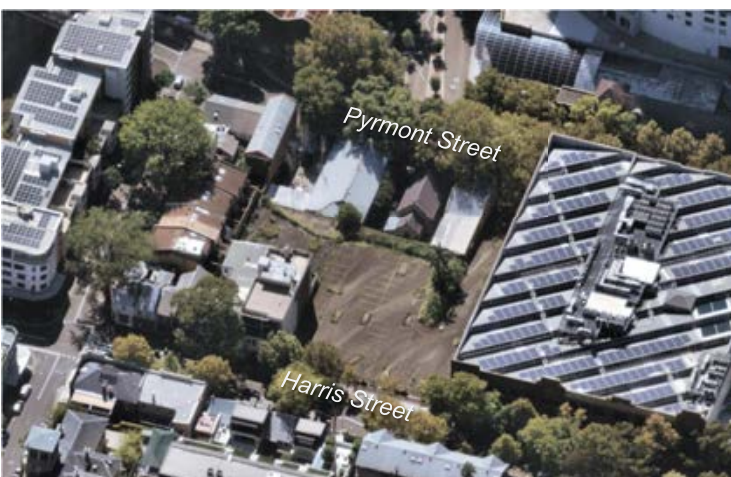


Figure 212 – oblique aerial of 86-92 Harris Street

Background

86-92 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1, a height of 15 storeys, as shown in Figure 213. The initial study did not consider the sites context adjacent to heritage items to its south and east, opposite on Harris Street and nearby to the north. It did not consider minimising overshadowing of neighbouring residential buildings opposite on Harris Street, and the provision of deep soil. These controls can be seen in Table 72 below.

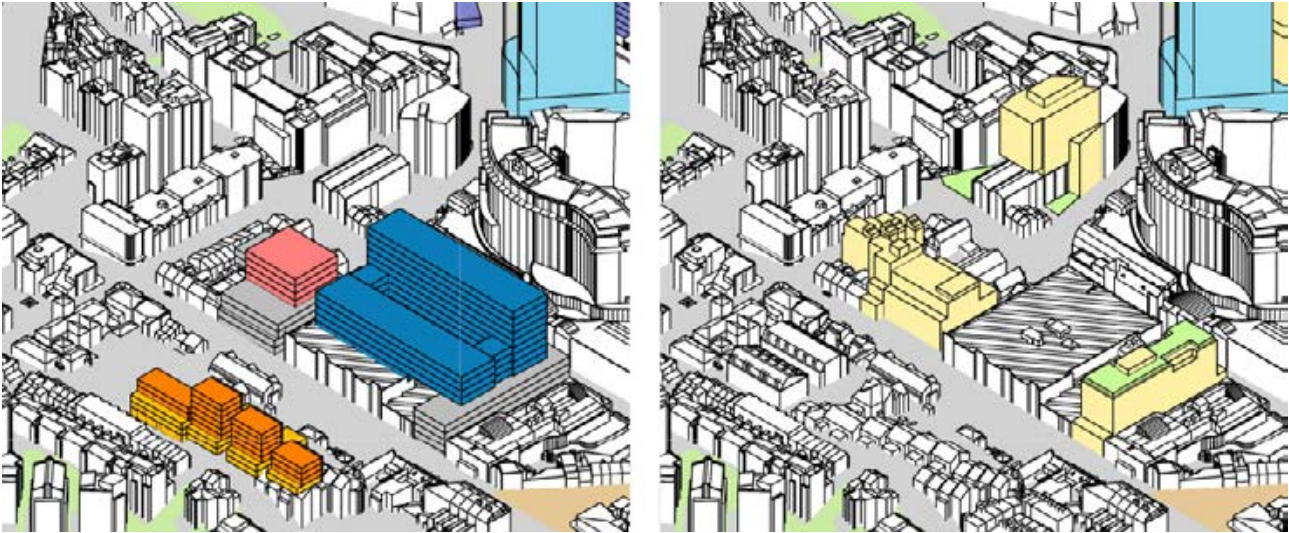


Figure 213 – comparison of Department of Planning's initial study and City of Sydney's study for 86-92 Harris Street

Table 69 – Department of Planning's initial study for 86-92 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	11,044 sqm	7,083 sqm
Floor space ratio	4.0	2.30 + DesEx
Height of building	To Solar Access Planes	27 m
Height in storeys	15	7^
Deep soil	0%	15%

Existing controls

86-92 Harris Street is currently vacant, however, was previously used as an at-grade carpark, with much of the infrastructure still present. The present site condition and existing planning controls are summarised in Table 70 below. The layout and position of the site can be seen in Figure 214.

