Attachment G2

Amended Ultimo Pyrmont Urban Design Study – Part 2

26-38 Saunders Street

Overview

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

Figure 84 – location plan of 26-38 Saunders Street

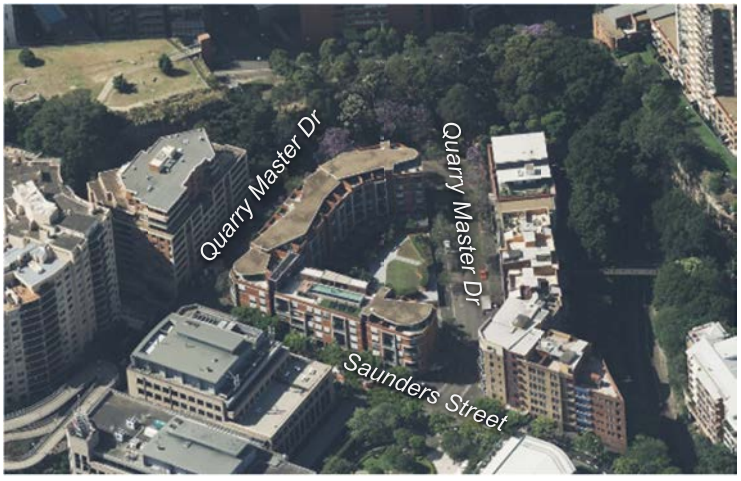


Figure 85 – oblique aerial of 26-38 Saunders Street

Background

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

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

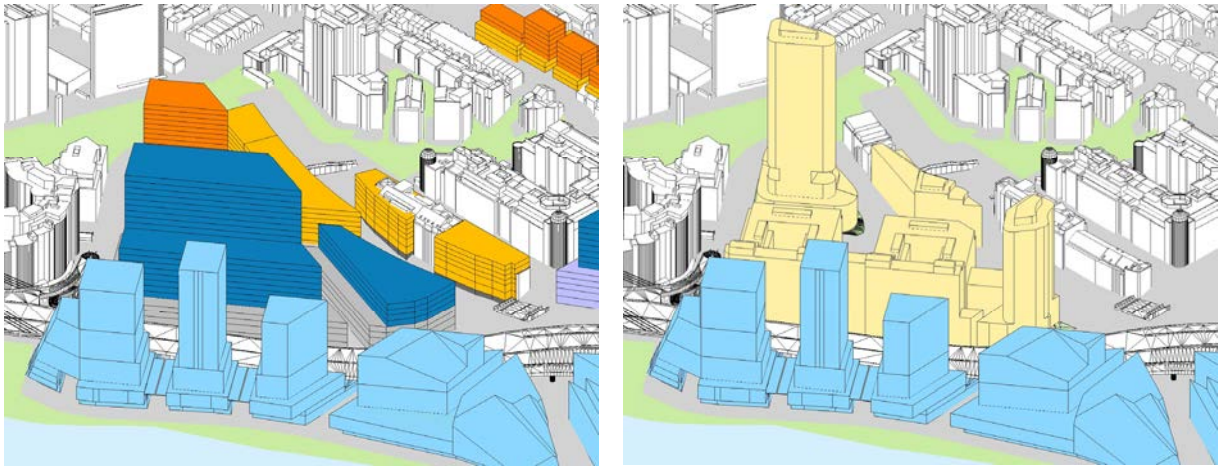


Figure 86 – comparison of Department of Planning's initial study and City of Sydney's updated study for 26-38 Saunders Street

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

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

Existing controls

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

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

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

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

Maximise development **within constraints** –

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

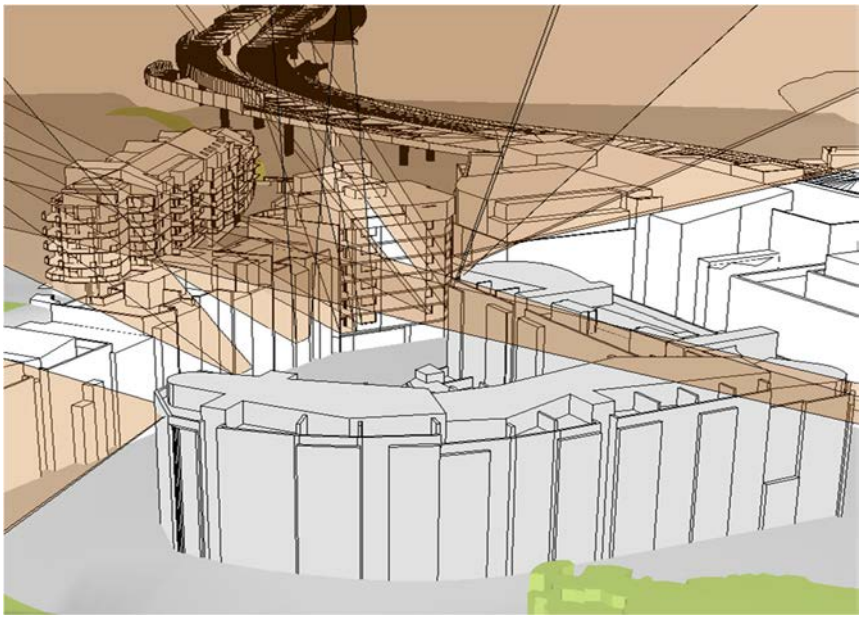
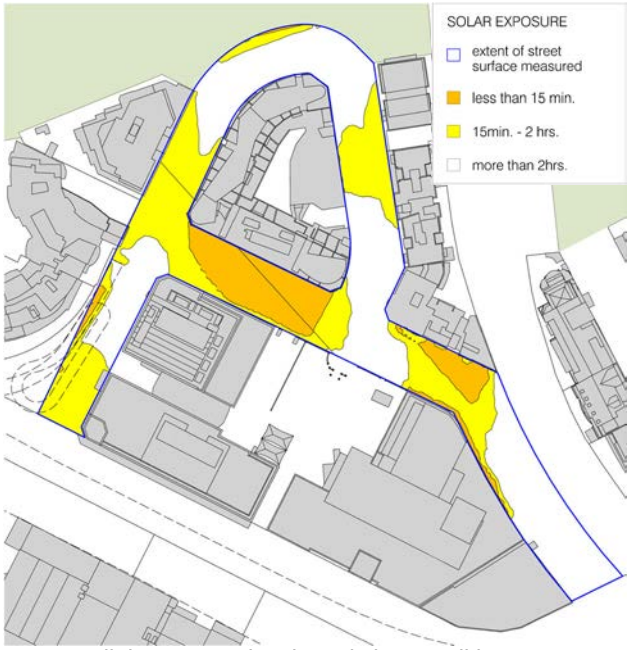
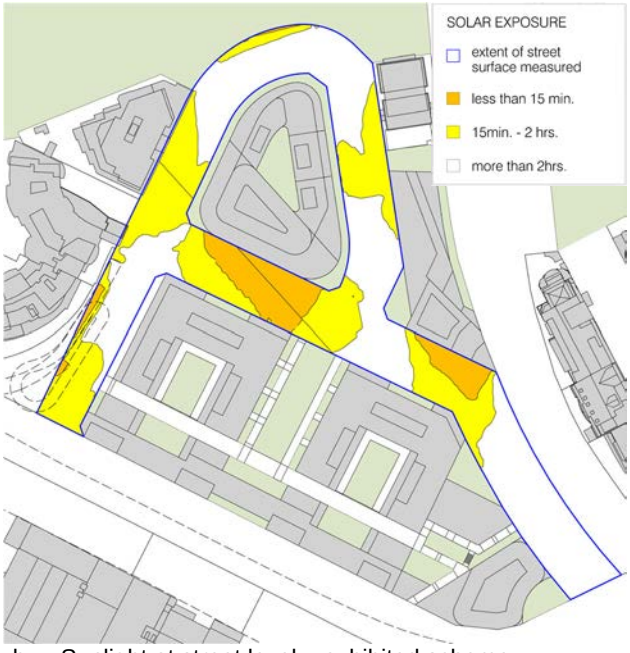


Figure 88 – solar access to adjoining residential properties



a. Sunlight at street level – existing condition



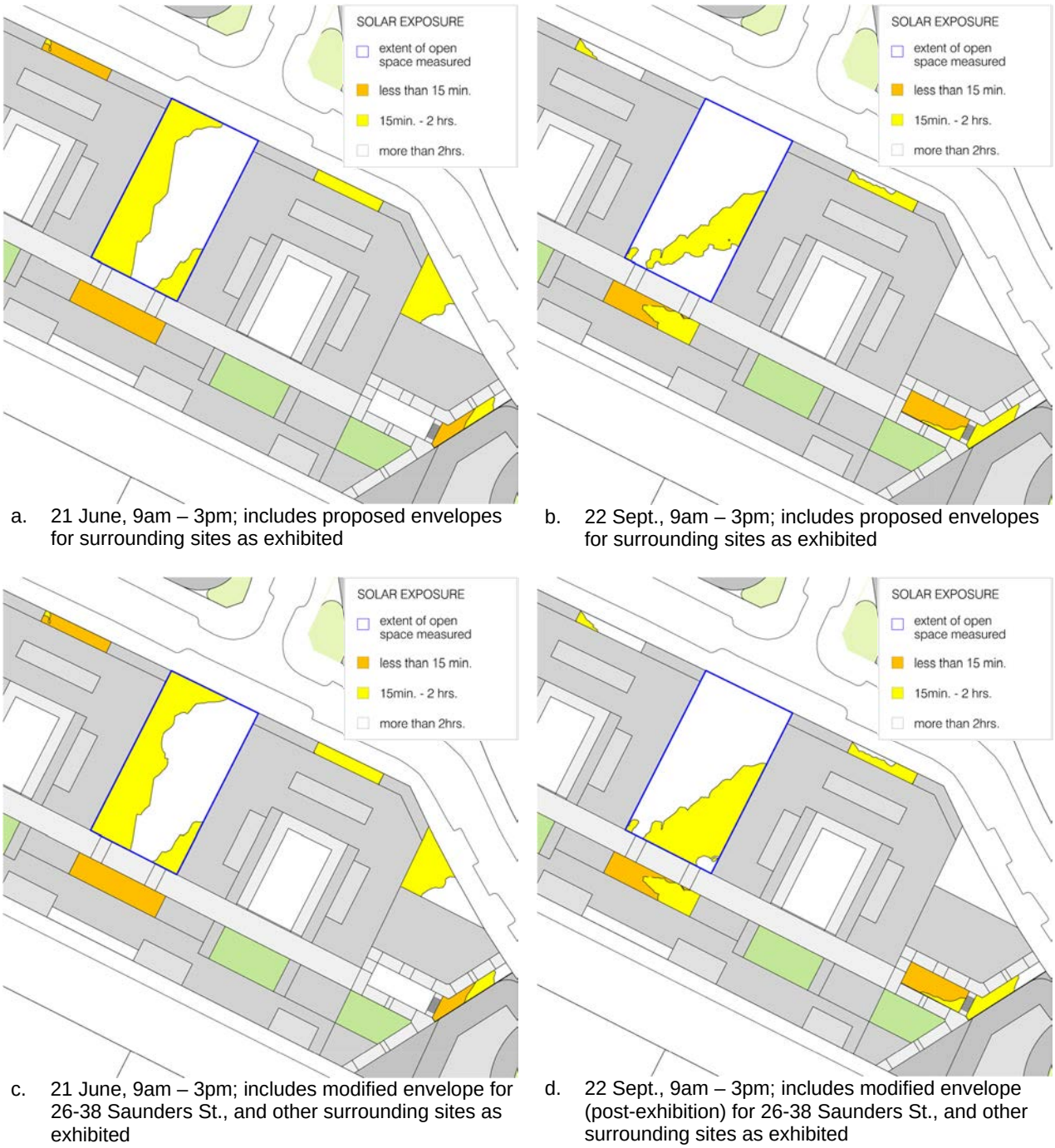
b. Sunlight at street level – exhibited scheme

c. Sunlight at street level - exhibited scheme, showing changes to available sunlight

d. Sunlight at street level -modified scheme (post-exhibition) for 26-38 Saunders Street, showing changes to available sunlight

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

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



a. 21 June, 9am – 3pm; includes proposed envelopes for surrounding sites as exhibited

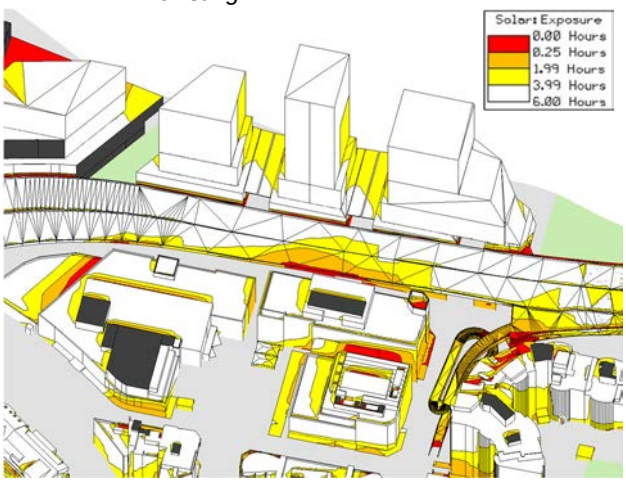
b. 22 Sept., 9am – 3pm; includes proposed envelopes for surrounding sites as exhibited

c. 21 June, 9am – 3pm; includes modified envelope for 26-38 Saunders St., and other surrounding sites as exhibited

d. 22 Sept., 9am – 3pm; includes modified envelope (post-exhibition) for 26-38 Saunders St., and other surrounding sites as exhibited

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

BWB LEP + existing



BWB LEP + 26-38 Saunders Street, 1-33 Saunders Street & 140-148 Bank Street

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

Proposed controls

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

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

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

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

	Existing building	**Existing controls**	**Proposed controls**
Land use & zoning	*Residential*	R1 – GR	Mixed Use
Floor space ratio	*2.56 approx.*	3.0	7.0+ Des. Ex.
Height of building	*19.5m*	24m	123m *(RL135m)*
Height in storeys	*6*	7	36^
Deep soil	*n/a*	10%	15%

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

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

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

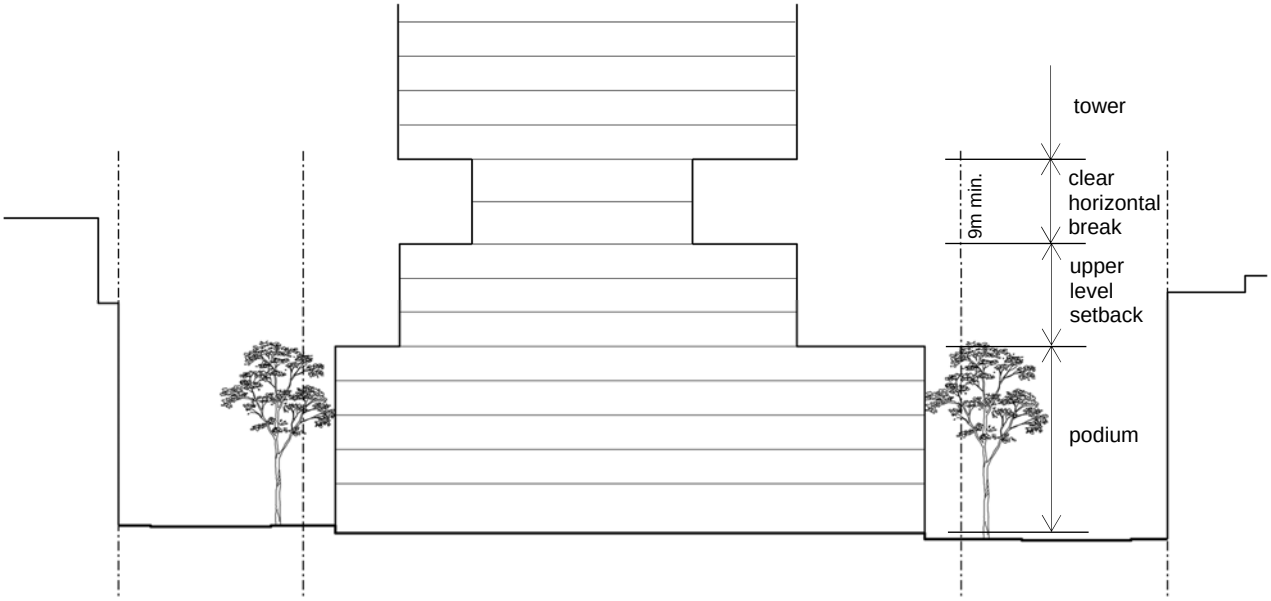


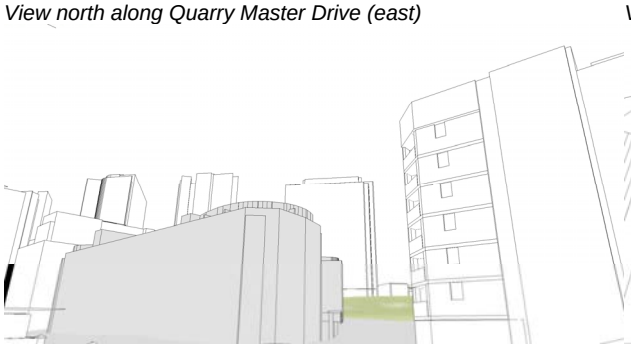
Figure 93 – cross section showing the 'wind void' storey providing a clear horizontal break in the tower form to manage wind impacts

Visualisation

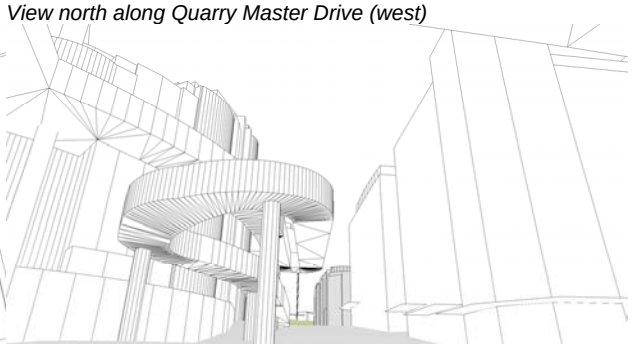
Figure 94 – view locations

Existing (28 mm lens - wide angle view)

View north along Quarry Master Drive (east)

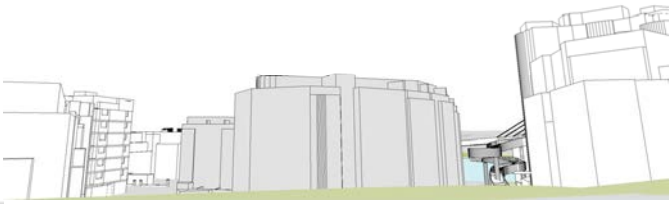


View north along Quarry Master Drive (west)



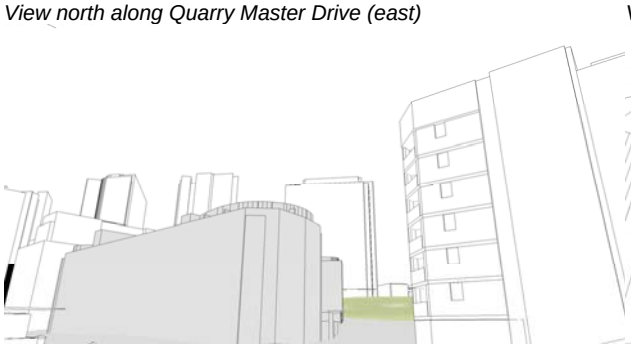
View west along Saunders Street

View south from Carmichael Park

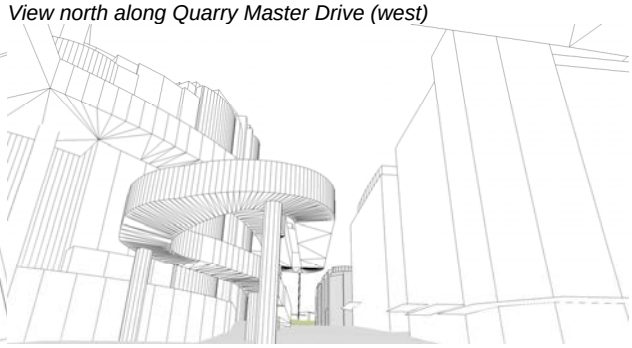


Existing + approved (28 mm lens - wide angle view)

