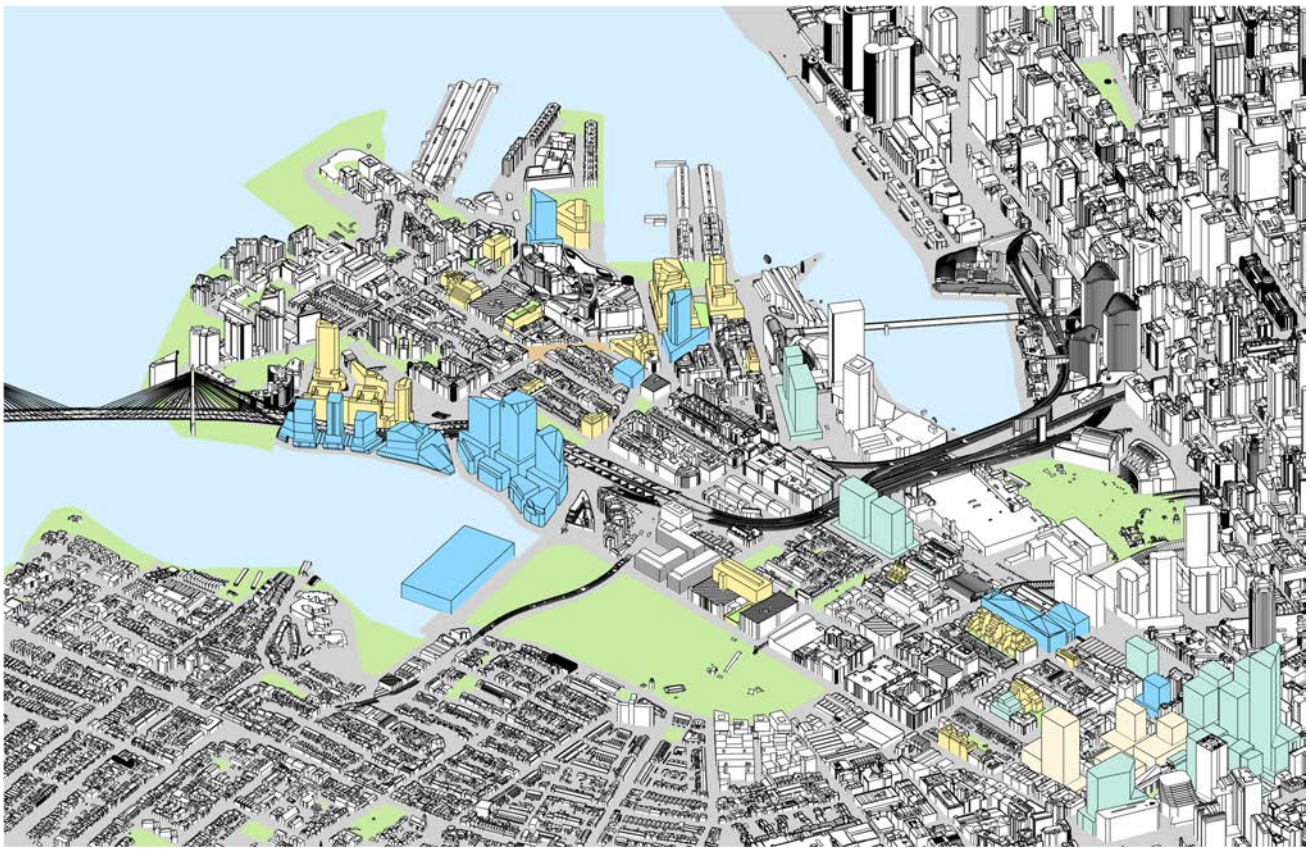
Attachment G1

Amended Ultimo Pyrmont Urban Design Study – Part 1

CITY OF SYDNEY

Ultimo Pyrmont Urban Design Study



September 2025

The City of Sydney acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of our local area.

Contents

Responding to the Place Strategy and the community's submissions

Urban design principles

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

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

   Each development site will contain designated deep soil areas for tree planting. The size and location of the areas is subject to the sites' size, shape and orientation. Deep soil areas are concentrated in locations that optimise access to winter sunlight to assist tree health and growth. Where practical they are placed adjacent to streets to maximise the extent of tree canopy over streets, contributing to a greener character to the public spaces of Ultimo Pyrmont. 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 Pyrmont 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 Pyrmont 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 Pyrmont. 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 Pyrmont 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 Pyrmont 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 Pyrmont 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 Pyrmont are described in this study for the sites listed below.