Table 70 – existing building and existing planning controls for 86-92 Harris Street

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

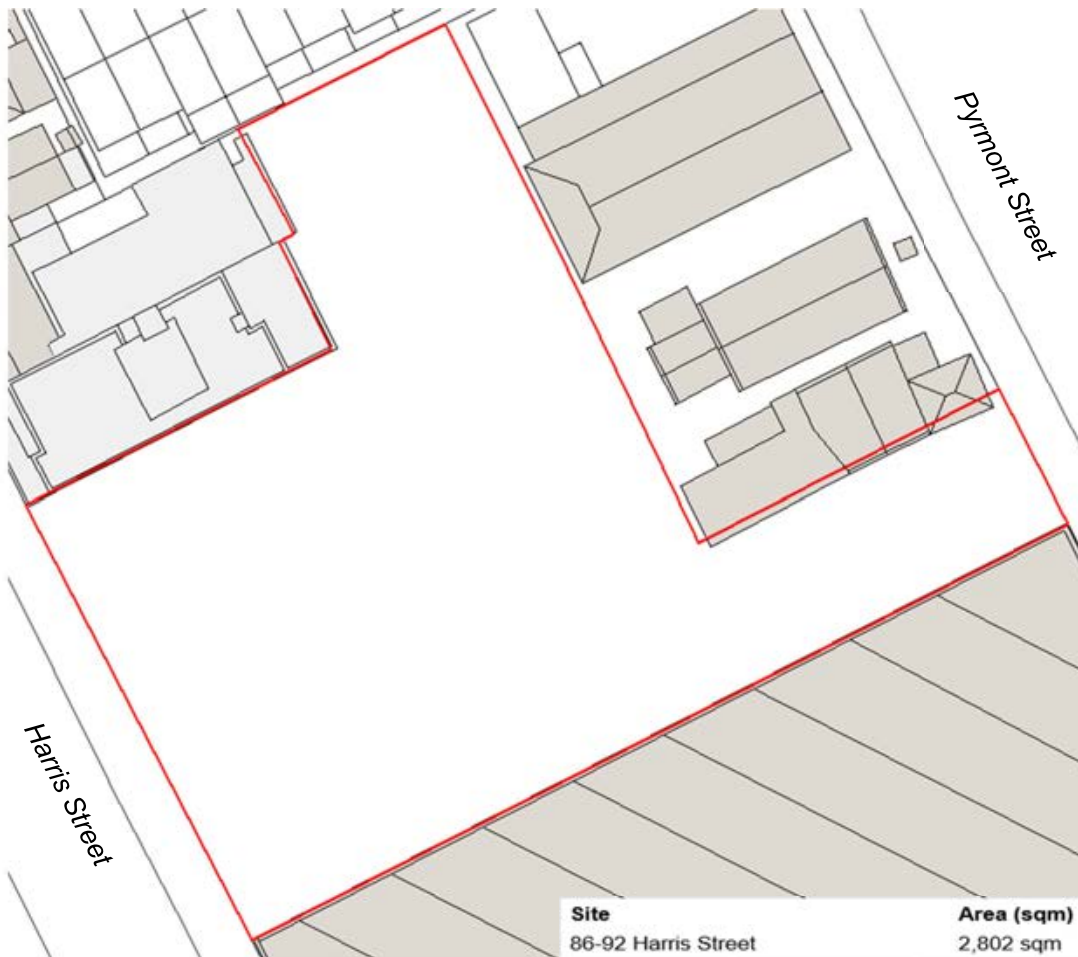


Figure 214 – existing site plan for 86-92 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Overshadowing to neighbouring residential properties is minimised as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 215).