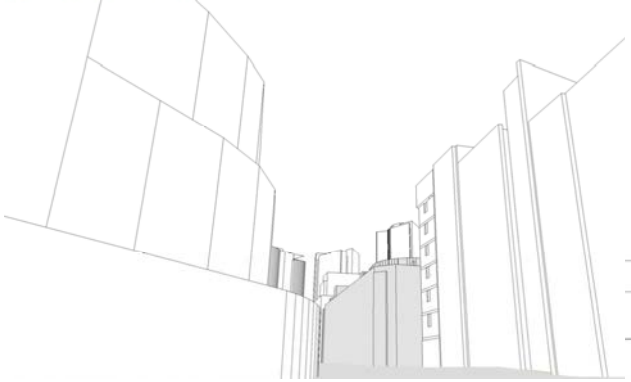
View north along Quarry Master Drive (east)



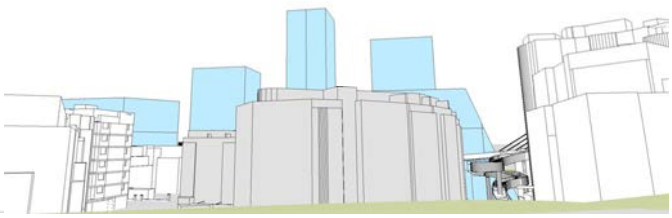
View north along Quarry Master Drive (west)



View west along Saunders Street

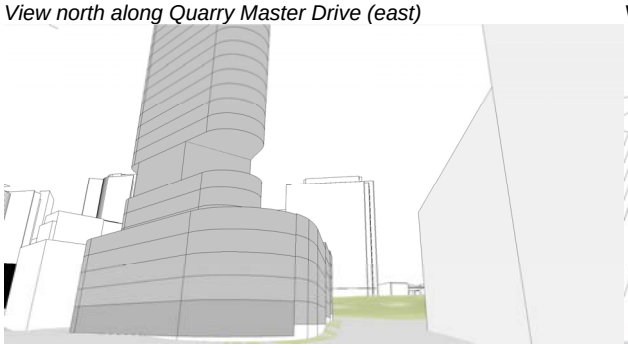


View south from Carmichael Park

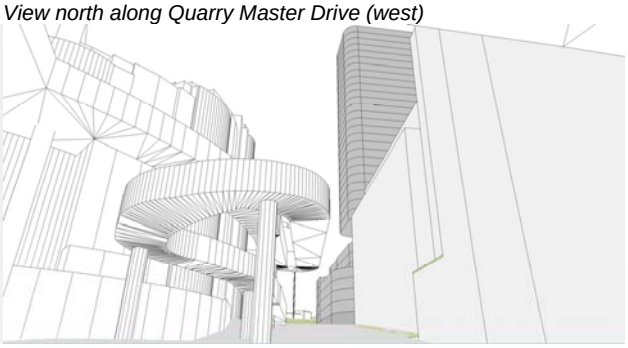


Proposed (28 mm lens - wide angle view)

View north along Quarry Master Drive (east)

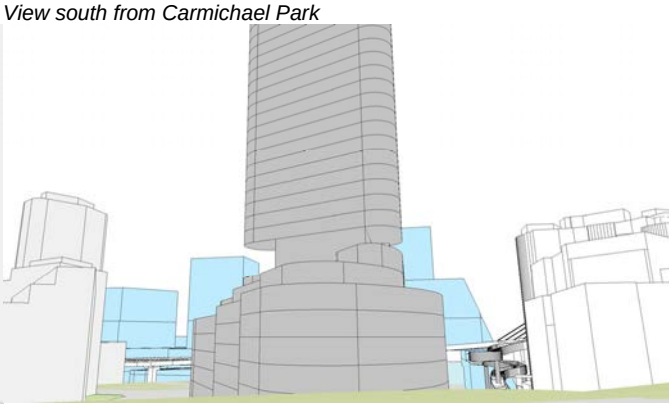


View north along Quarry Master Drive (west)



View west along Saunders Street

View south from Carmichael Park



Elevation – looking east

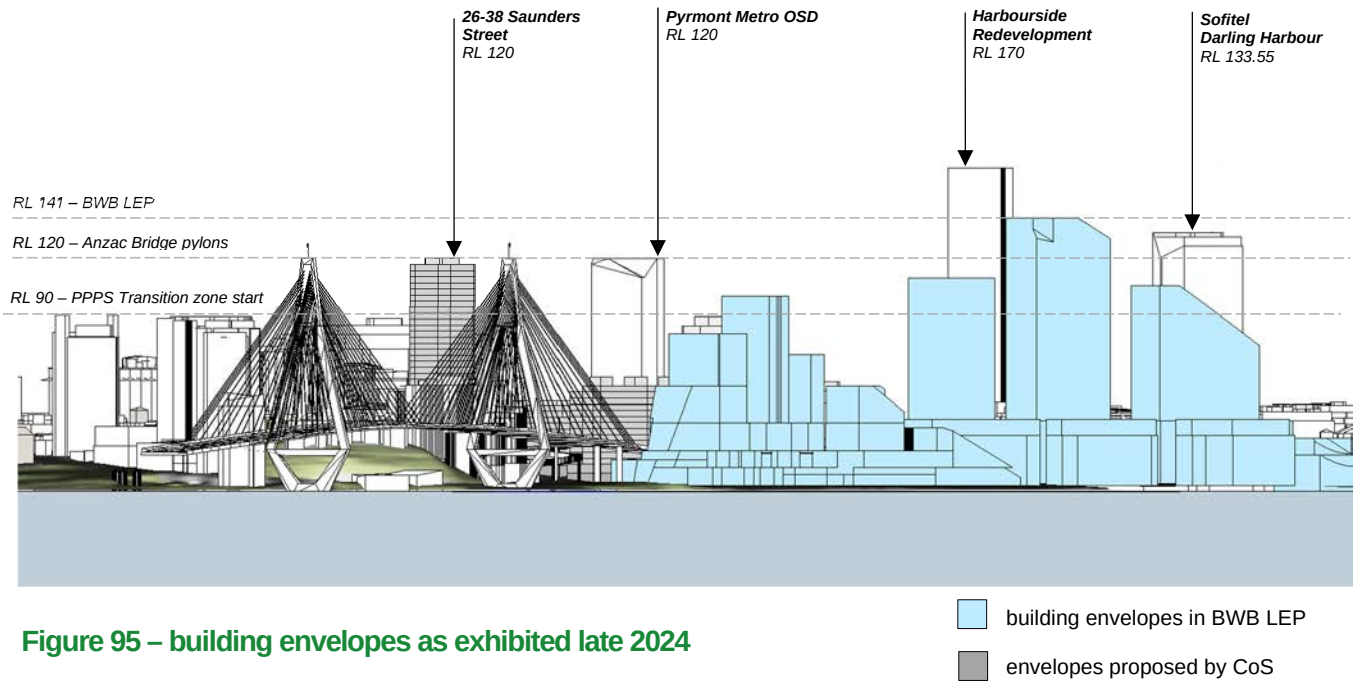


Figure 95 – building envelopes as exhibited late 2024

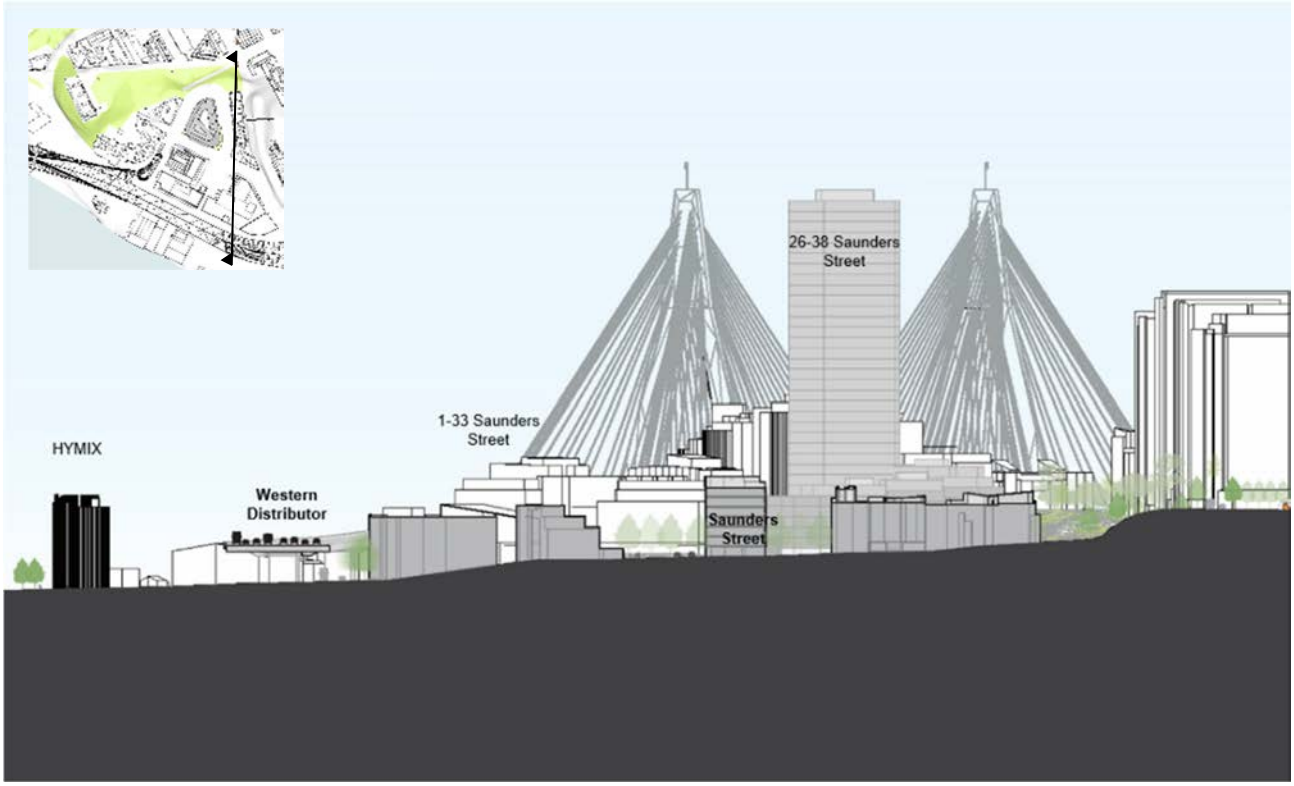


Figure 96 - cross section looking west showing 26-38 Saunders St envelope as exhibited late 2024

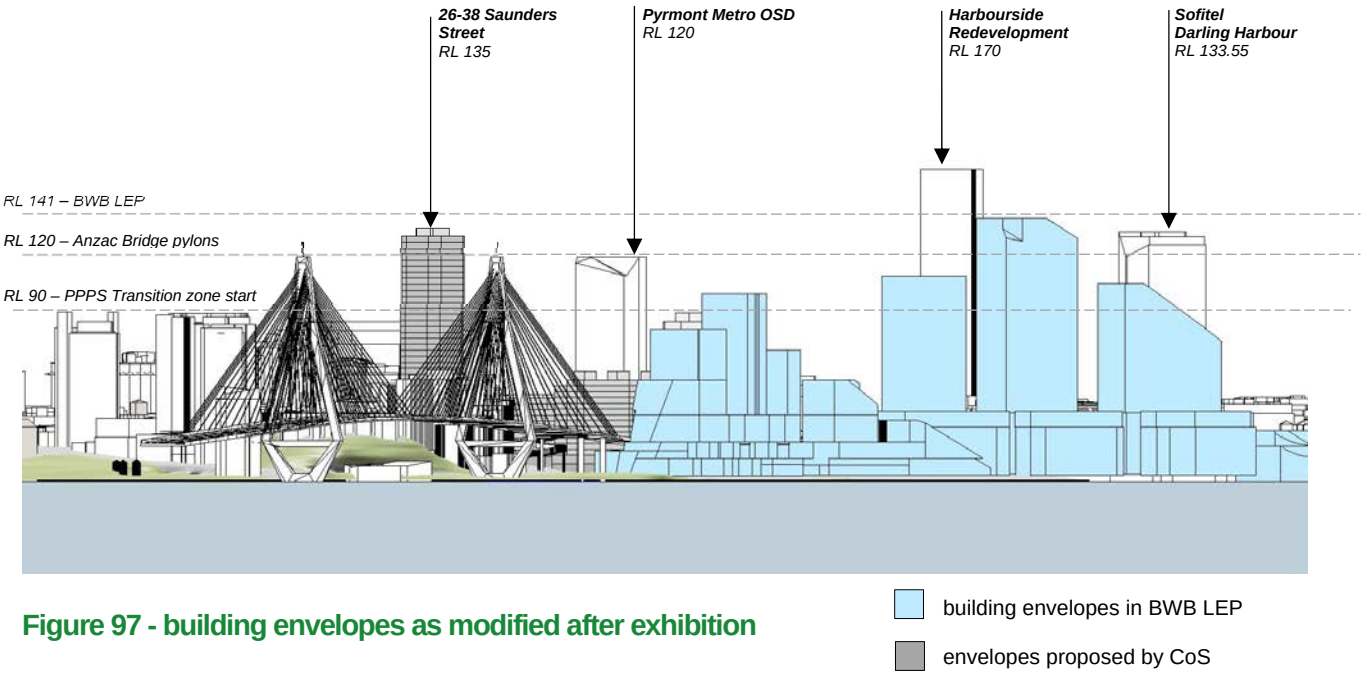


Figure 97 - building envelopes as modified after exhibition

14 Quarry Master Drive

Overview

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

Figure 98 – location plan of 14 Quarry Master Drive

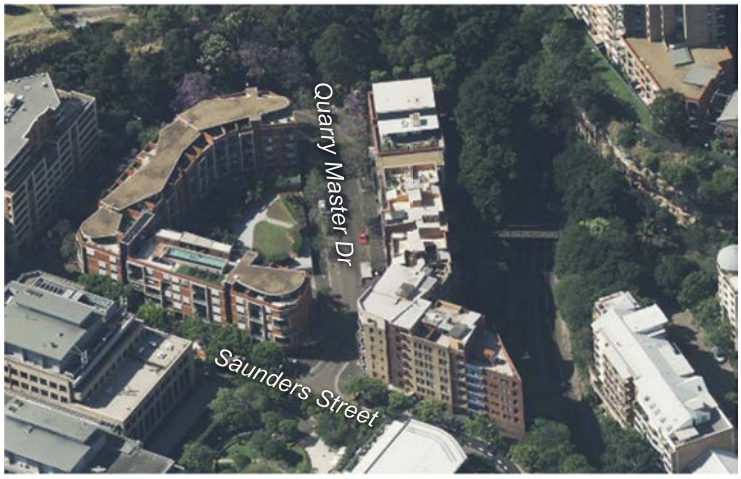


Figure 99 – oblique aerial of 14 Quarry Master Drive

Background

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

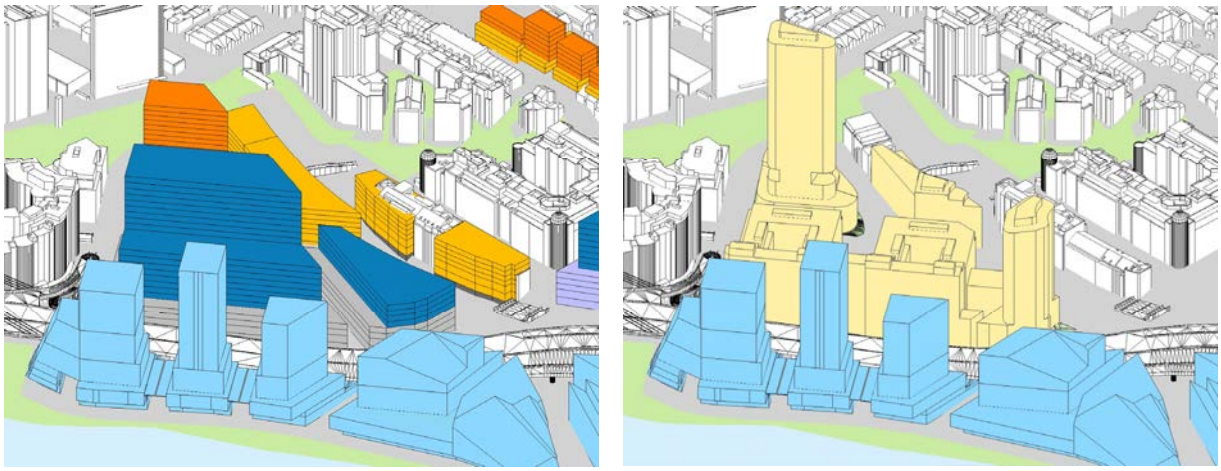


Figure 100 – comparison of Department of Planning's initial study and City of Sydney's study for 14 Quarry Master Drive

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

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

Existing controls

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

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

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

Figure 101 – existing site plan for 14 Quarry Master Drive

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

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

Maximise development **within constraints** –

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

Figure 102 – solar access to adjoining residential properties

Proposed controls

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

Table 28 – proposed planning controls for 14 Quarry Master Drive

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

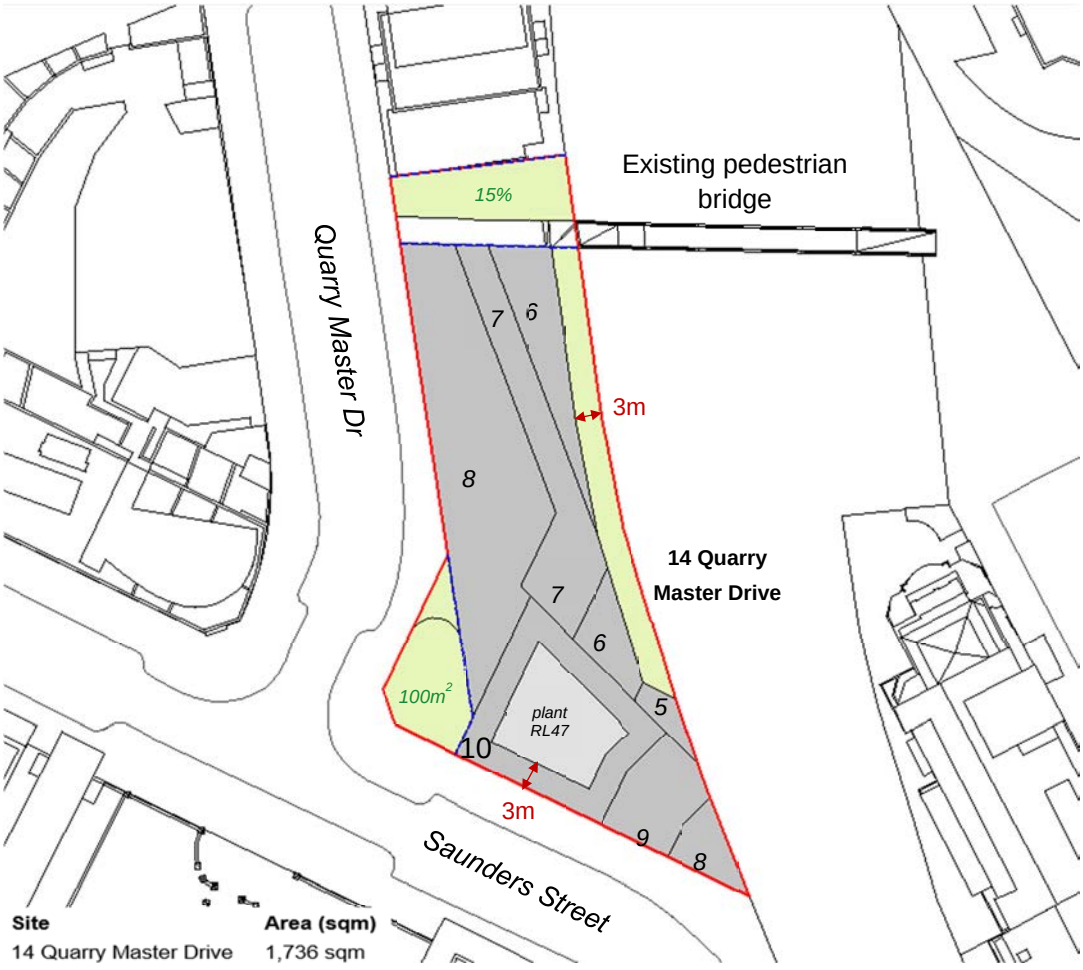


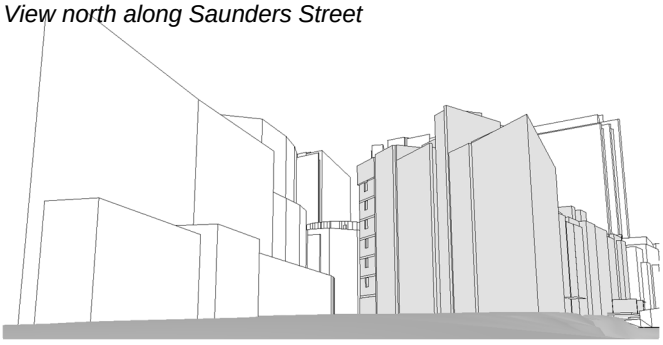
Figure 103 – proposed site plan for 14 Quarry Master Drive