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

1. **46-48 Pyrmont 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 Pyrmont 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 Pyrmont 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**

Figure 1 – sites studied

46-48 Pyrmont Bridge Road

Overview

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

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

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

Background

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

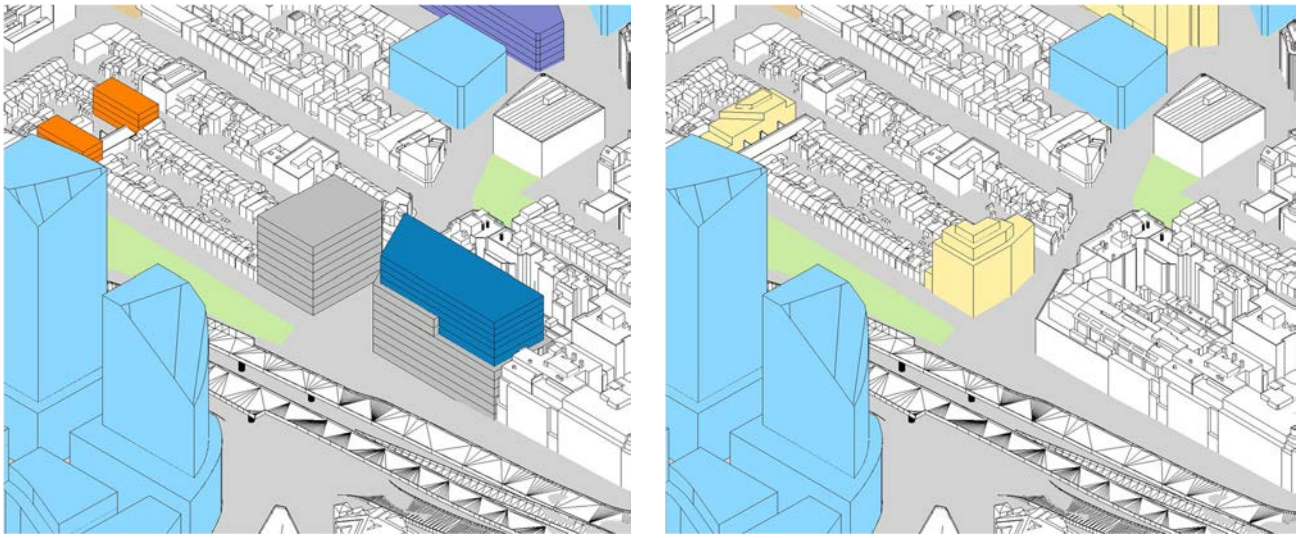


Figure 4 – comparison of Department of Planning's initial study, left in grey, and City of Sydney's study for a mixed use outcome, right in yellow, at 46-48 Pyrmont Bridge Road

The Department of Planning's initial study

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

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

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

Existing controls

46-48 Pyrmont 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 Pyrmont 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 Pyrmont Bridge Road