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

The site's slope is used to the development's advantage by locating two storeys below the Harris Street level behind an excavated area adjacent to the street to provide light and ventilation. To maintain the street wall on Harris Street a freestanding wall, like that previously approved, will be needed on the street frontage (refer Figure 216). The building height fits within streetscape and upper-level setbacks to accommodate additional storeys without disturbing the context.

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

The site does not interrupt key views from public places.

Maximise development **within constraints** –

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

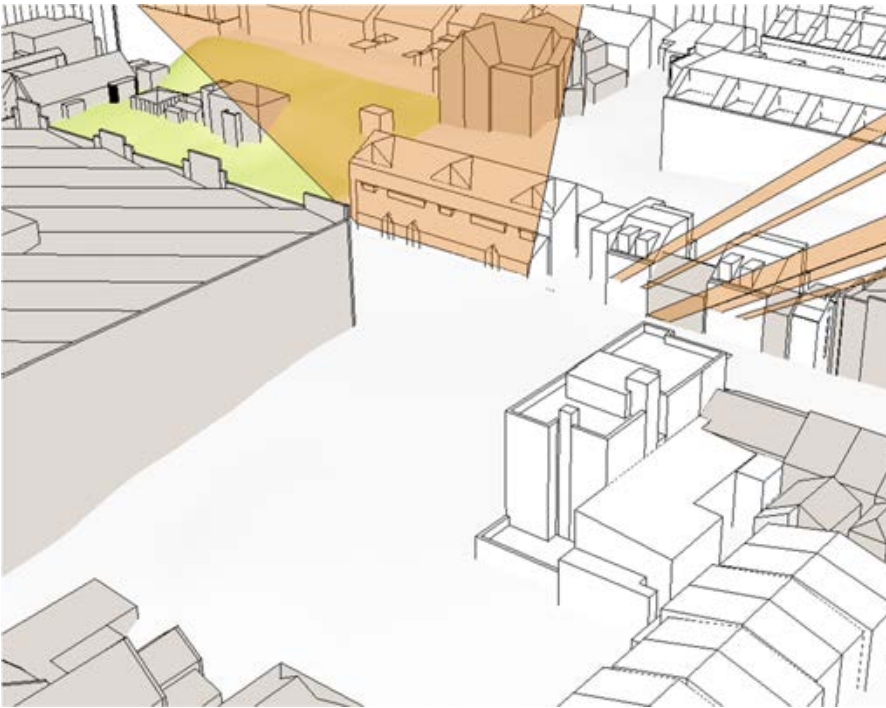


Figure 215 – minimise overshadowing of neighbouring residences and Maybanke Recreation Centre