Visualisation

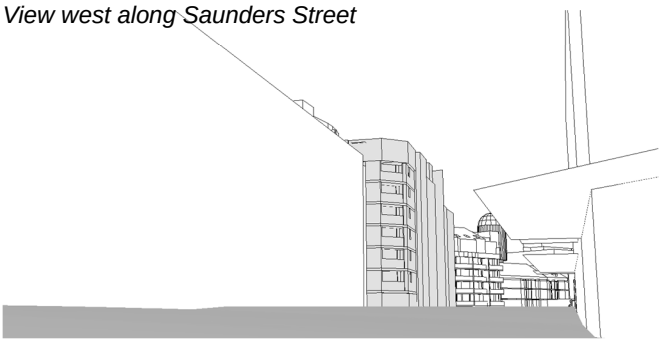
Figure 104 – view locations

Existing

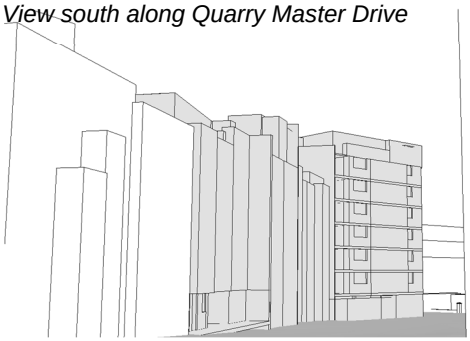
View north along Saunders Street



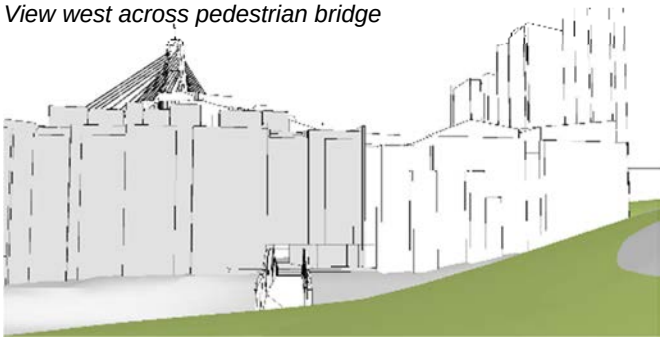
View west along Saunders Street



View south along Quarry Master Drive

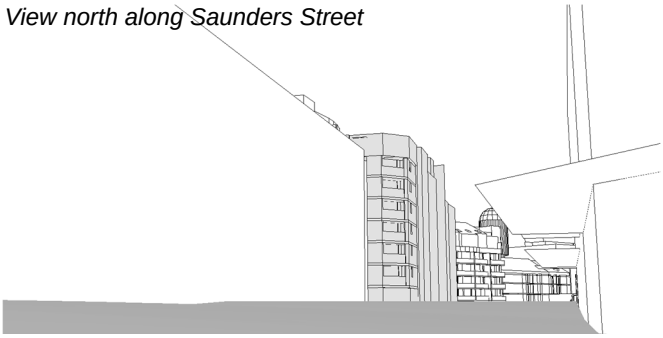


View west across pedestrian bridge

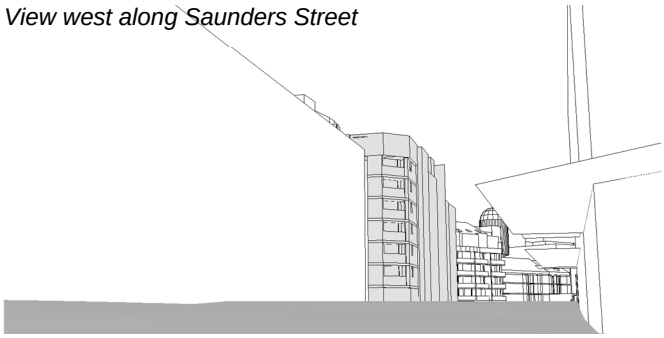


Existing + approved

View north along Saunders Street

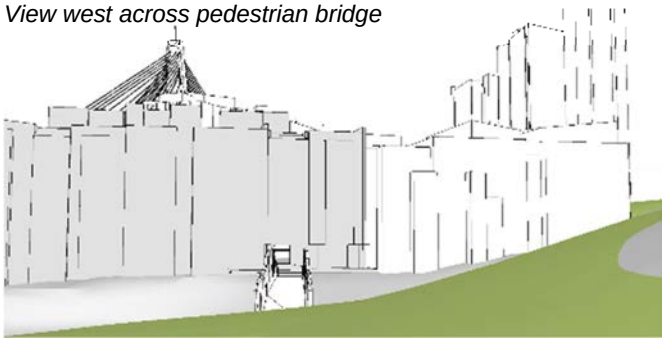


View west along Saunders Street



View south along Quarry Master Drive

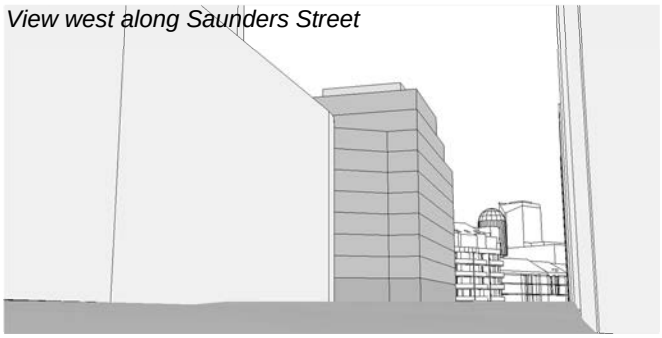
View west across pedestrian bridge



Proposed

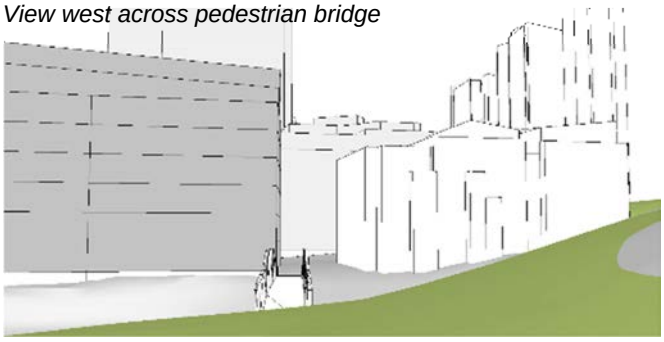
View north along Saunders Street

View west along Saunders Street



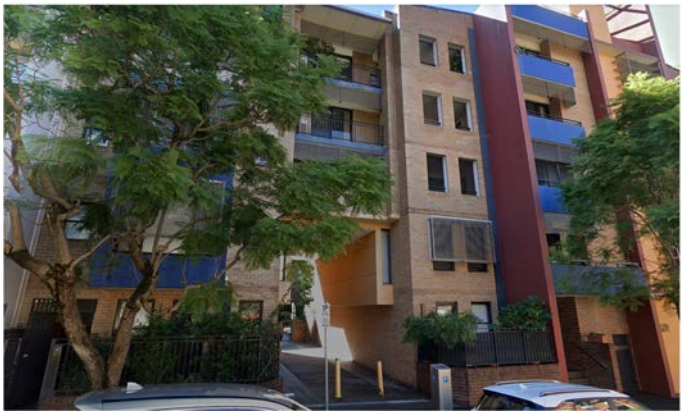
View south along Quarry Master Drive

View west across pedestrian bridge

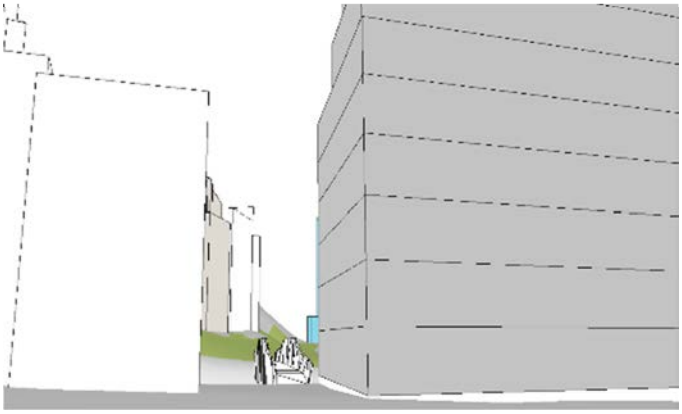


Proposed connection to light rail overbridge

Existing view east from Quarry Master Drive (35mm)



Proposed view east from Quarry Master Drive (35mm)



80-84 Harris Street

Overview

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

Figure 105 – location plan of 80-84 Harris Street

Figure 106 – oblique aerial of 80-84 Harris Street

Background

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

Existing controls

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

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

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

Maximise development **within constraints** –

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

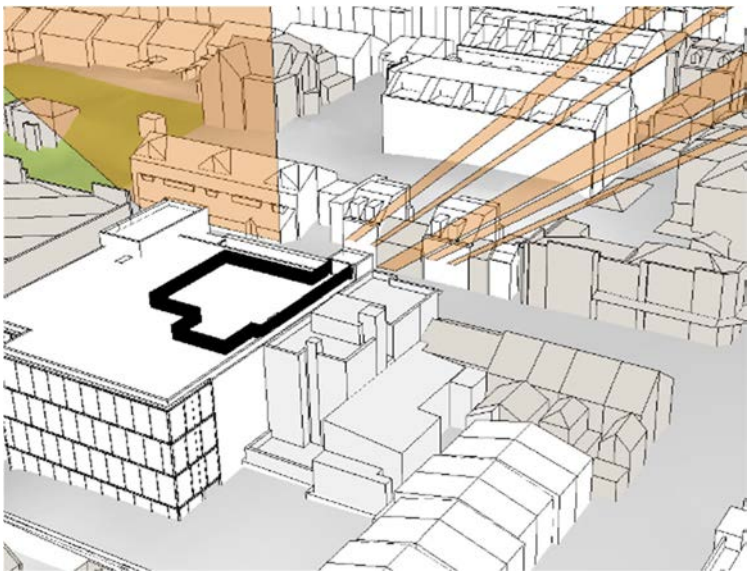


Figure 108 – solar access to adjoining residential properties

Proposed controls

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

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

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

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

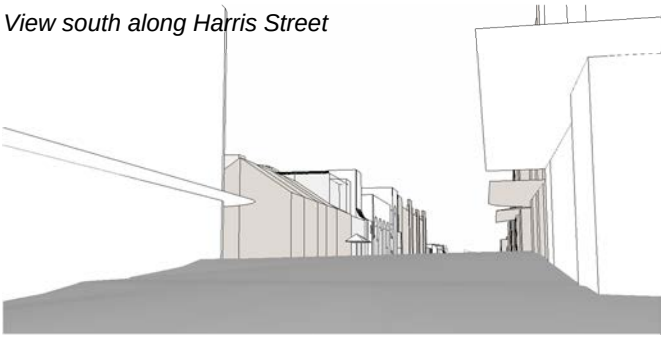
Visualisation

Figure 110 – view locations

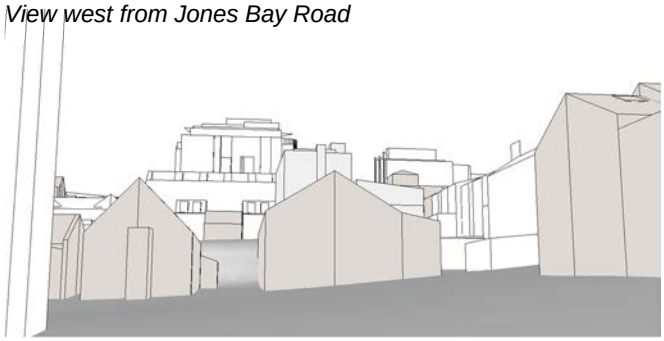
Existing

View north along Harris Street

View south along Harris Street



View west from Jones Bay Road



View east along John Street

Existing + approved

View north along Harris Street

View south along Harris Street

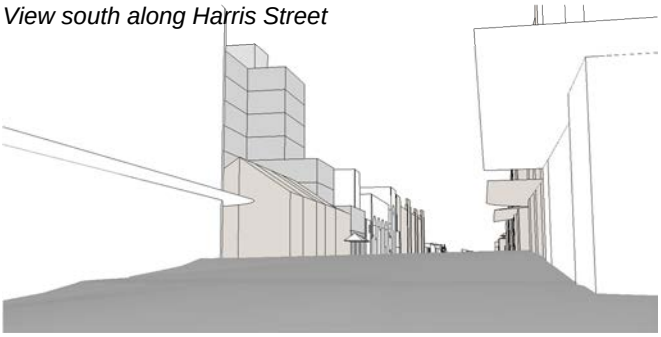
View west from Jones Bay Road

View east along John Street

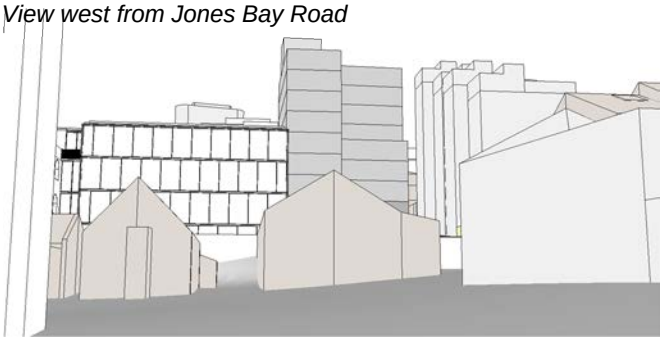
Proposed

View north along Harris Street

View south along Harris Street



View west from Jones Bay Road



View east along John Street

79-93 John Street

Overview

79-93 John Street contain eight separate lots on the southern side of John Street, between Harris Street and 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 111 and Figure 112 below.

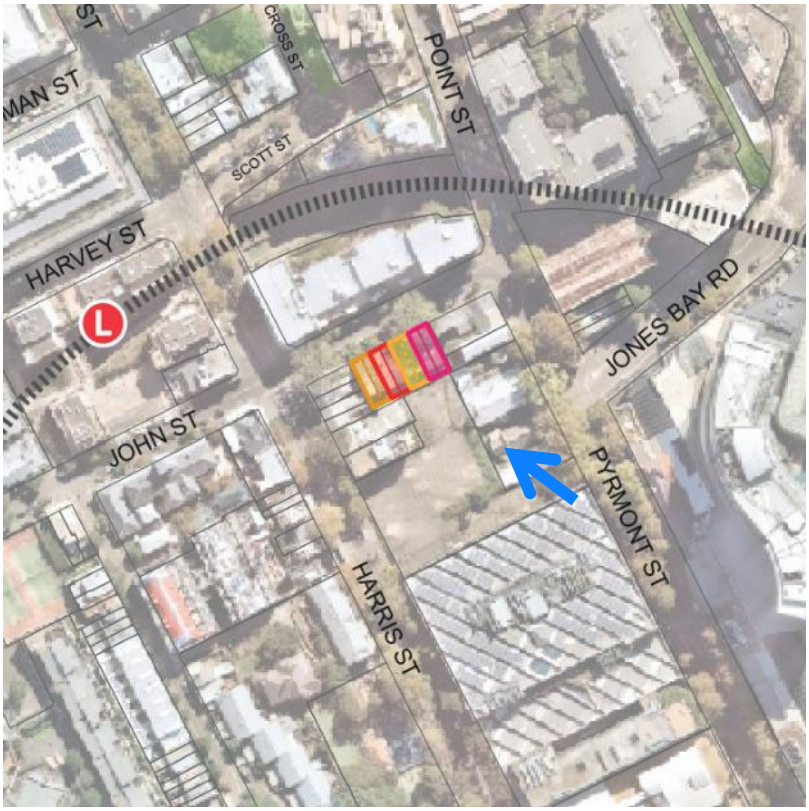


Figure 111 – location plan of 79-93 John Street

Figure 112 – oblique aerial of 79-93 John Street

Background

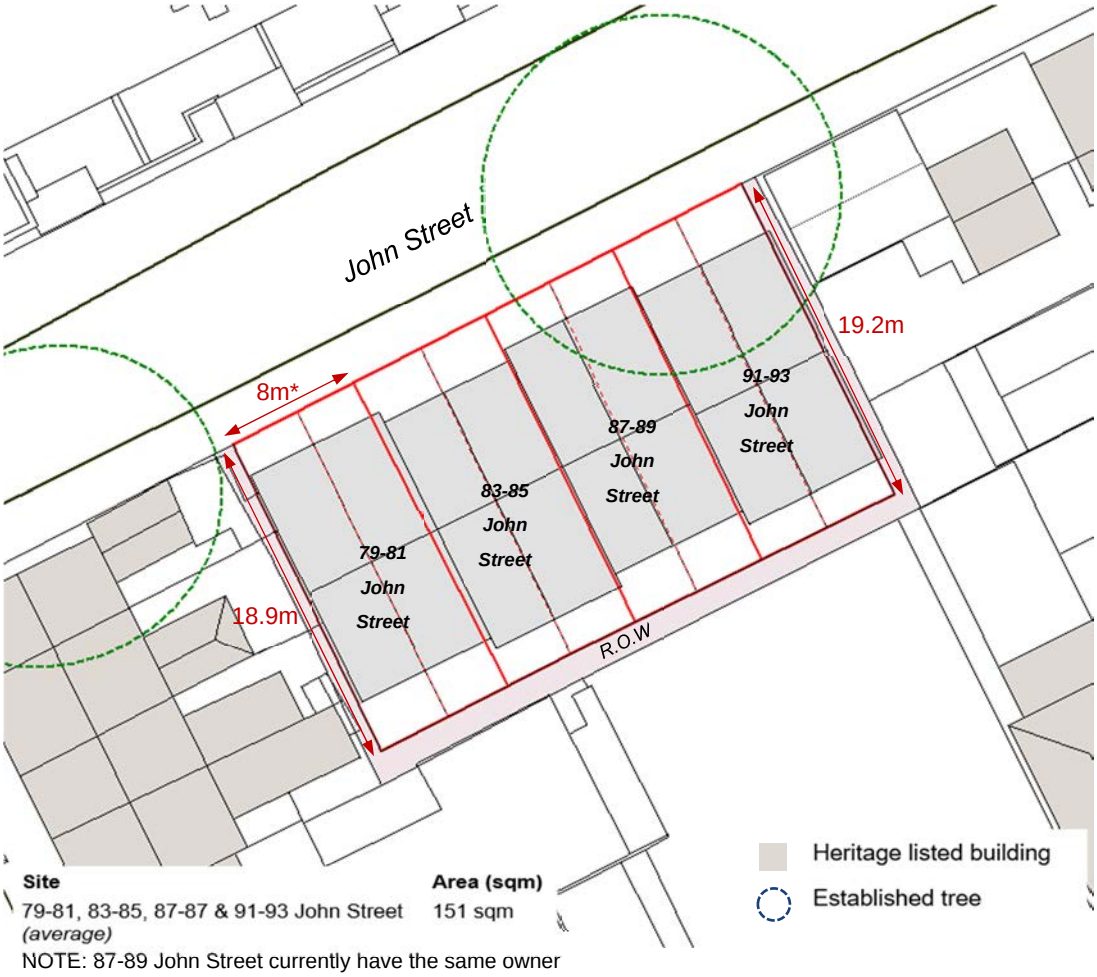
79-93 John Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 79-93 John Street was identified as a site capable of change.