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Other issues –

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

Maximise development **within constraints** –

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

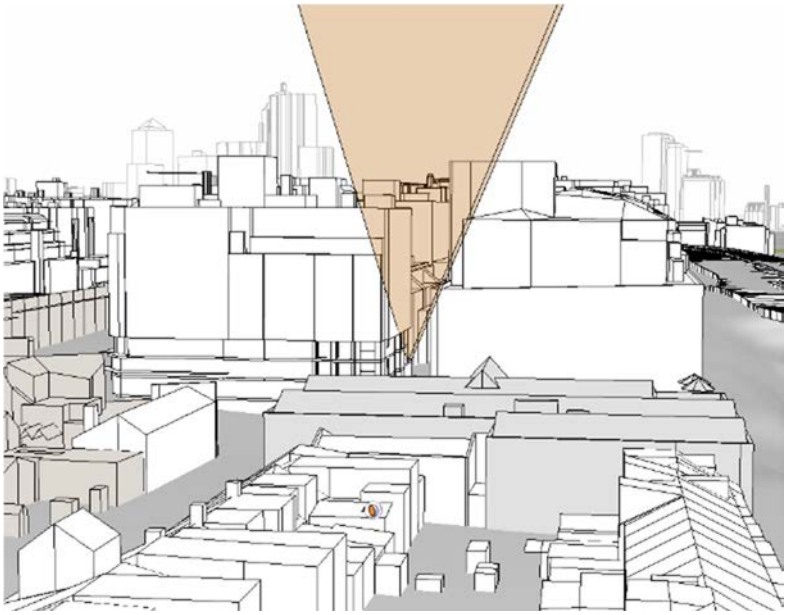


Figure 6 – solar access to 209 Harris Street

Proposed controls

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

Controls for mixed use development

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

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