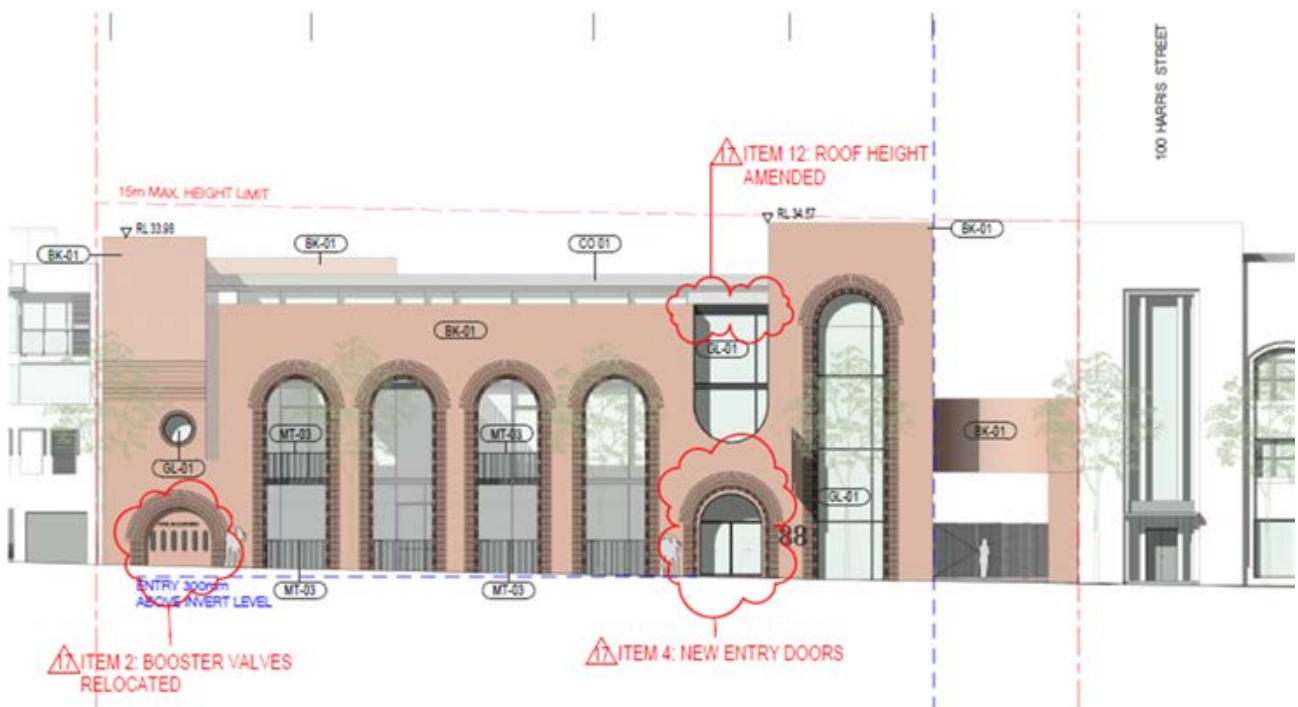


Figure 216 – The freestanding wall, previously approved for 86-92 Harris Street [D/2018/875/B]

Proposed controls

For 86-92 Harris Street, the proposed controls are for a commercial use with an FSR of 2.3:1 with a Design Excellence bonus; height limits of 27 metres and 7 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 71 below. In addition, various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 217.

Table 71 – proposed planning controls for 86-92 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Vacant/carpark	E2 – CC	Commercial
Floor space ratio	0	2.0	2.3 + DesEx
Height of building	n/a	15m	27m (RL 45)
Height in storeys	n/a	3	7^
Deep soil	n/a	10%	15%