Existing controls

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

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

	Existing building	Existing controls
79-81 John Street		
Land use & zoning	*Residential*	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	*Residential*	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	*Residential*	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	*Residential*	B4 – MU
Floor space ratio	*1.03*	1.25
Height of building	*9m*	9m
Height in storeys	*2*	2
Deep soil	-	16m^2 min.



Site	Area (sqm)
79-81, 83-85, 87-87 & 91-93 John Street *(average)*	151 sqm

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

The sites are not exposed to noise.

Match **land use** to place –

The residential use is maintained on these sites.

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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

Figure 114 – solar access to adjoining residential properties

Proposed controls

For 79-93 John Street, the proposed controls are for residential uses, with ground floor retail uses to John Street for79-81 and 83-85 John Street. As shown Table 32, a different FSR and height has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 115

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

	Existing building	Existing controls	Proposed controls
79-81 John Street			
Land use & zoning	*Residential*	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	*Residential*	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	*Residential*	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	*Residential*	B4 – MU	Residential
Floor space ratio	*1.03*	1.25	2.02
Height of building	*9m*	9m	22
Height in storeys	*2*	2	5
Deep soil	-	16m^2 min.	15%

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

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

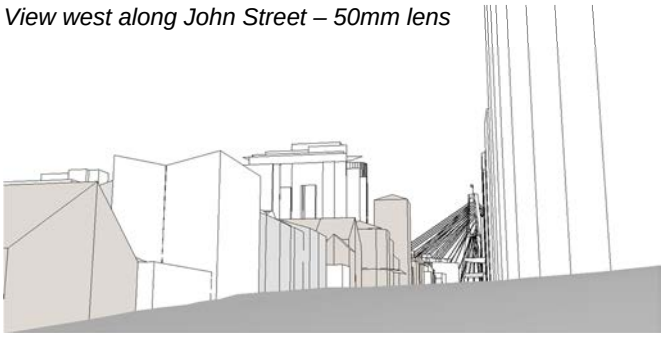
Visualisation

Figure 116 – view locations

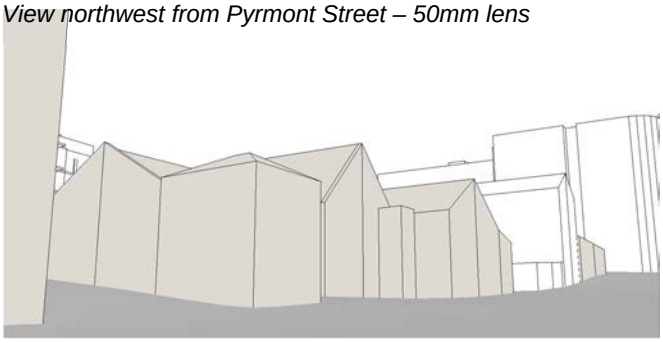
Existing

View east along John Street – 50mm lens

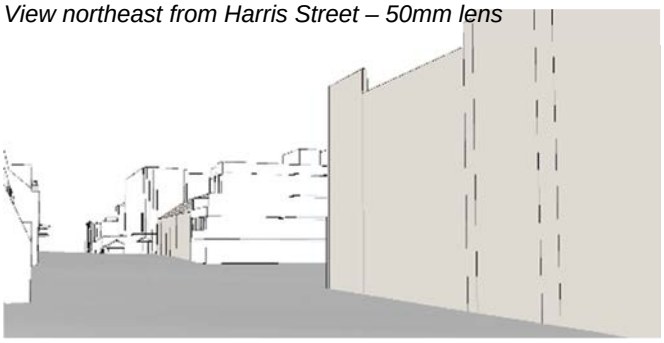
View west along John Street – 50mm lens



View northwest from Pyrmont Street – 50mm lens



View northeast from Harris Street – 50mm lens

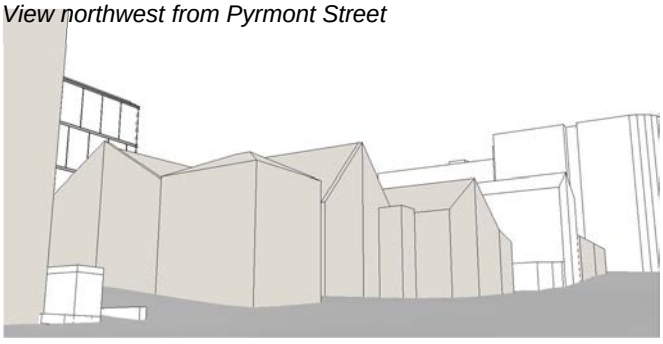


Existing + approved

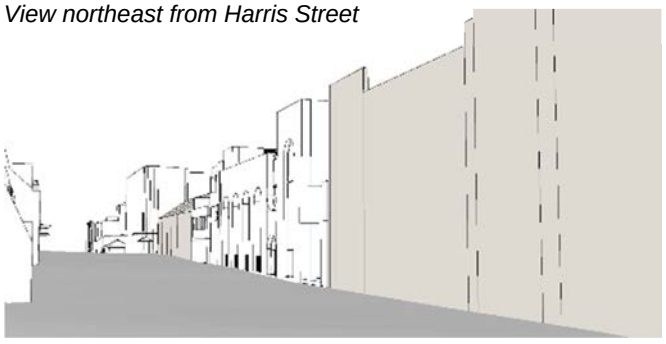
View east along John Street

View west along John Street

View northwest from Pyrmont Street

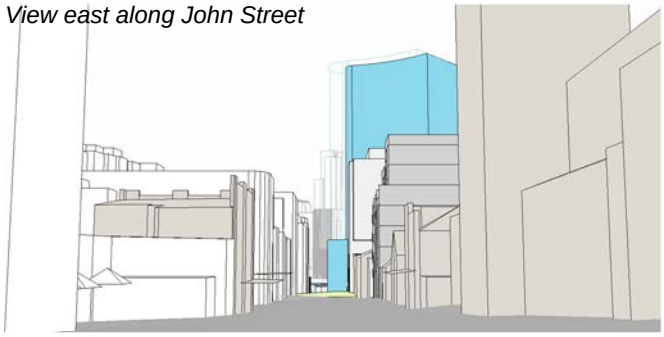


View northeast from Harris Street



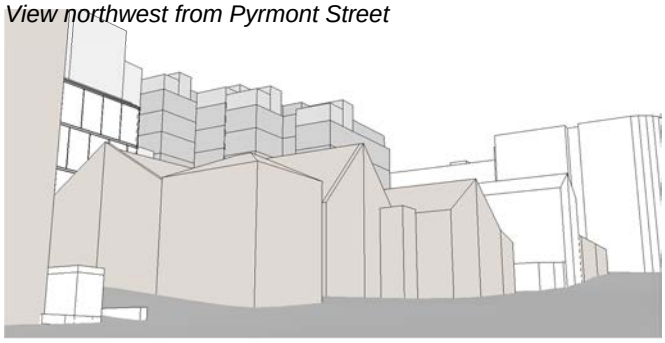
Proposed

View east along John Street

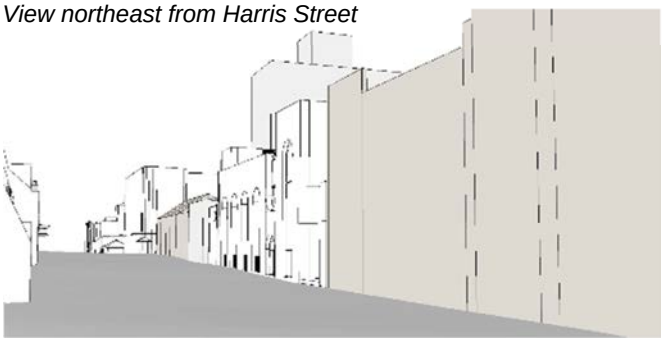


View west along John Street

View northwest from Pyrmont Street



View northeast from Harris Street



12 Pyrmont Street

Overview

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

Figure 117 – location plan of 12 Pyrmont Street

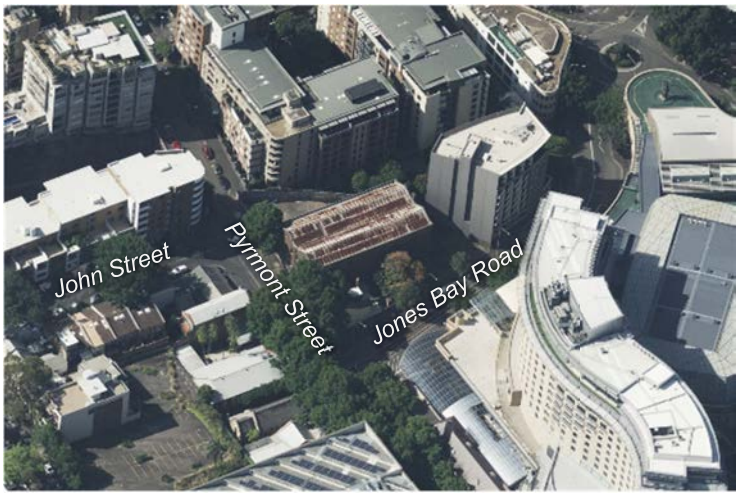


Figure 118 – oblique aerial of 12 Pyrmont Street

Background

12 Pyrmont 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 Pyrmont Street was identified as a site capable of change.

Existing controls

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

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

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

Figure 119 – existing site plan for 12 Pyrmont Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

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

Maximise development **within constraints** –

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

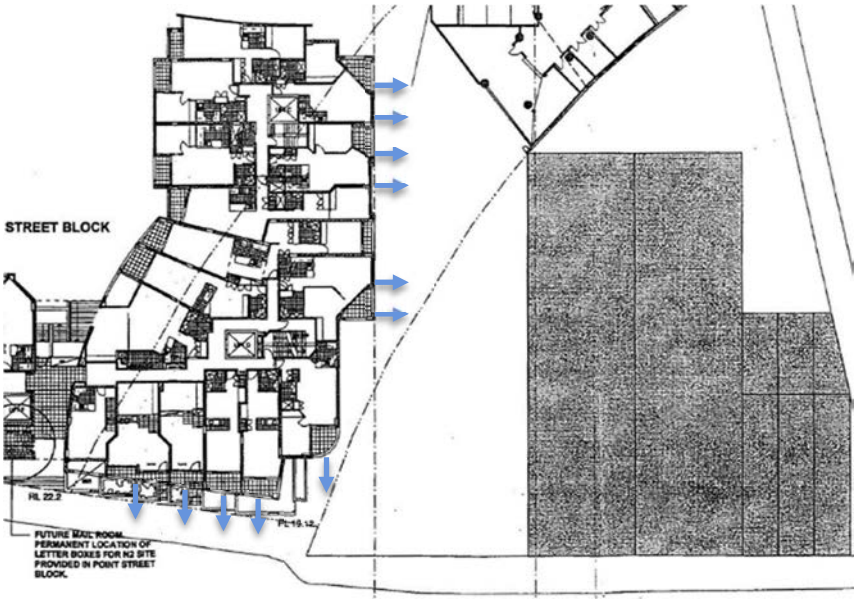


Figure 120 – Watermark Apartments at 26-28 Point Street are oriented towards the view corridor and Point Street (*Source: P2001/00306 - CS237006)*

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

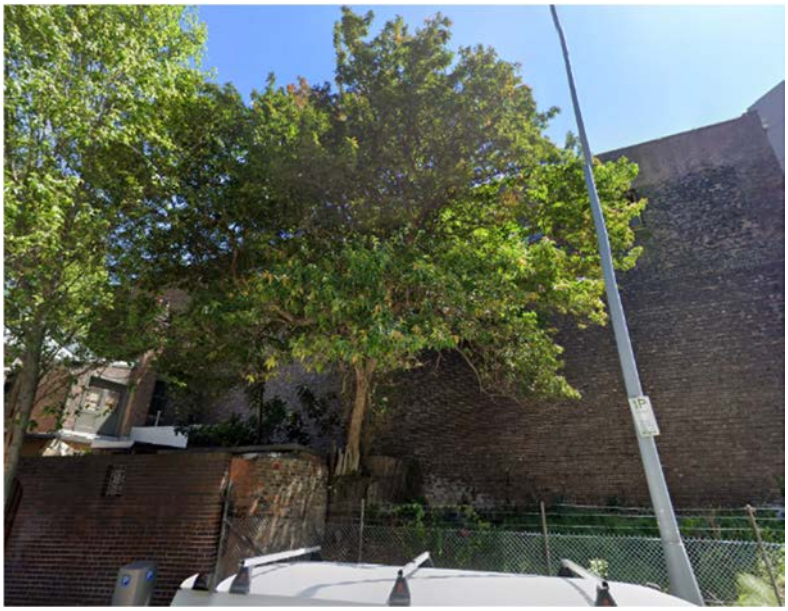


Figure 122 – Established tree at 16 Pyrmont Street (source: Google StreetView)

Proposed controls

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

Table 34 – proposed planning controls for 12 Pyrmont Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	*Unoccupied*	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	*TBC*	10%	Min. 20%

Figure 123 – proposed site plan for 12 Pyrmont Street

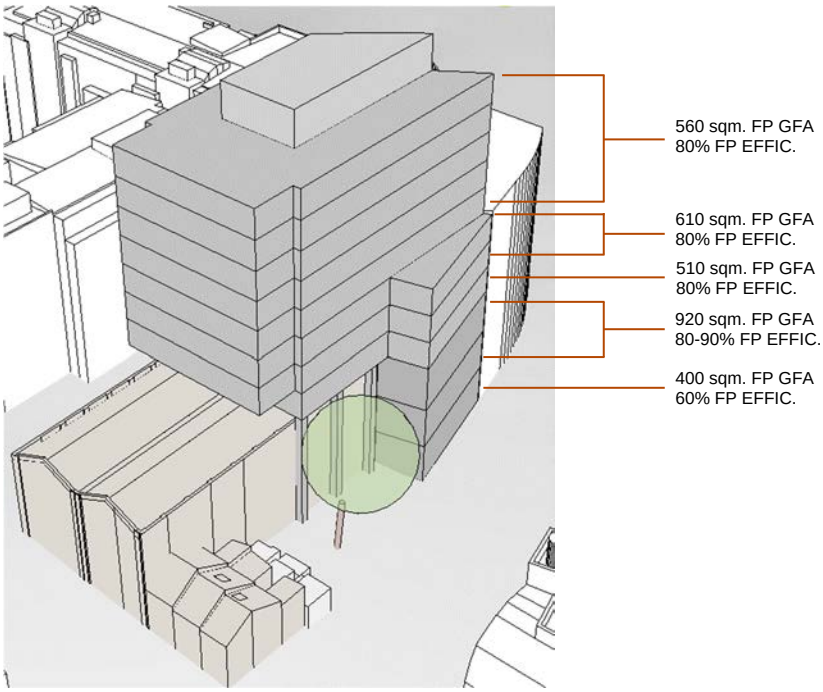


Figure 124 – floorplate diagram for 12 Pyrmont Street

Figure 125 – demolition plan for 12 Pyrmont Street

Visualisation

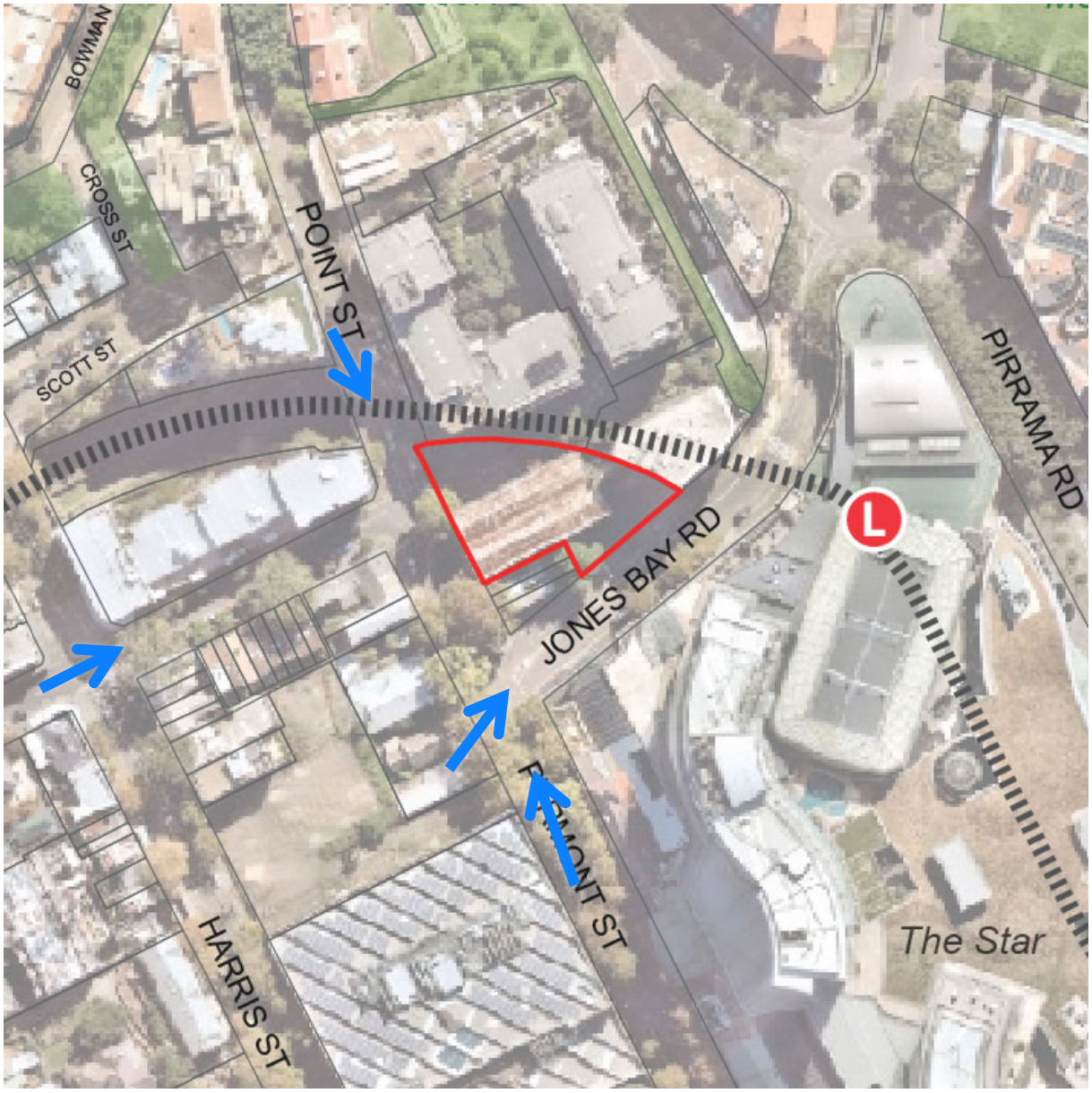
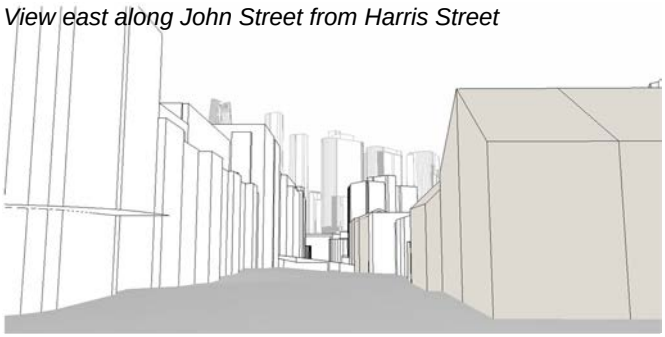


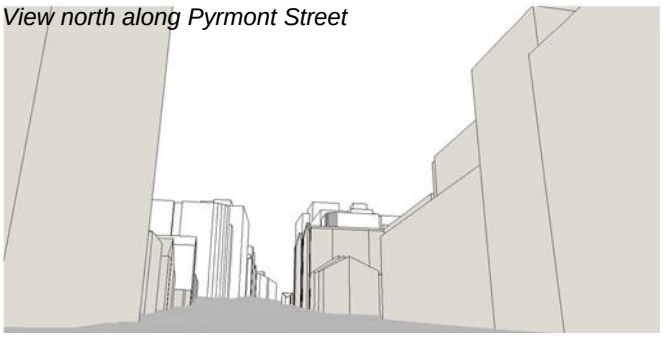
Figure 126 – view locations

Existing

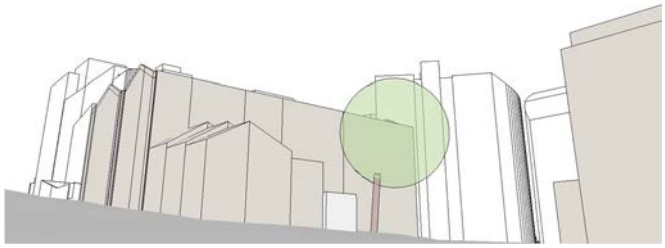
View east along John Street from Harris Street