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

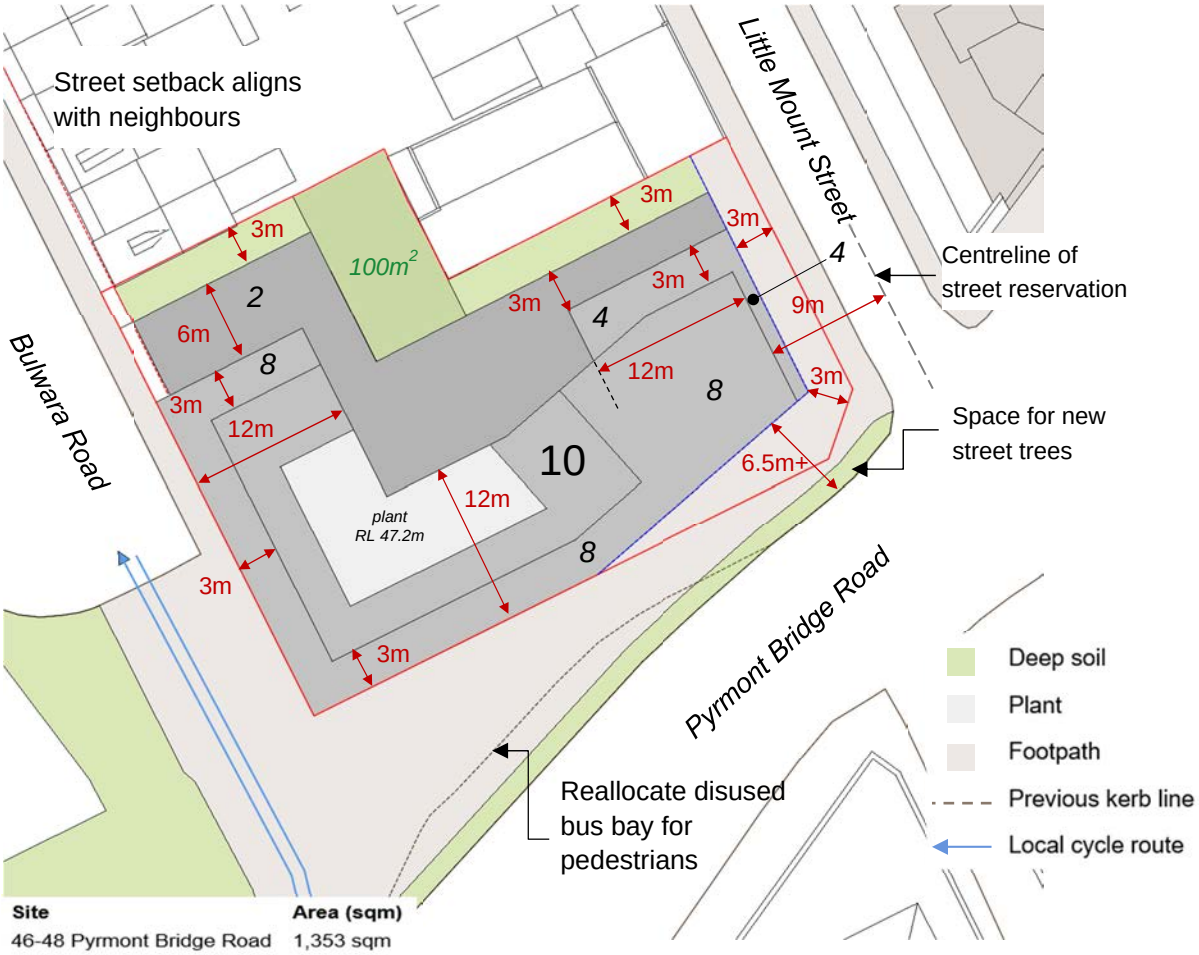


Figure 7 - site plan showing mixed use scheme for 46-48 Pyrmont Bridge Road

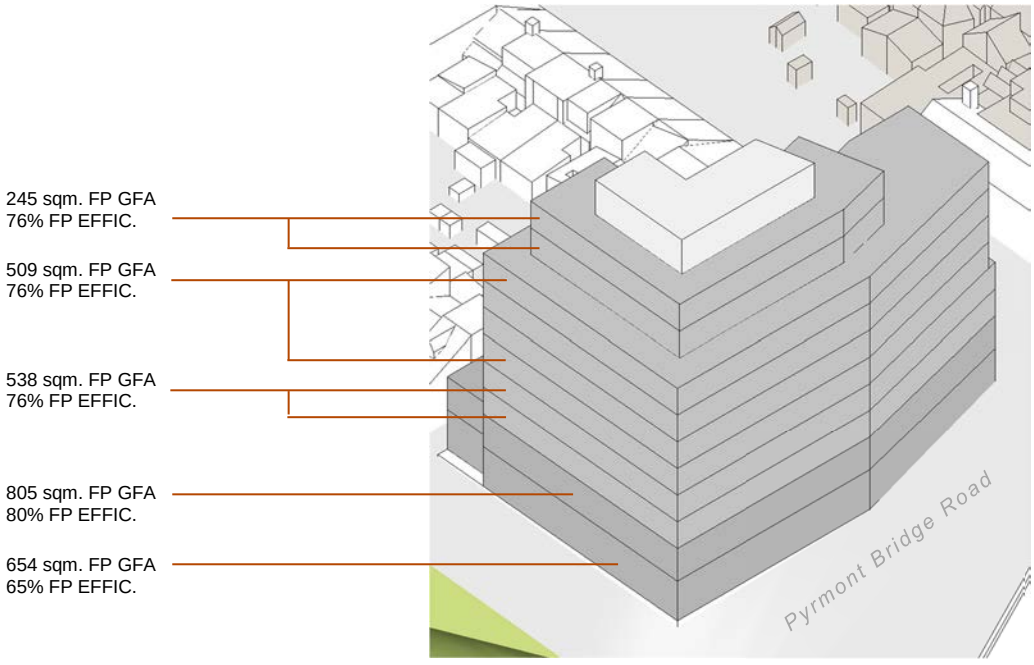


Figure 8 – isometric of mixed use scheme for 46-48 Pyrmont Bridge Road

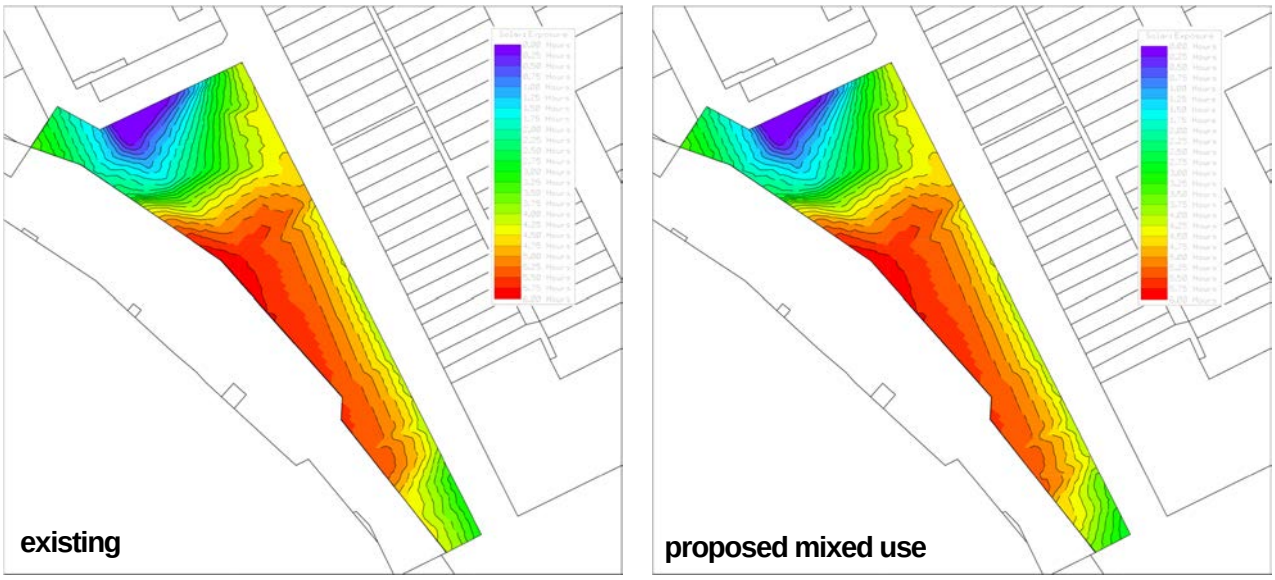


Figure 9 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

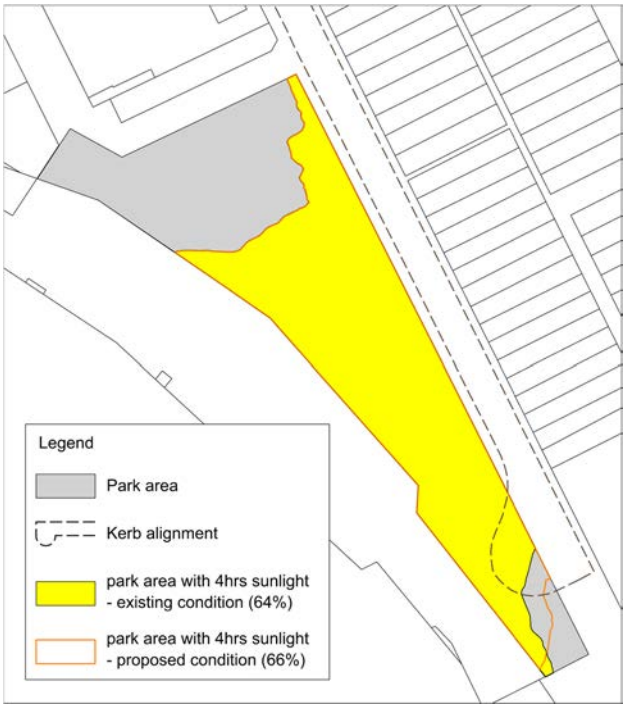


Figure 10 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from proposed mixed use controls at 46-48 Pyrmont Bridge Road