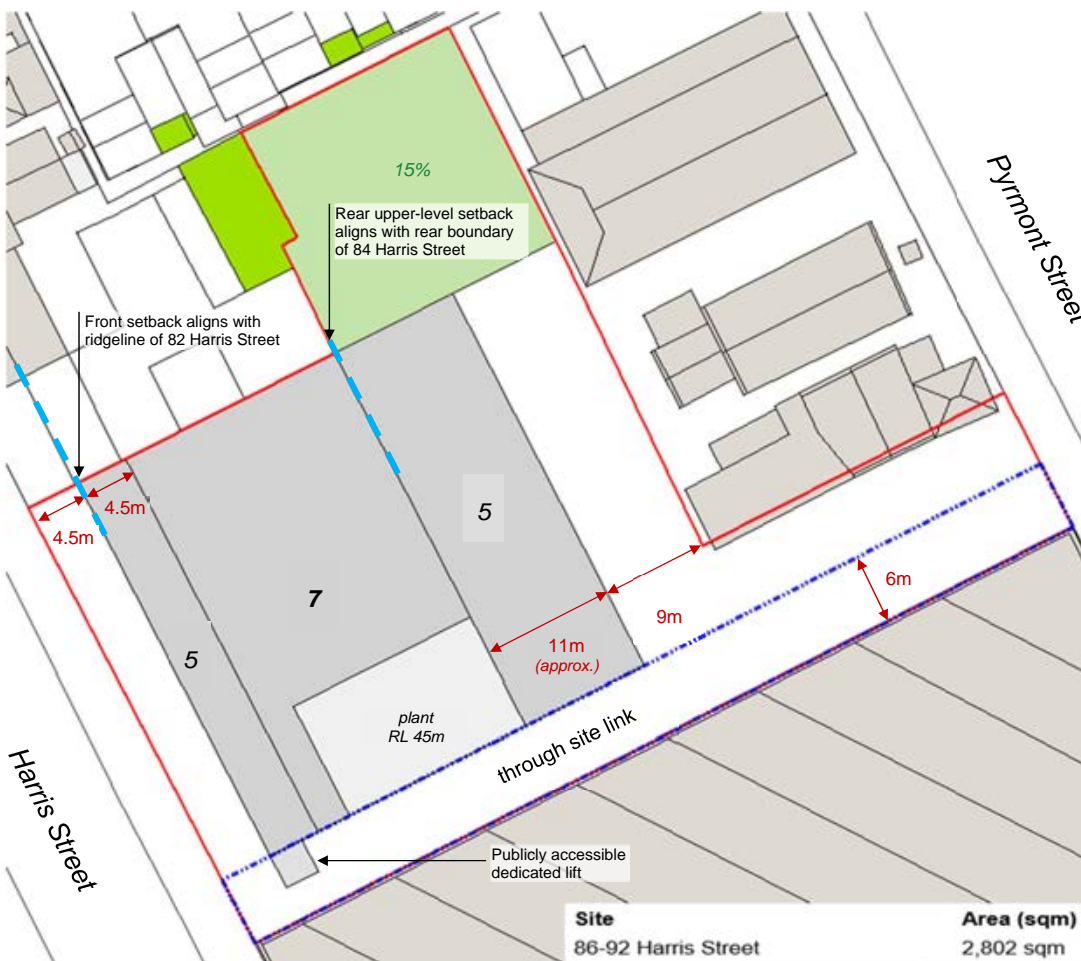


Figure 217 – proposed site plan for 86-92 Harris Street

Visualisation



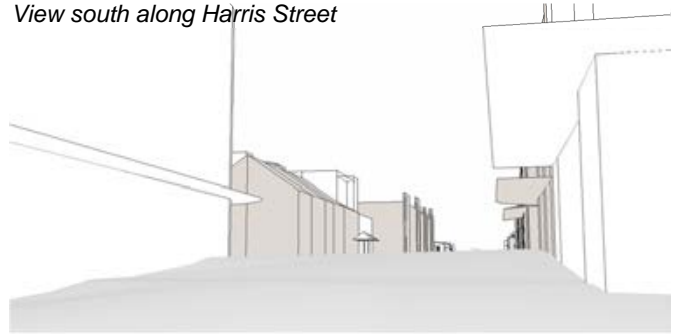
Figure 218 – view locations

Existing

View north along Harris Street



View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Existing + approved

View north along Harris Street



View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Proposed

View north along Harris Street



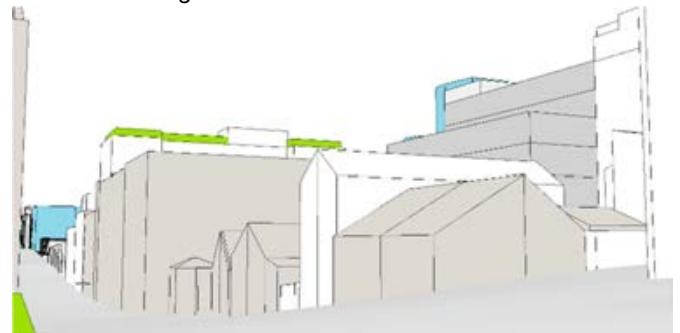
View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Small Lot Houses

Overview

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

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

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

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

The small scale of the small lot houses will not adversely affect wind conditions in the small streets. Small streets are protected from noise.

Match **land use** to place –

The existing residential land use is maintained.

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

The sites are not affected by view corridors.

Maximise development **within constraints** –

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



Where driveways dominate, people do not



Small houses improve a small street

Figure 219 – 12 new small lot houses will make Paternoster Row a better place

Proposed controls

Table 72 – proposed planning controls for small lot houses

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

Ultimo Pyrmont Urban Design Study



Figure 220 – proposed controls for small lot houses, indicative layout along Paternoster Row