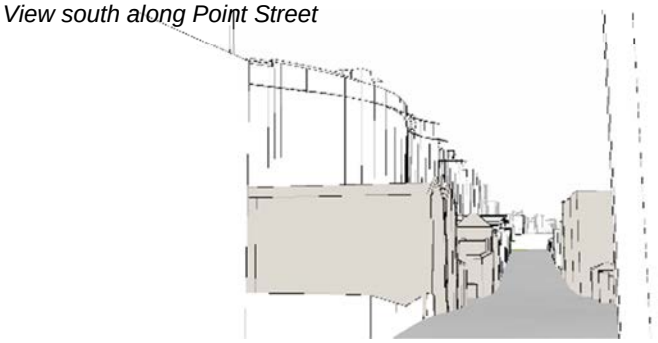
View north along Pyrmont Street



View east along Jones Bay Road

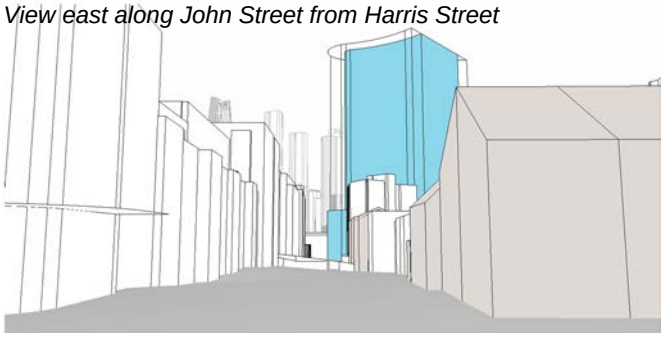


View south along Point Street

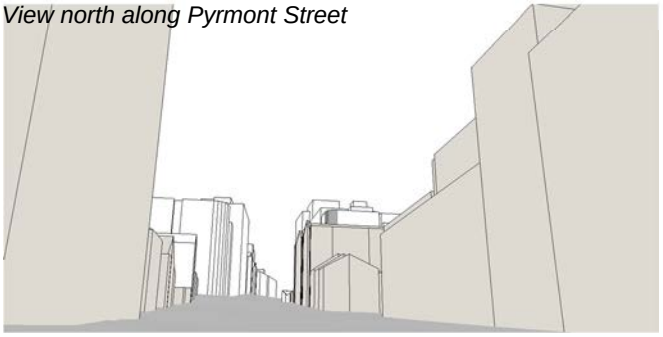


Existing + approved

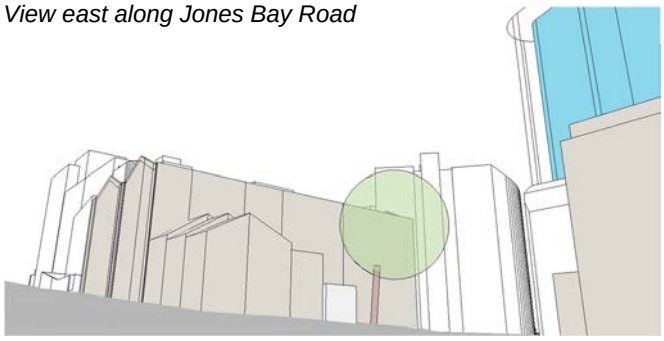
View east along John Street from Harris Street



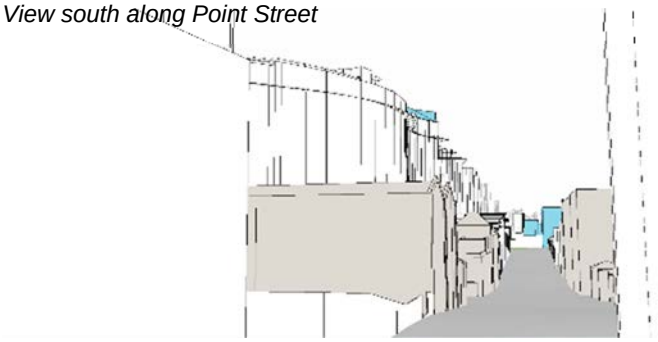
View north along Pyrmont Street



View east along Jones Bay Road



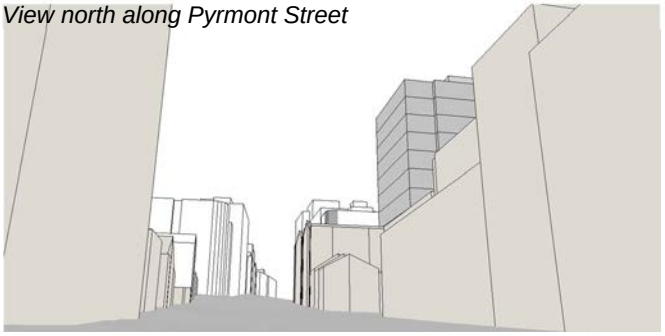
View south along Point Street



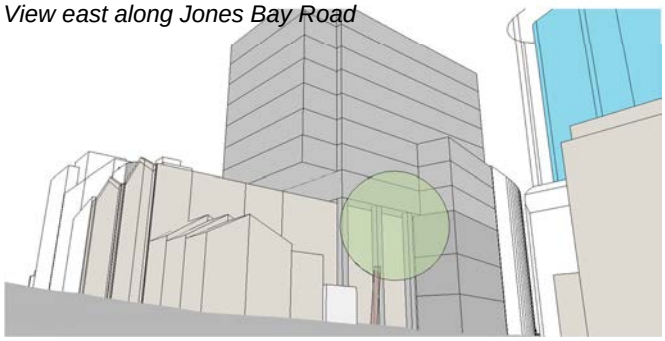
Proposed

View east along John Street from Harris Street

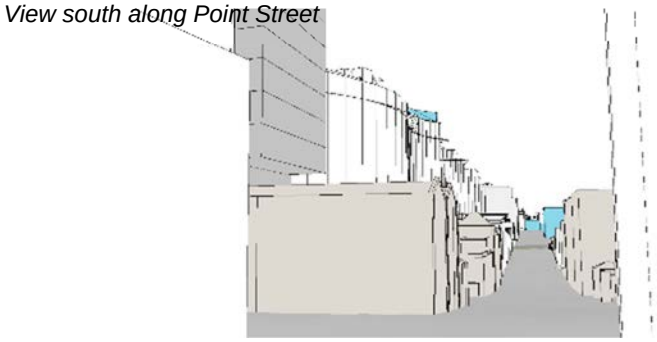
View north along Pyrmont Street



View east along Jones Bay Road



View south along Point Street



48 Pirrama Road

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

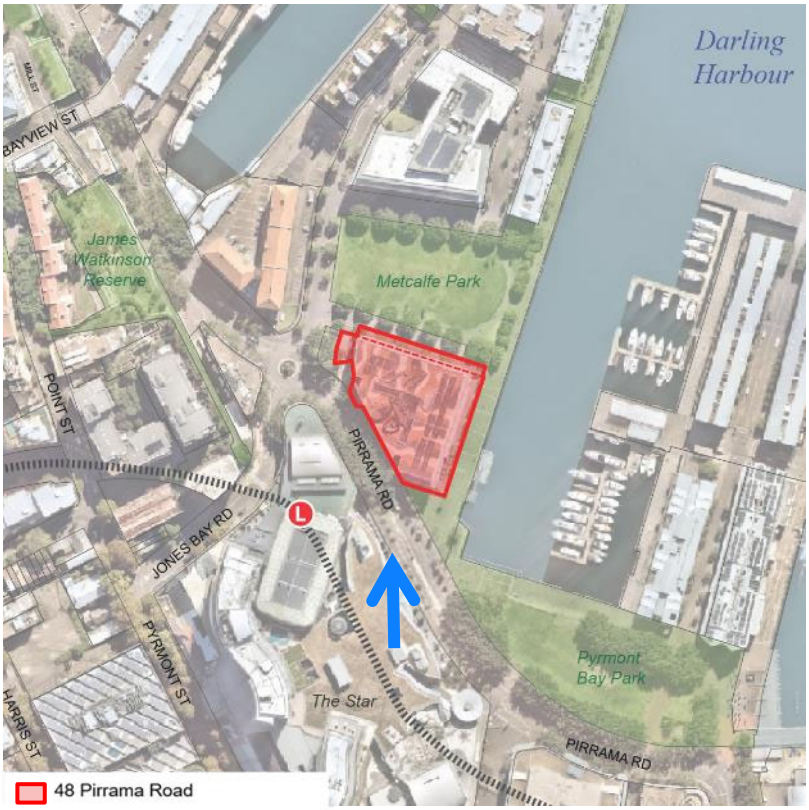


Figure 127 – location plan of 48 Pirrama Road

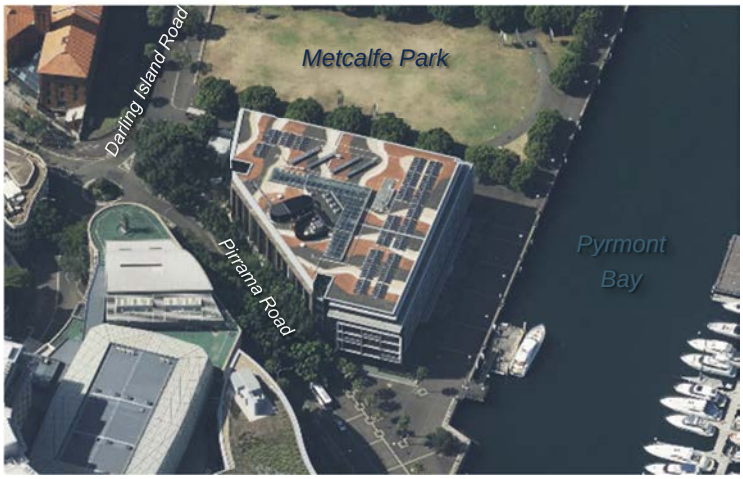


Figure 128 – oblique aerial of 48 Pirrama Road

Background

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

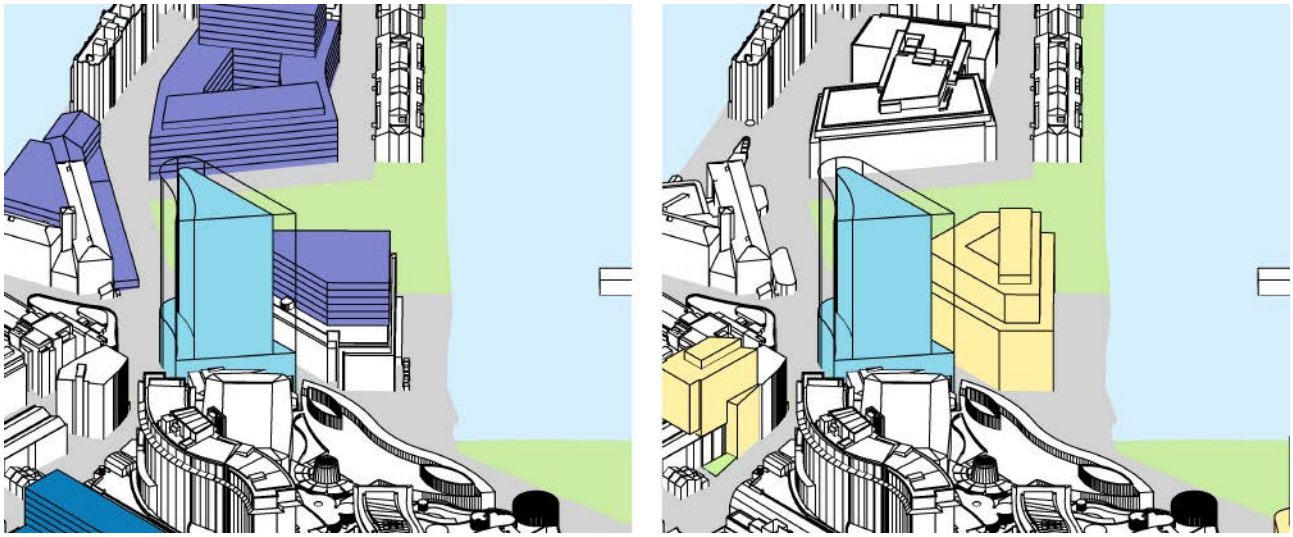


Figure 129 – comparison of Department of Planning's initial study and City of Sydney's study for 48 Pirrama Road

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

	Department of Planning's initial study	City of Sydney's study
Gross floor area	28,506 sqm	28,066 sqm
Floor space ratio	5.5	4.5 + DesEx
Height of building	60 m	52 m
Height in storeys	12 *(HiS not specified)*	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 36 and Figure 130, respectively.

Table 36 – 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%

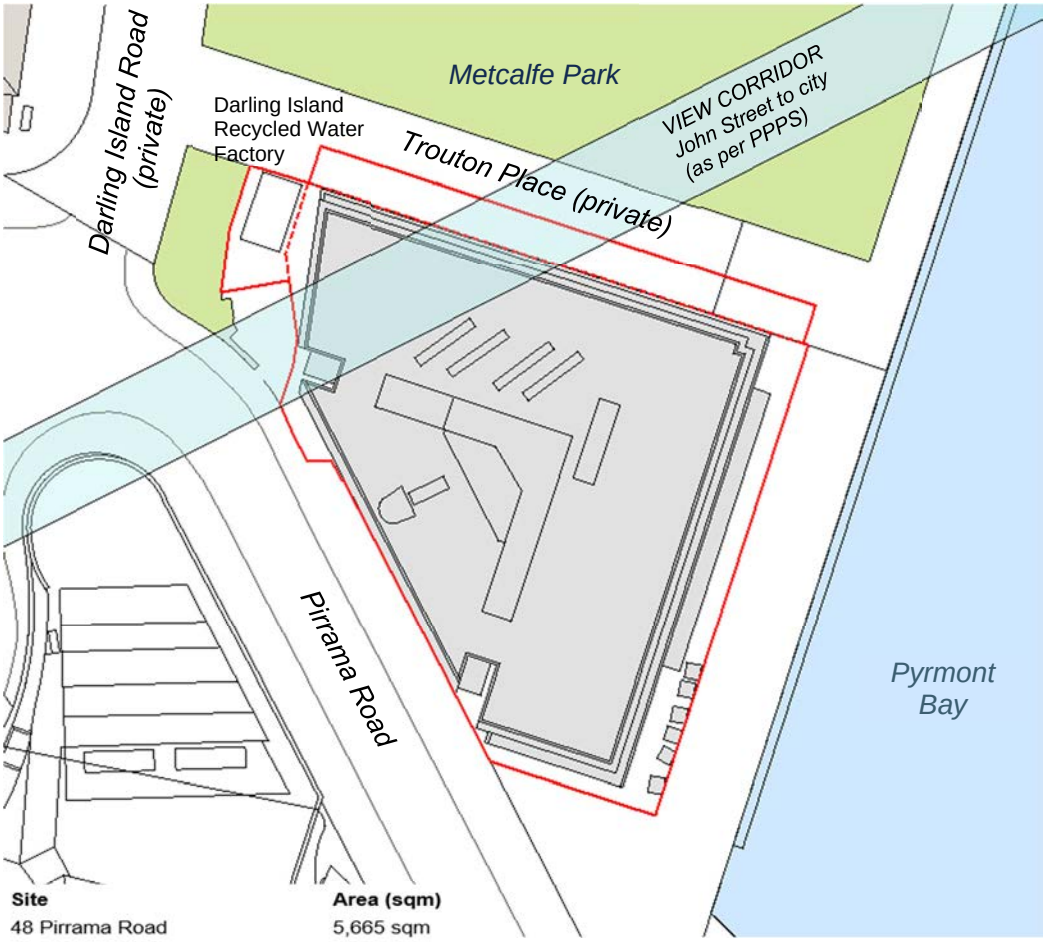


Figure 130 – existing site plan for 48 Pirrama Road

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

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

Maximise development **within constraints** –

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

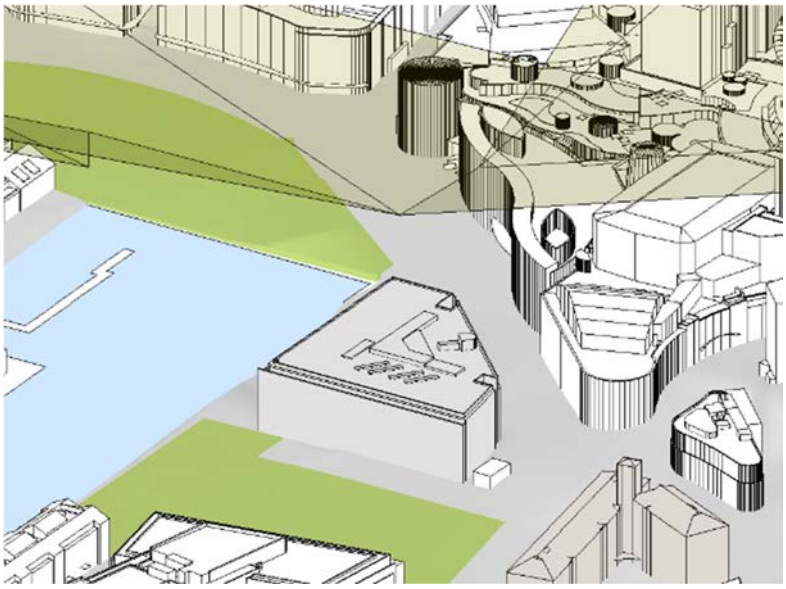


Figure 131 – solar access to Pyrmont Bay Park

21 June, 9am-3pm

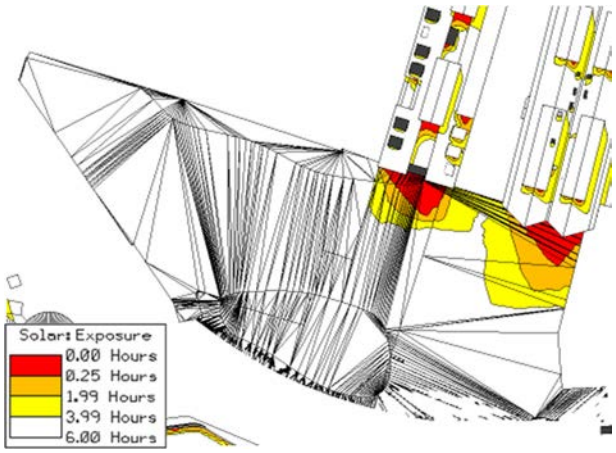


Figure 132 – No reduction in area receiving four or more hours of sunlight in Pyrmont Bay Park

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 37 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 133 and Figure 134.