Alternative controls for non-residential development

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

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

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1	MU1
Floor space ratio	1.61 approx.	2.0	3.91 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	9
D0eep soil	0%	10%	15%

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

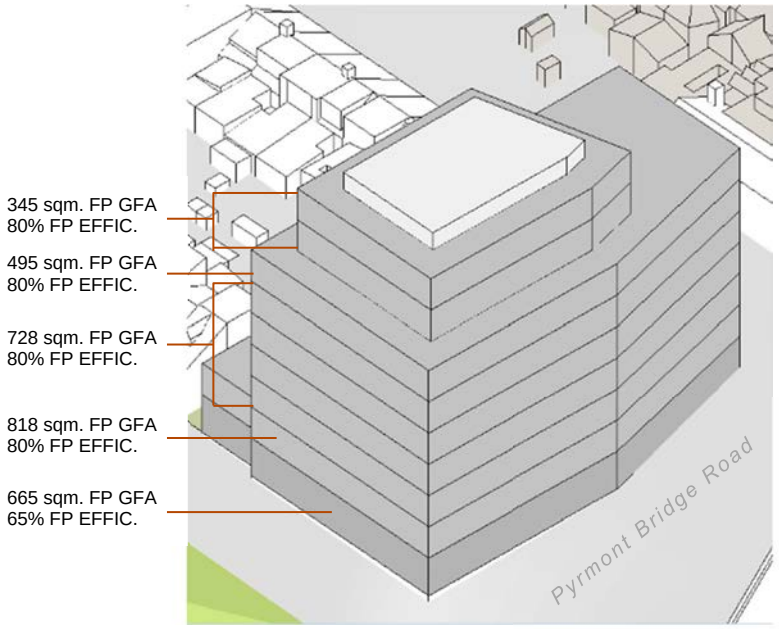


Figure 12 – isometric of proposed building envelope for 46-48 Pyrmont Bridge Road