Figure 221 – proposed controls for small lot houses, indicative layout

Visualisation

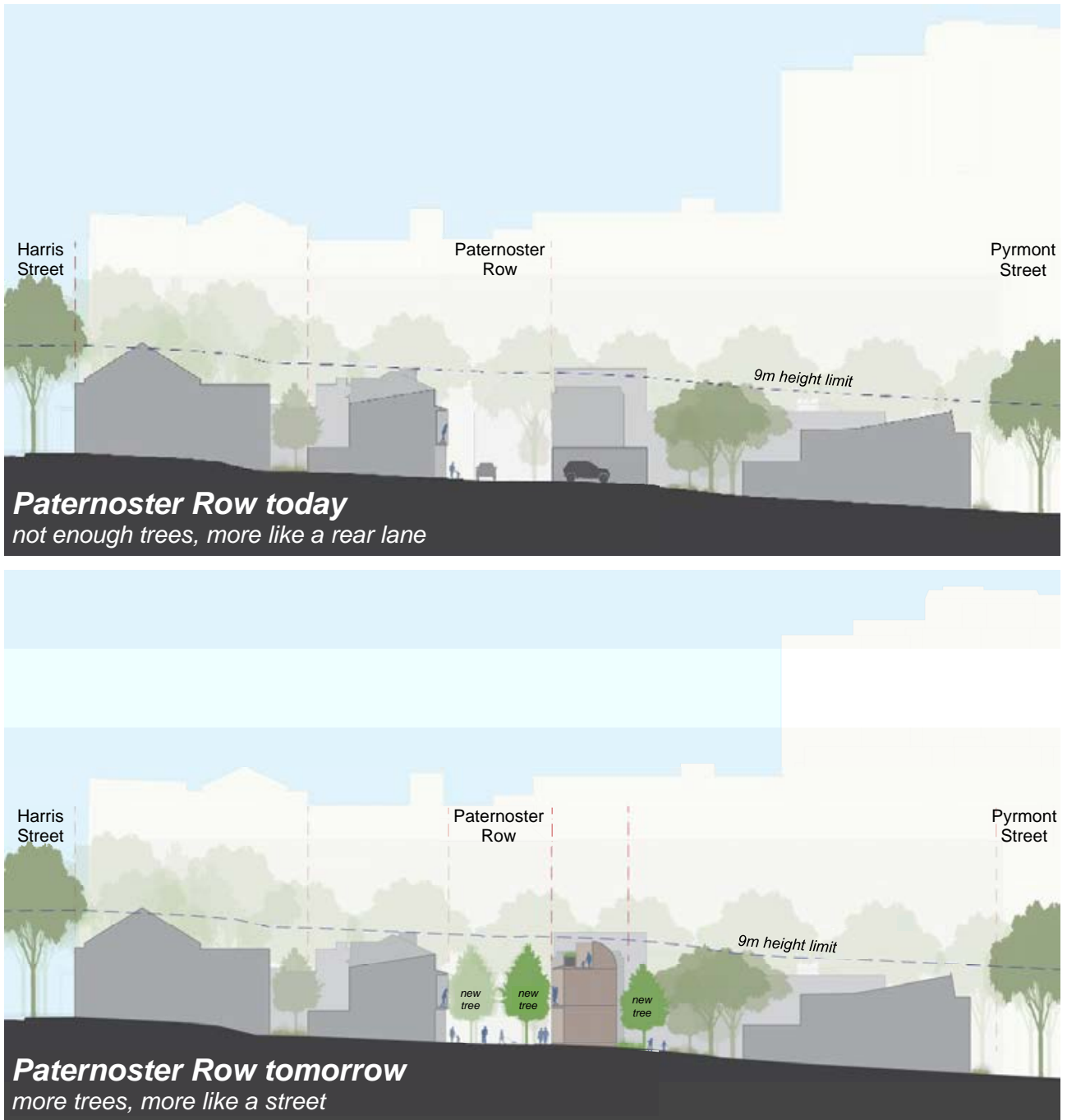


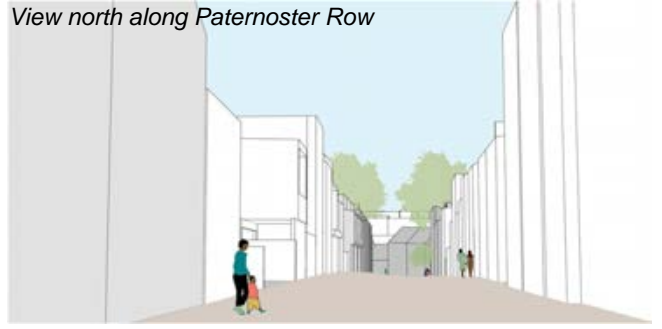
Figure 222 – cross section through Paternoster Row towards the north