Table 37 – proposed planning controls for 48 Pirrama Road

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

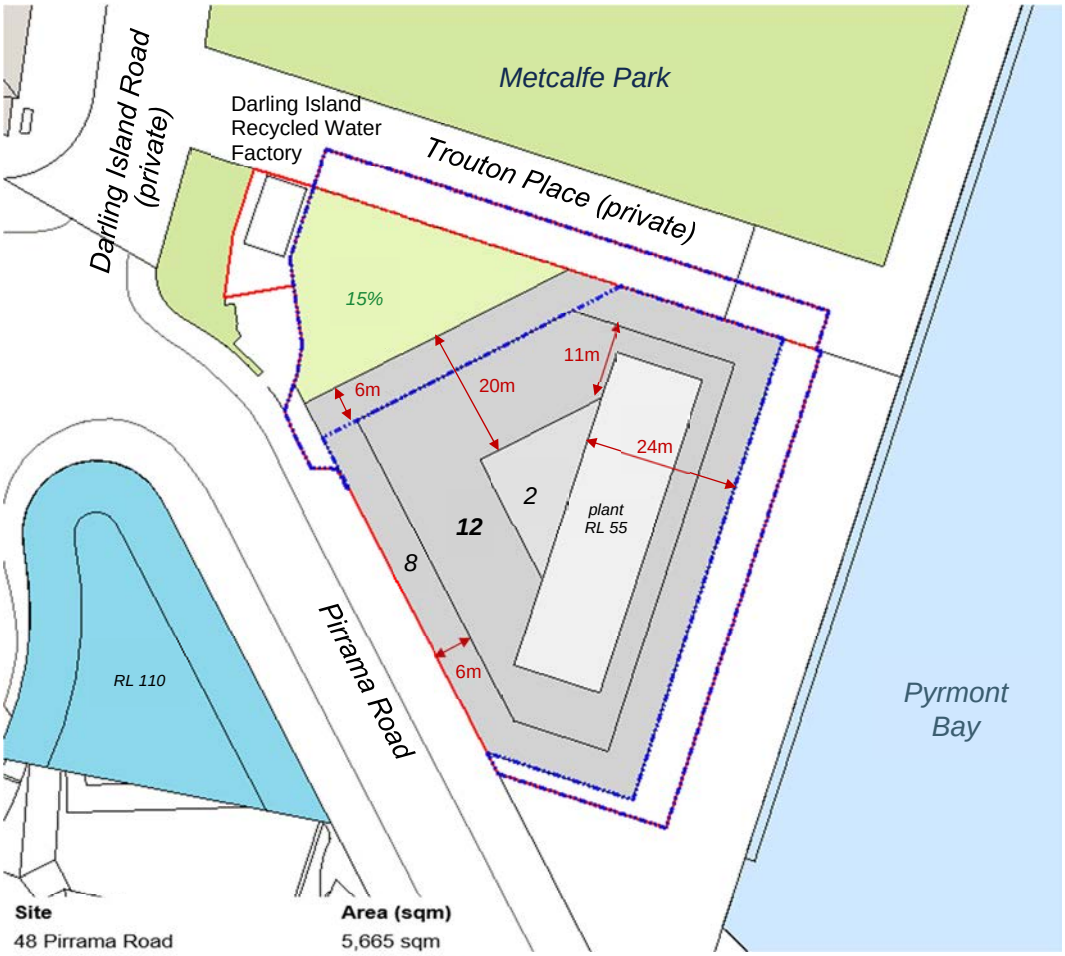


Figure 133 – proposed site plan for 48 Pirrama Road

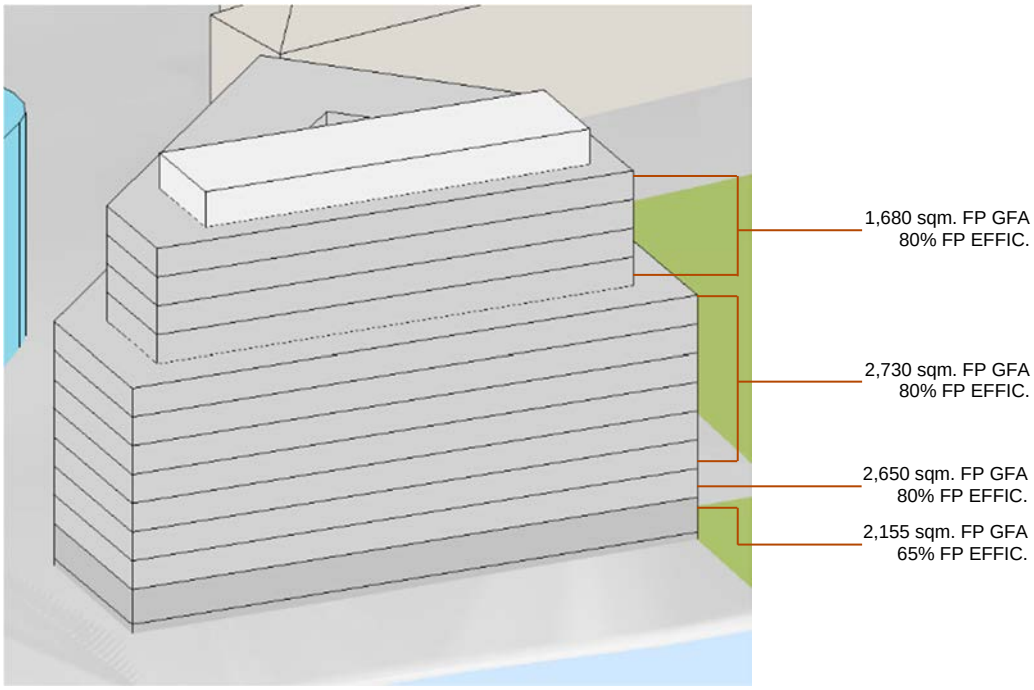


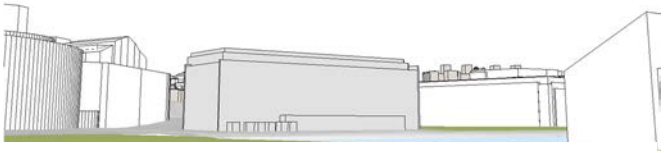
Figure 134 – floorplate diagram for 48 Pirrama Road

Visualisation

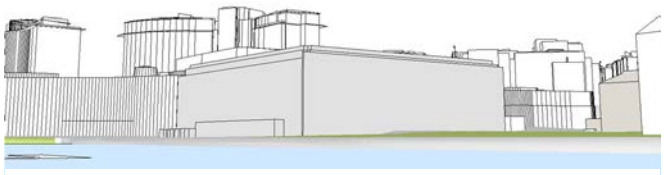
Figure 135 – view locations

Existing

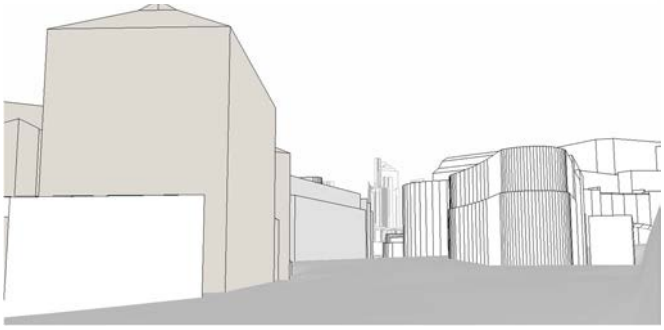
View west from Pyrmont Bay Park



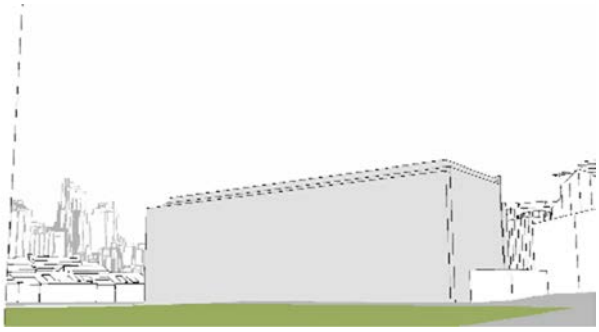
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

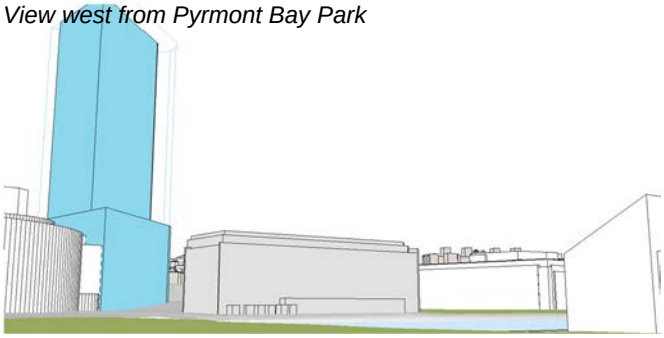


View southeast across Metcalfe Park

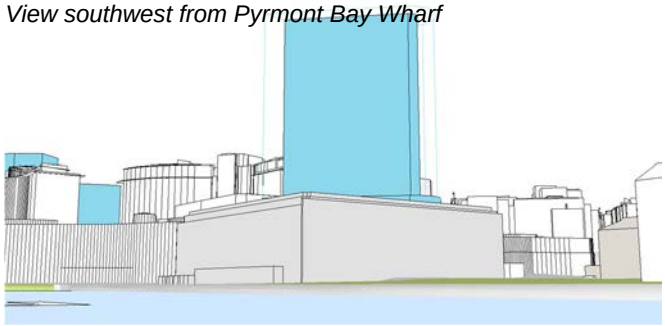


Existing + approved

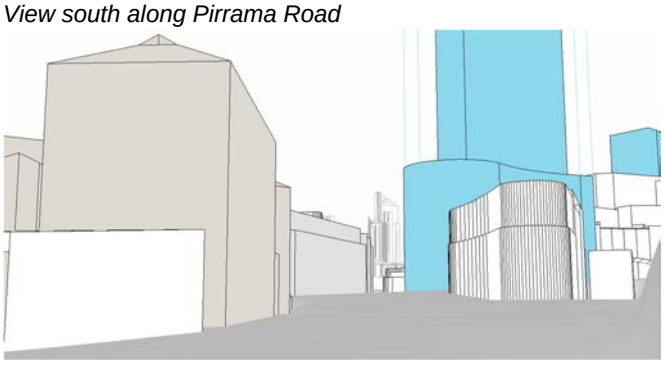
View west from Pyrmont Bay Park



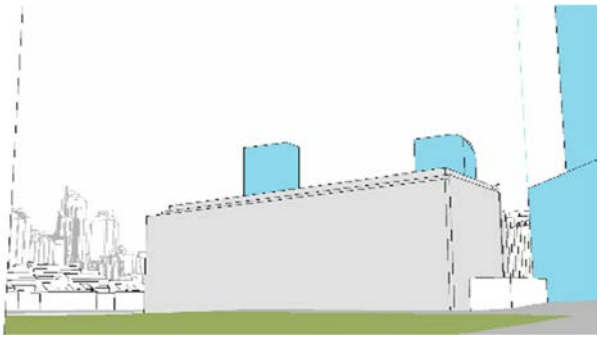
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road

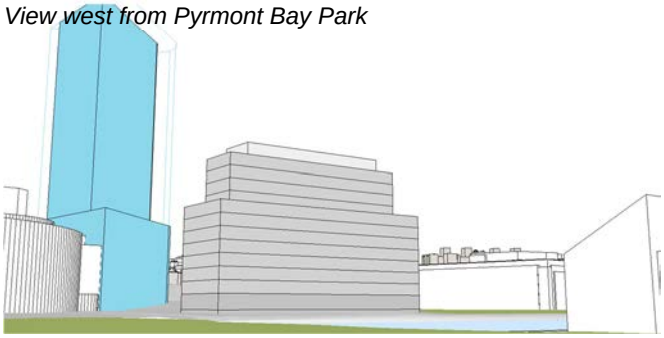


View southeast across Metcalfe Park

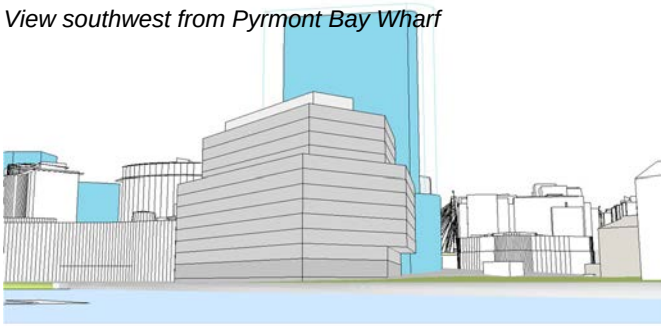


Proposed

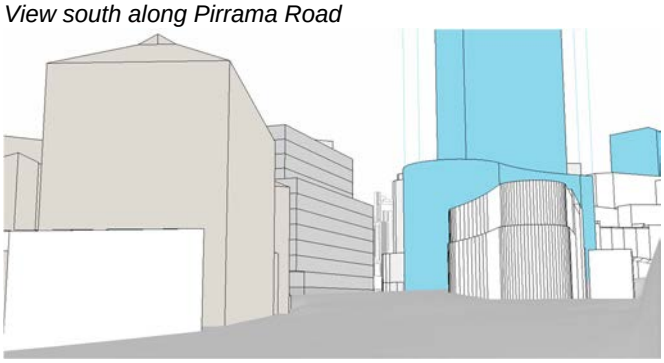
View west from Pyrmont Bay Park



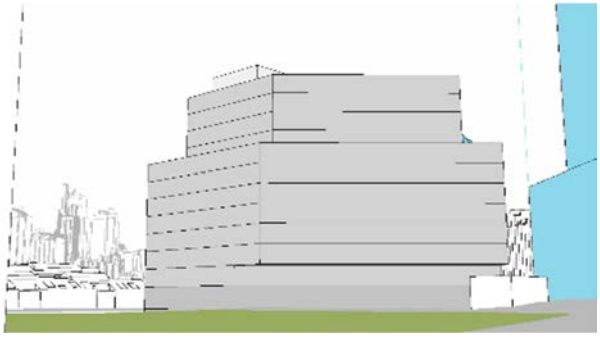
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road



View southeast across Metcalfe Park



100 Harris Street

Overview

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

Figure 136 – location plan of 100 Harris Street

Figure 137 – oblique aerial of 100 Harris Street

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

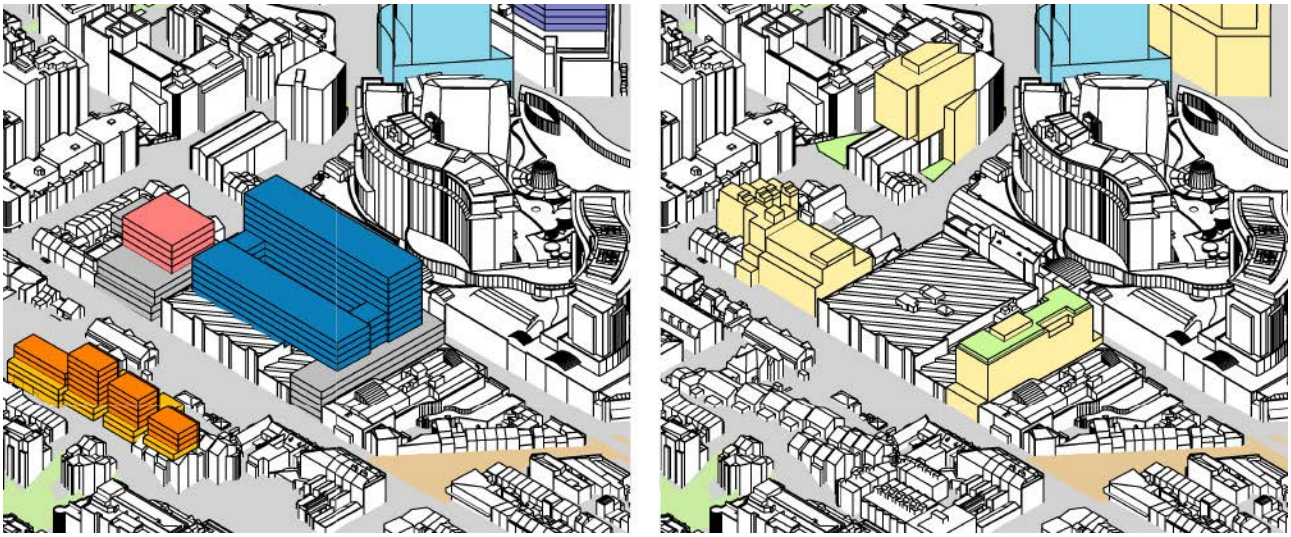


Figure 138 – comparison of Department of Planning's initial study and City of Sydney's study for 100 Harris Street

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

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

Existing controls

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

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

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

Figure 139 – existing site plan for 100 Harris Street

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

The site is protected from winds surrounding development.

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

Match **land use** to place –

The commercial use is maintained on the site.

Consider **views** to and from public places

The site is not effected by view corridors.

Maximise development **within constraints** –

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

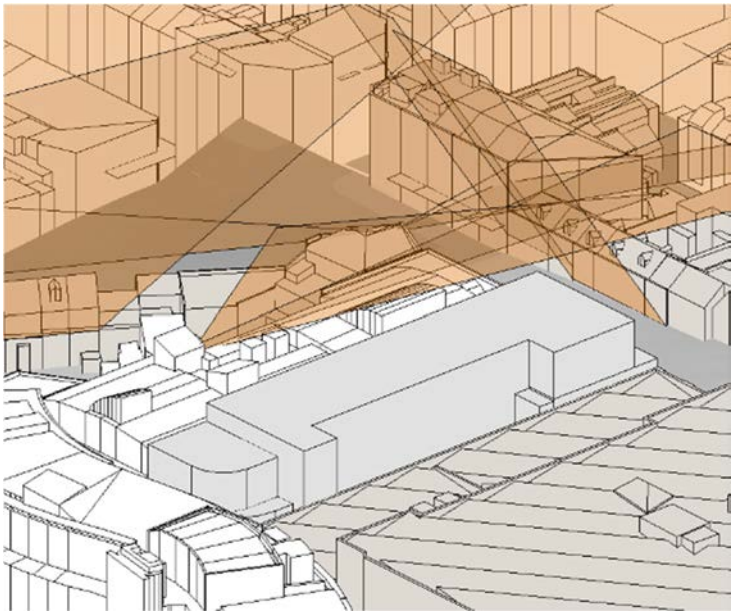


Figure 140 – solar access to neighbouring residential properties and Union Square

Proposed controls

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

Table 40 – proposed planning controls for 100 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	*Commercial*	E2 – CC	Commercial
Floor space ratio	*1.4 approx.*	3.5	3.32 + DesEx
Height of building	*26m*	24m	39m *(RL 51)*
Height in storeys	*8*	5	10^
Deep soil	*0%*	10%	600sqm of green roof
NOTE: these controls and floor space ratio calculations only apply to the southern component of 100 Harris Street (all land south of the heritage listed 'Former Woolstore)			

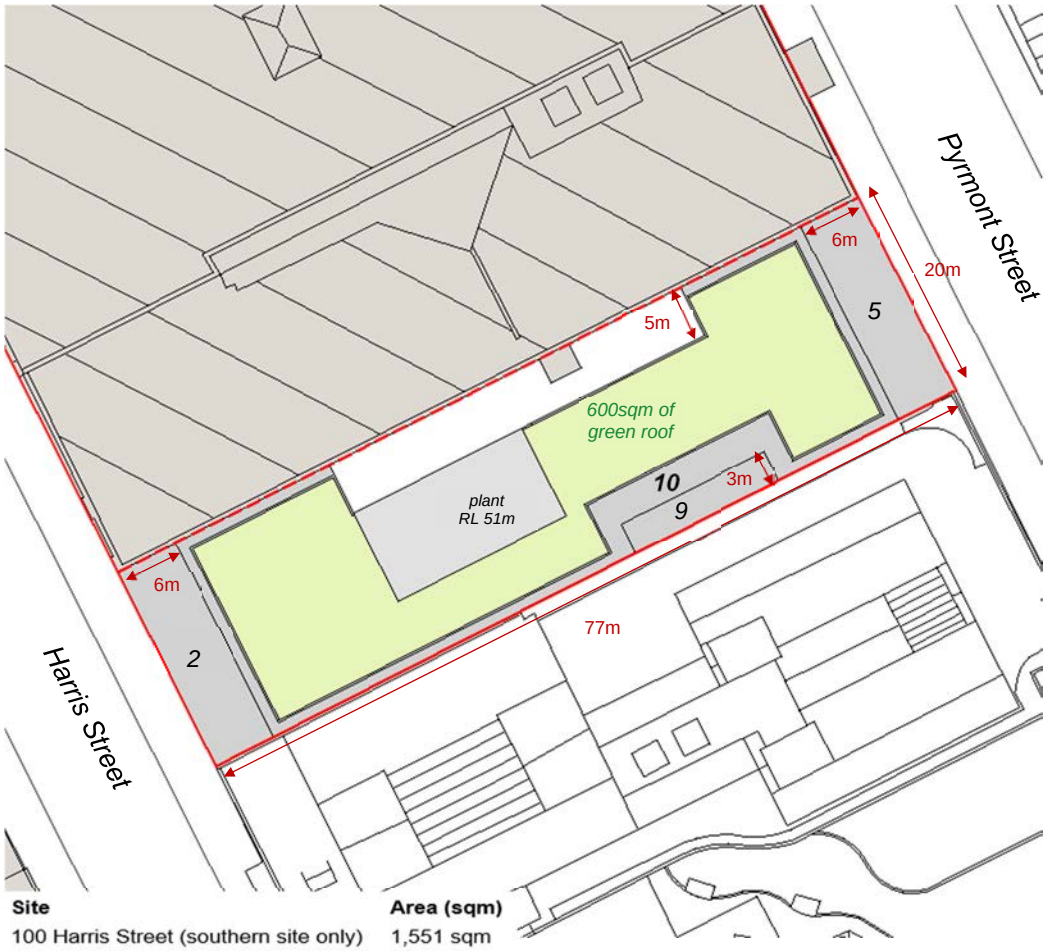


Figure 141 – proposed site plan for 100 Harris Street

Visualisation

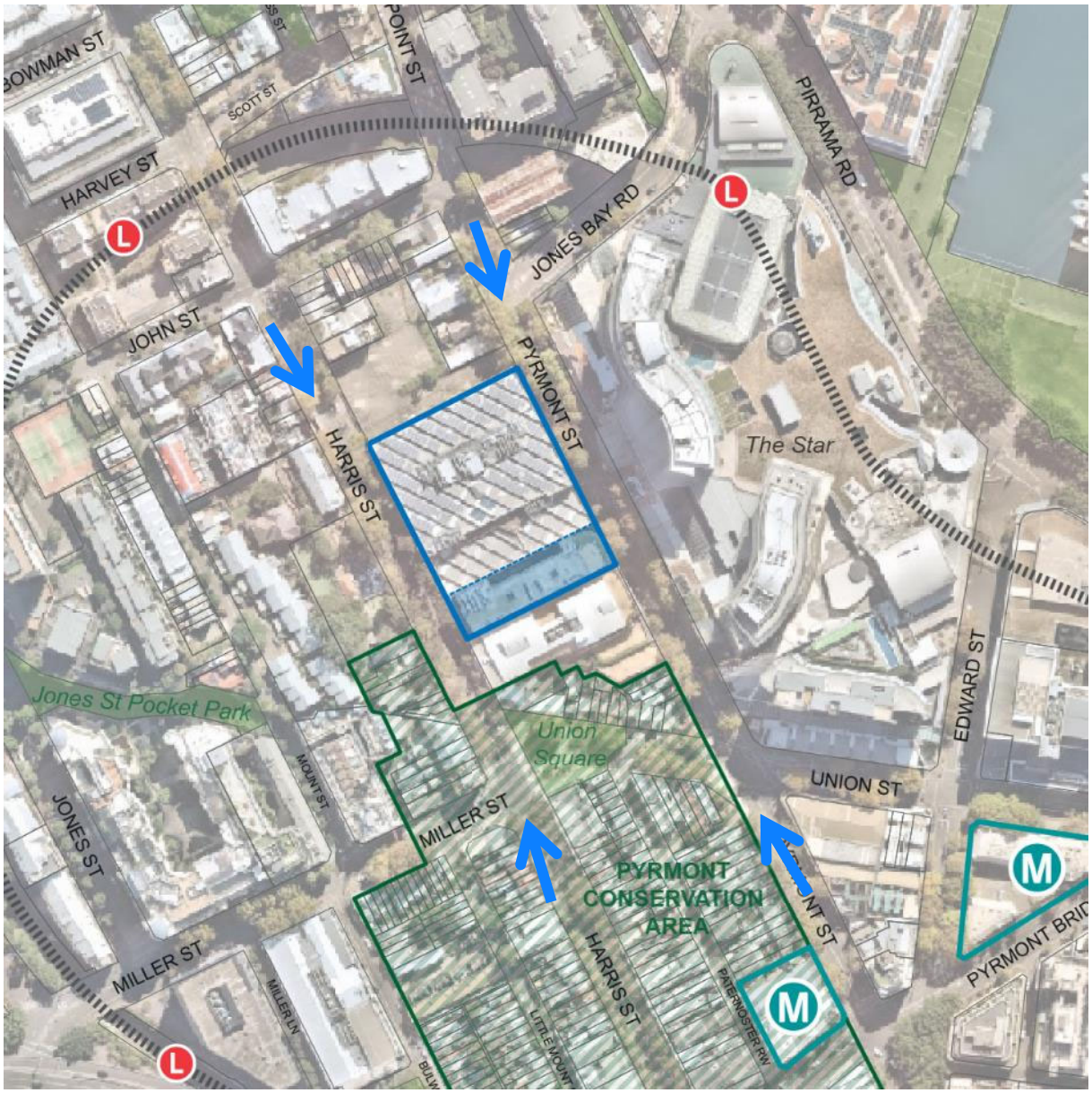
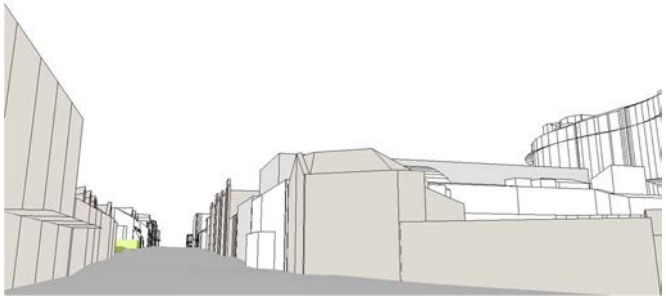


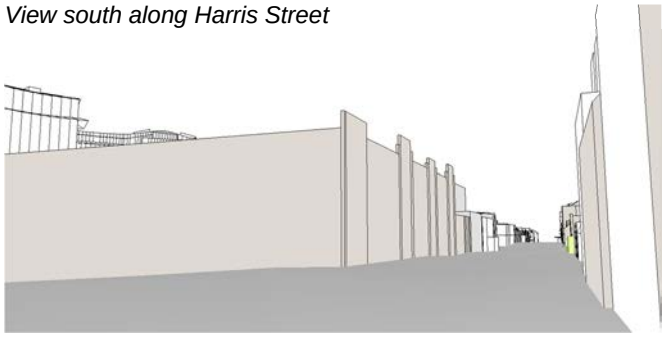
Figure 142 – view locations

Existing

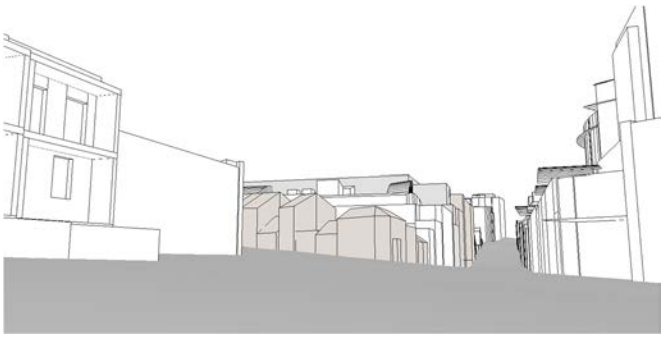
View north along Harris Street from Union Square



View south along Harris Street



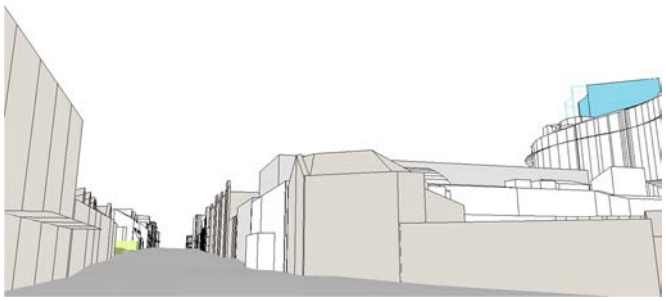
View north along Pyrmont Street



View south along Pyrmont Street

Existing + approved

View north along Harris Street from Union Square



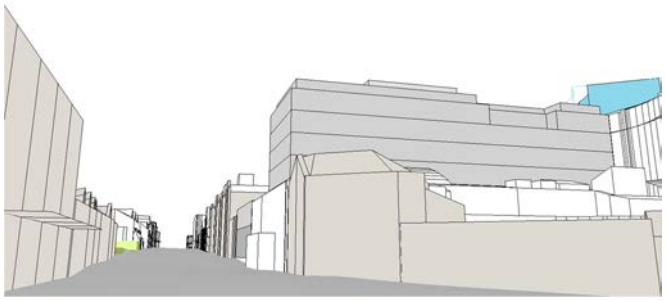
View south along Harris Street

View north along Pyrmont Street

View southeast across Metcalfe Park

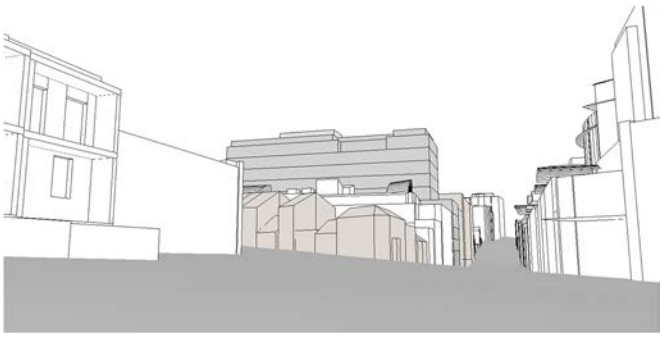
Proposed

View north along Harris Street from Union Square

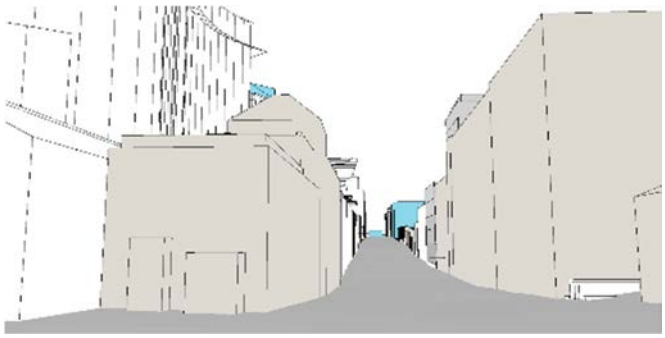


View south along Harris Street

View north along Pyrmont Street



View southeast across Metcalfe Park



28-48 Wattle Street

Overview

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

Figure 143 – location plan of 28-48 Wattle Street

Figure 144 – oblique aerial of 28-48 Wattle Street

Background

Department of Planning's initial study

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

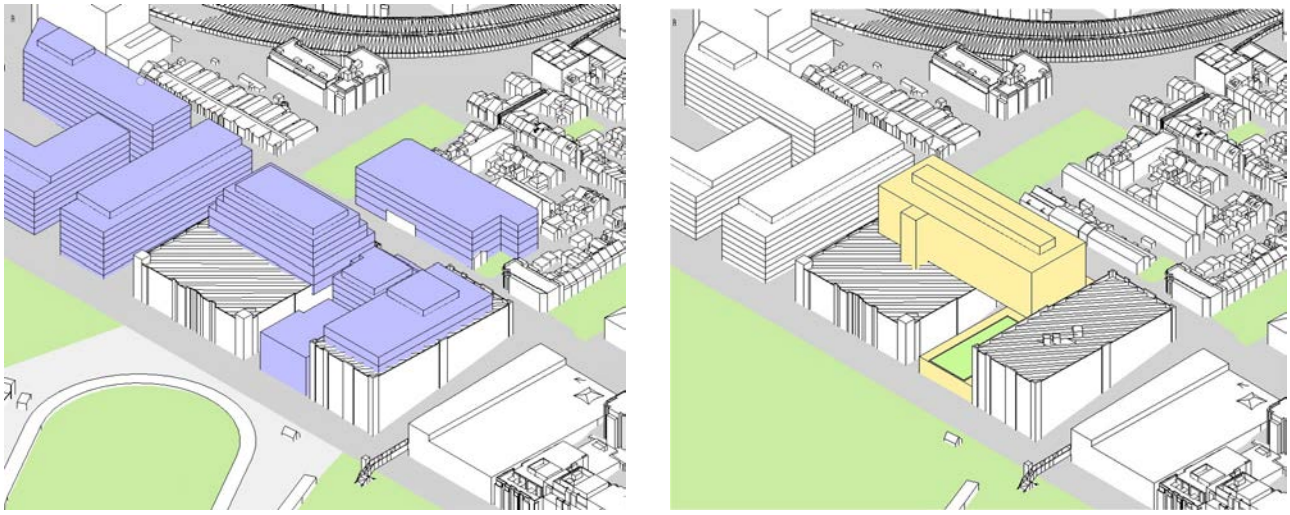


Figure 145 – comparison of Department of Planning's initial study and City of Sydney's study for 28-48 Wattle Street

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

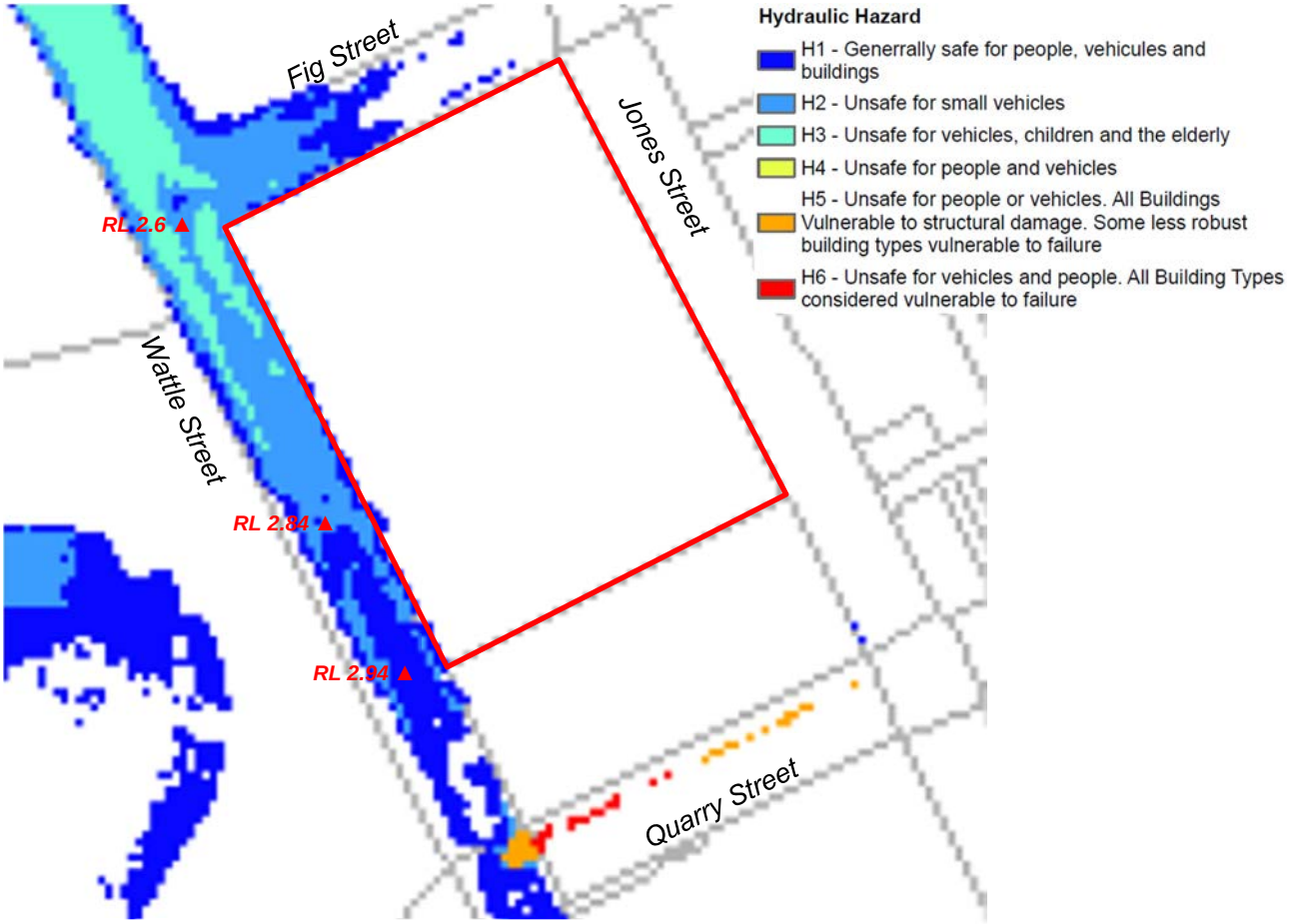
Table 41 – Department of Planning's initial study for 28-48 Wattle Street

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

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

Flooding – Hydraulic Hazard

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



Source: Blackwattle Bay Catchment Floodplain Risk Management Plan – ARR2019

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

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

Site history

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

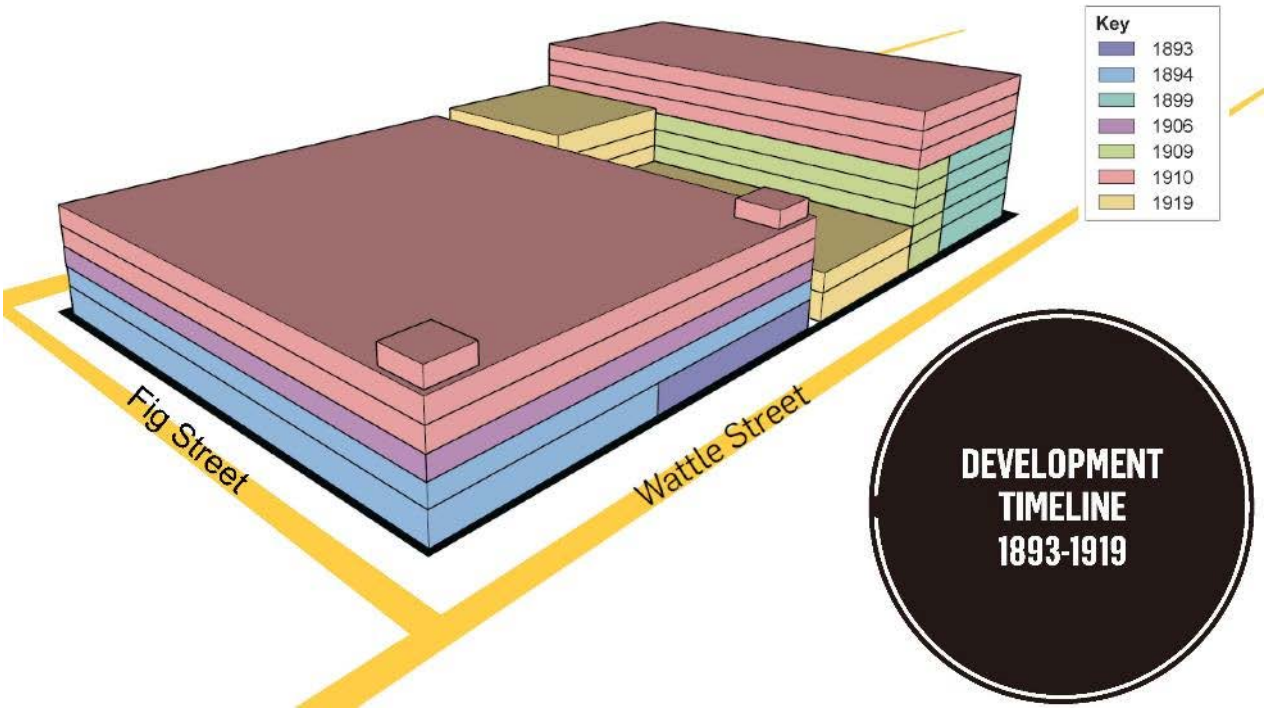


Figure 147 – development timeline of 28-48 Wattle Street and 54 Wattle Street [Source: prepared by Urbis for site owner (PDA/2020/99 – 2020/193150)]