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

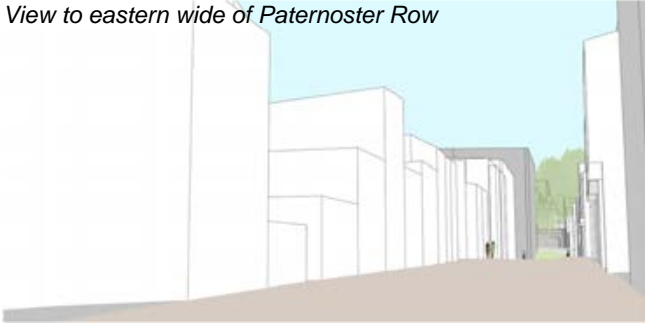
View south along Paternoster Row



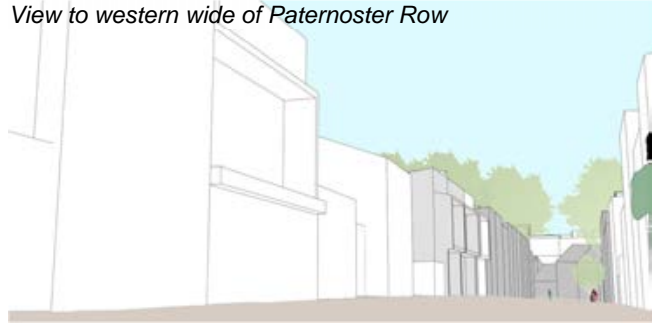
View north along Paternoster Row



View to eastern wide of Paternoster Row

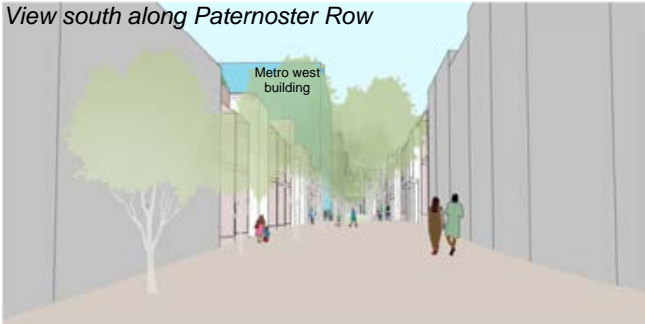


View to western wide of Paternoster Row

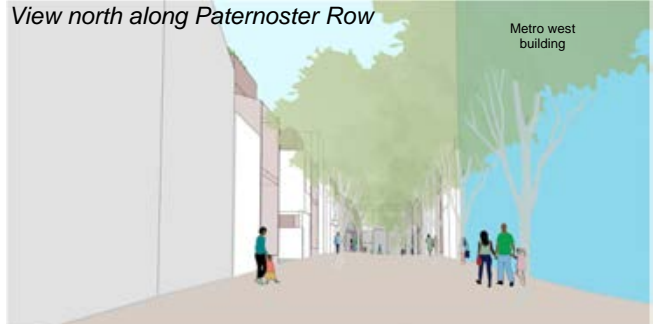


Paternoster Row tomorrow – more trees, like a street

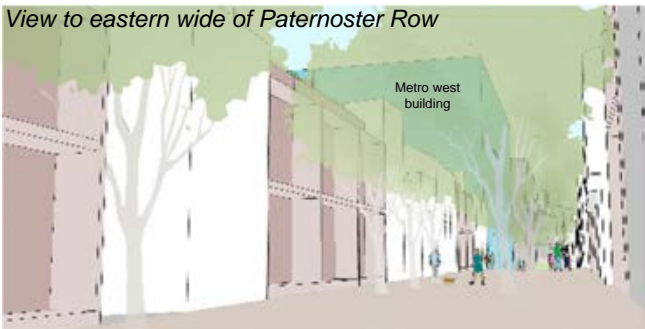
View south along Paternoster Row



View north along Paternoster Row



View to eastern wide of Paternoster Row



View to western wide of Paternoster Row