Original structure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

East-west connectivity

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

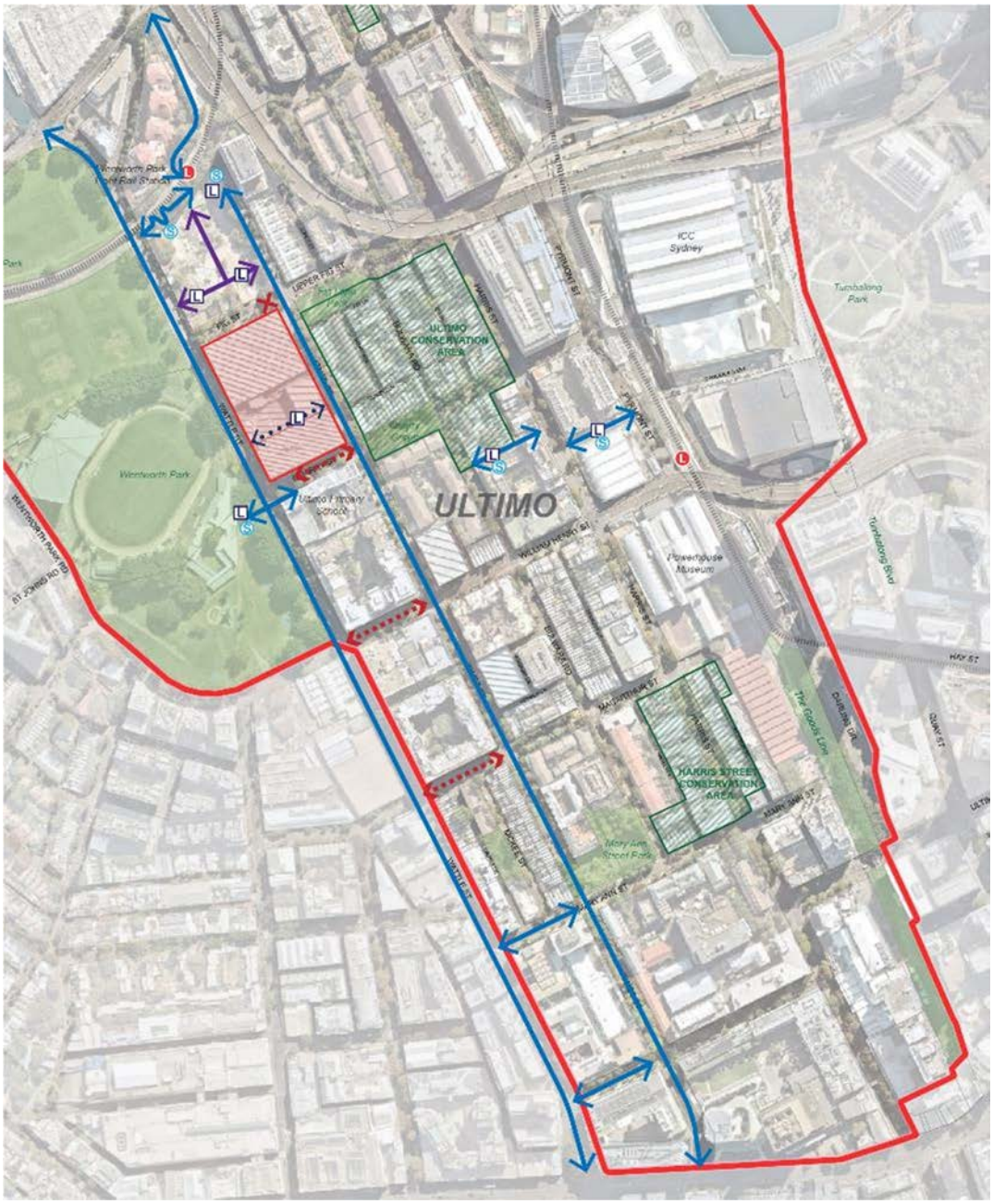


Figure 152 – connectivity across the peninsula, currently there are no connections for all people between the Wentworth Park Light Rail station and Mary Ann Street

Existing controls

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

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

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

NOTES:
^According to figures provided in PDA2020-99

*Reinstatement of turrets will increase height of warehouse

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

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

The existing commercial land use is maintained.

Consider **views** to and from public places

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

Maximise development **within constraints** –

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

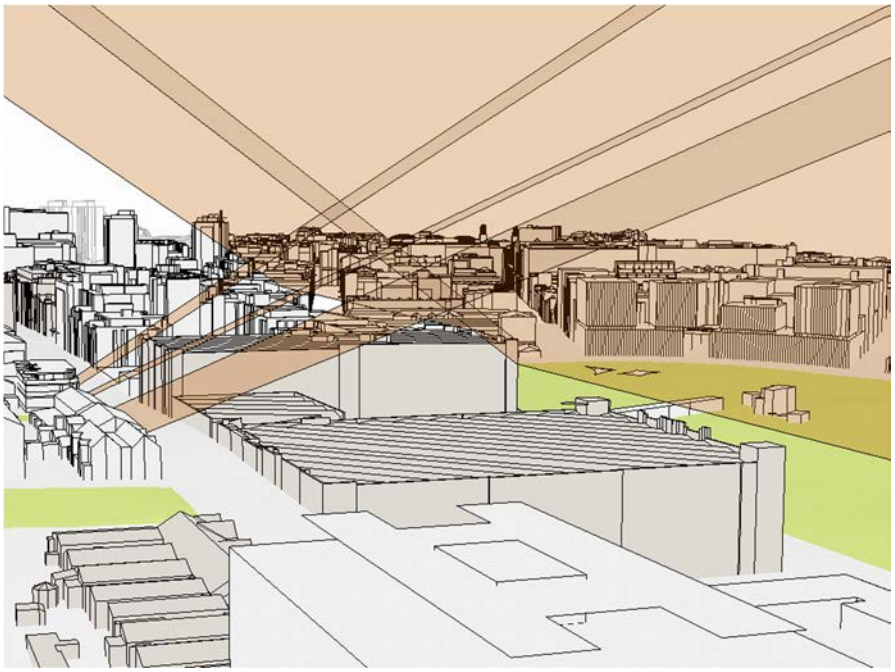


Figure 154 – solar access to neighbouring residential properties and Wentworth Park

Proposed controls

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

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

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

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

NOTES:

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

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

^ Excluding plant

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

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

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

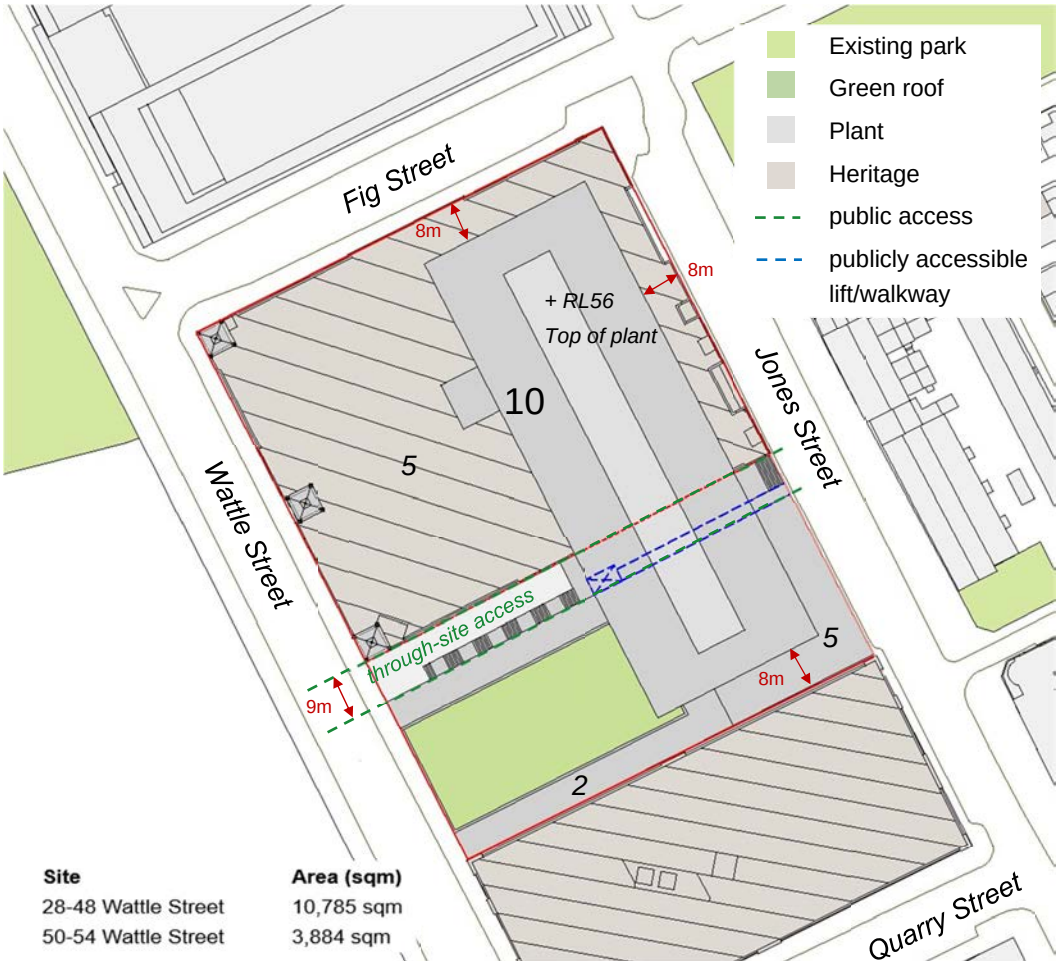


Figure 155 – modified site plan for 28-48 Wattle Street

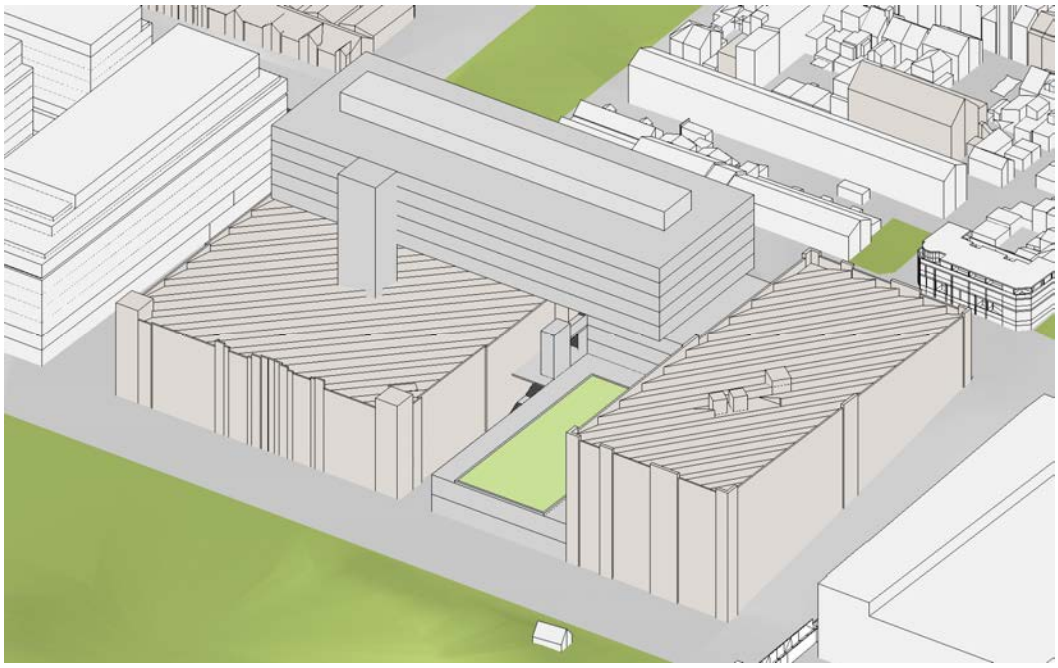


Figure 156 – aerial view of modified scheme for 28-48 Wattle Street

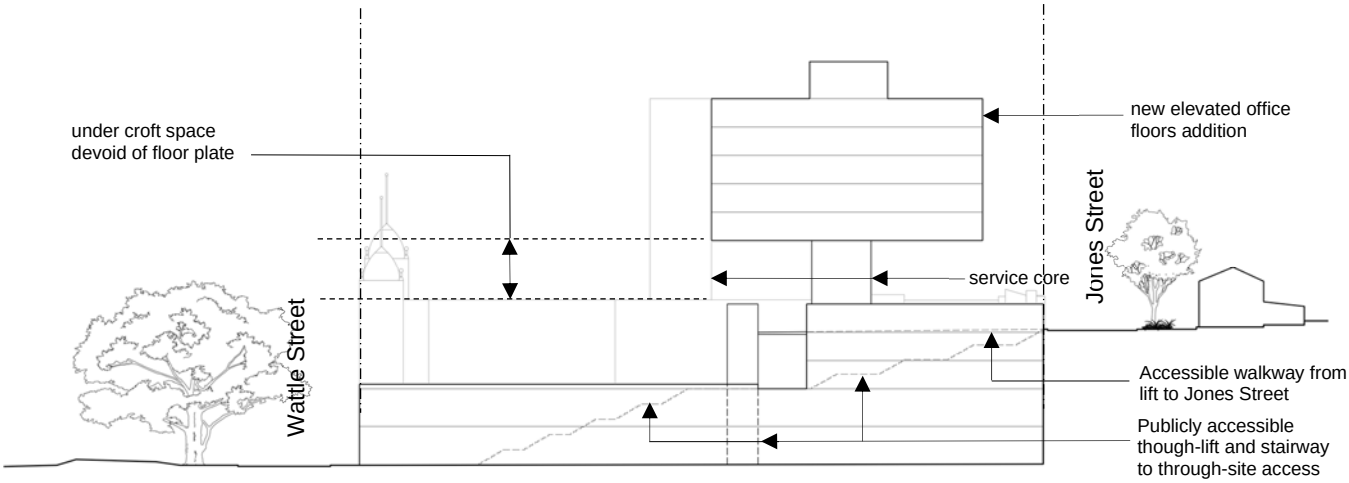


Figure 157 – cross section of modified scheme for 28-48 Wattle Street

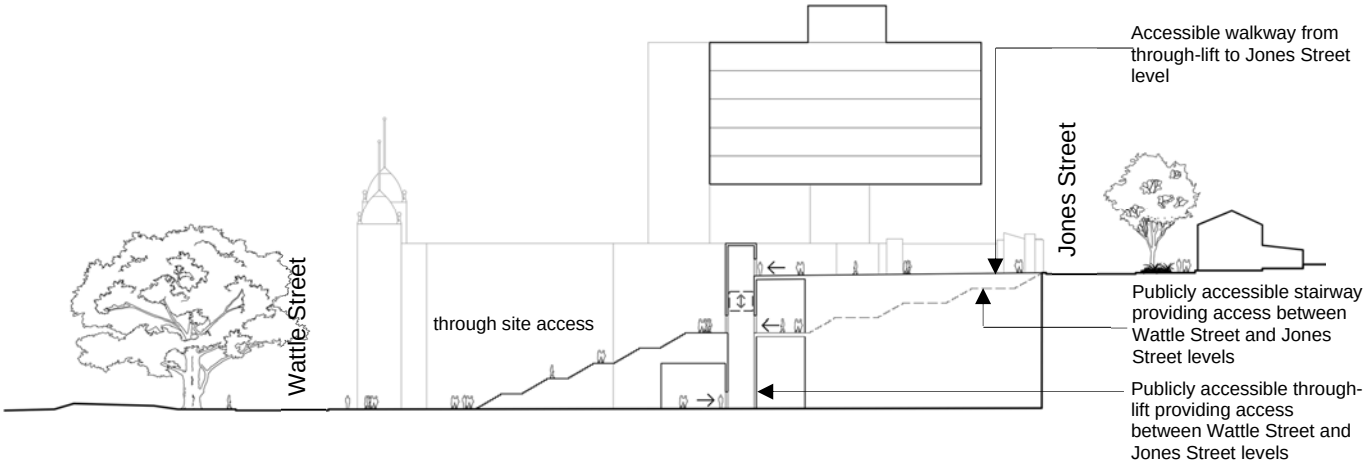


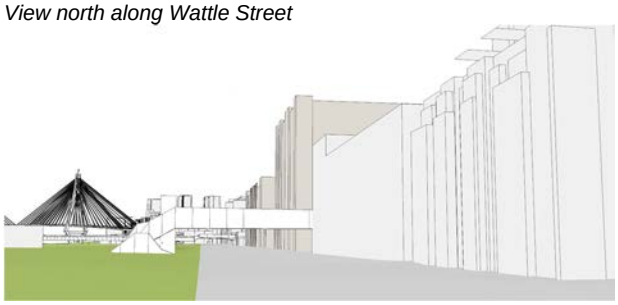
Figure 158 - cross section of through-site access for 28-48 Wattle Street

Visualisation

Figure 158 – view locations

Existing

View north along Wattle Street



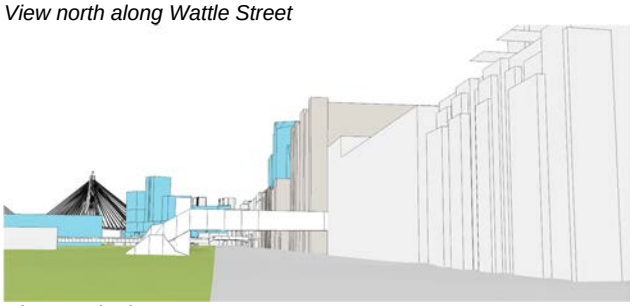
View east across Wentworth Park

View south along Jones Street

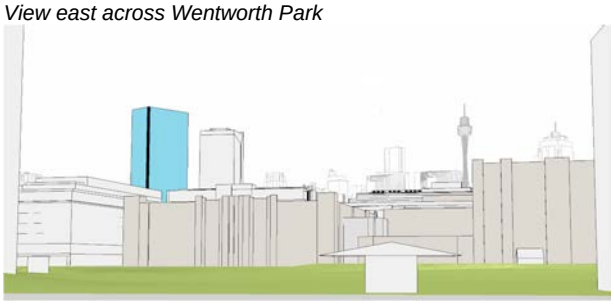
View north along Jones Street

Existing + approved

View north along Wattle Street



View east across Wentworth Park

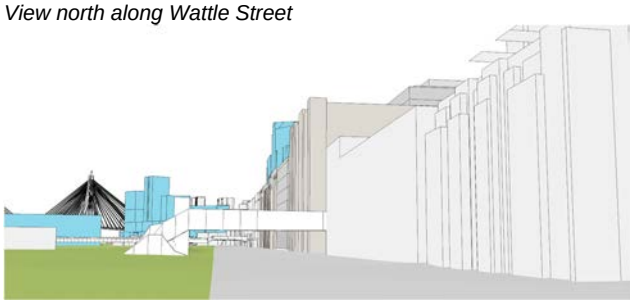


View south along Jones Street

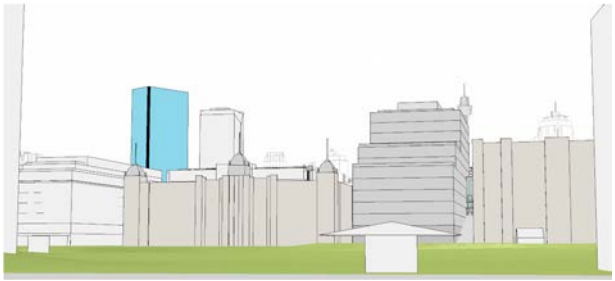
View north along Jones Street

Exhibited controls

View north along Wattle Street



View east across Wentworth Park

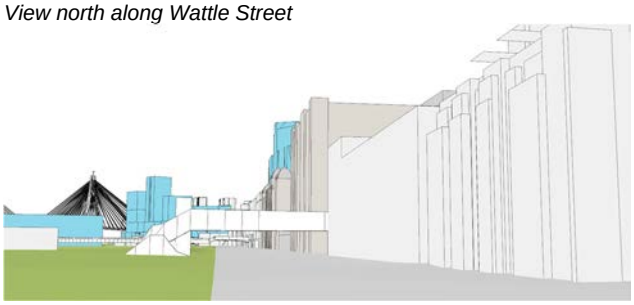


View south along Jones Street

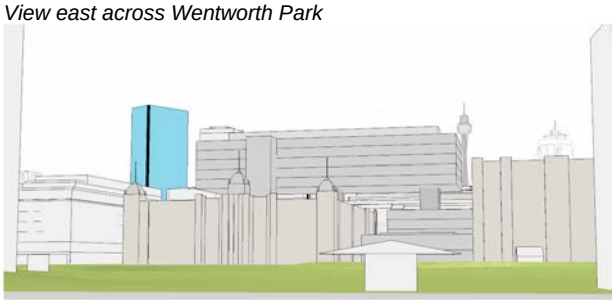
View north along Jones Street

Proposed modified controls

View north along Wattle Street



View east across Wentworth Park



View south along Jones Street

View north along Jones Street

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

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