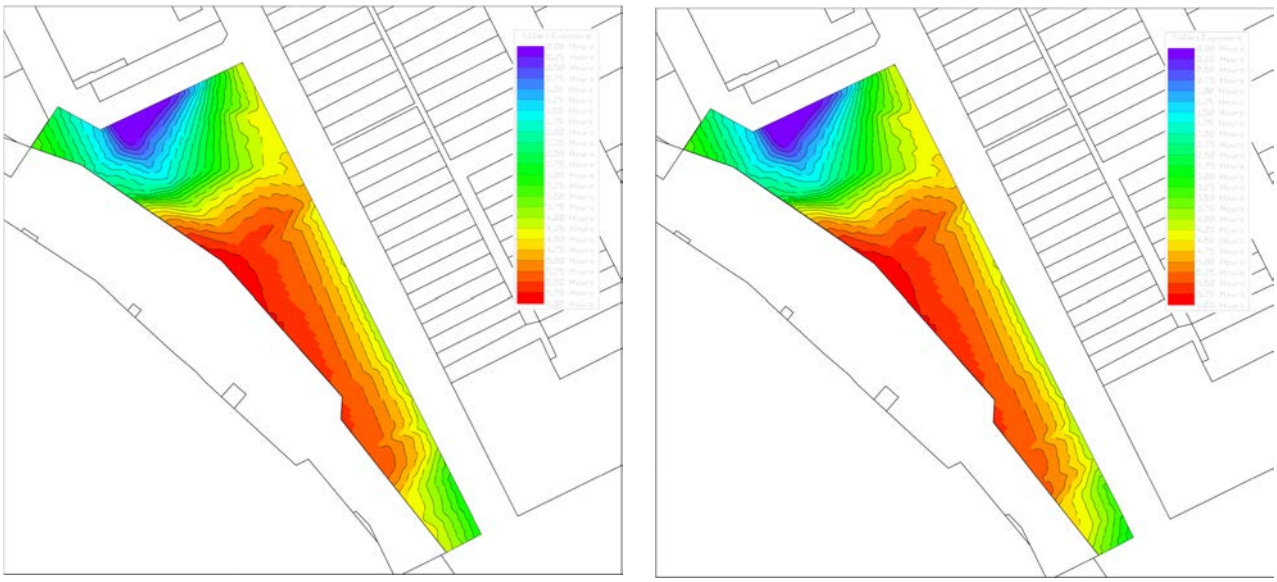


Figure 13 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

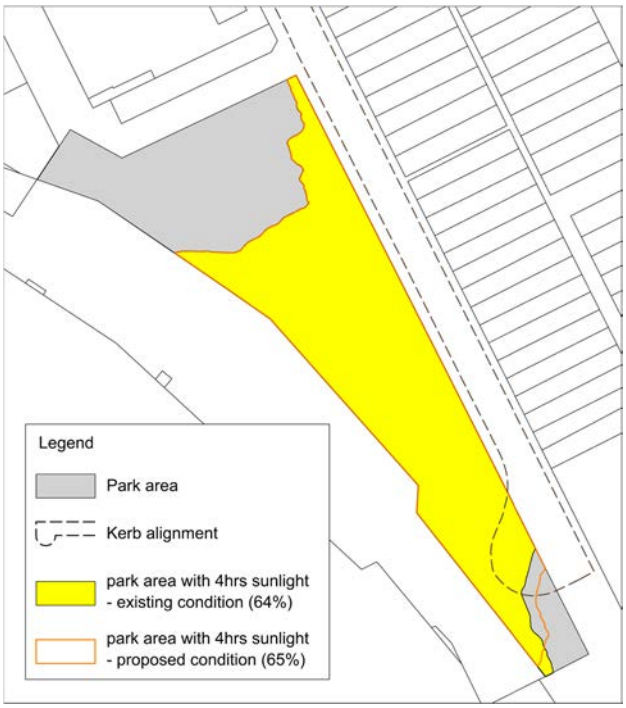


Figure 14 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from alternative non-residential controls at 46-48 Pyrmont Bridge Road

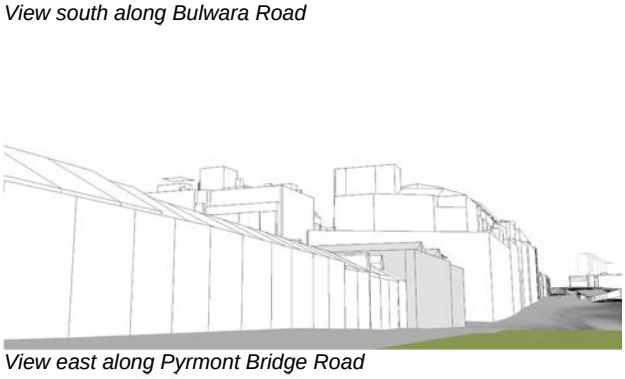
Visualisation

Figure 15 – view locations

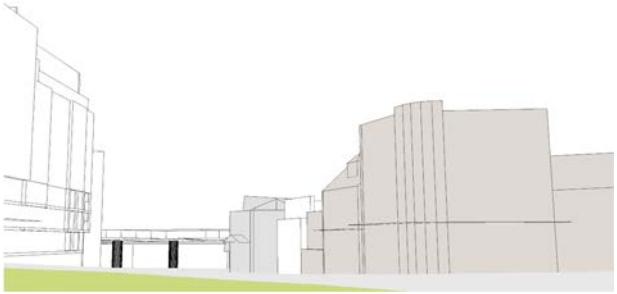
Existing

View south along Little Mount Street

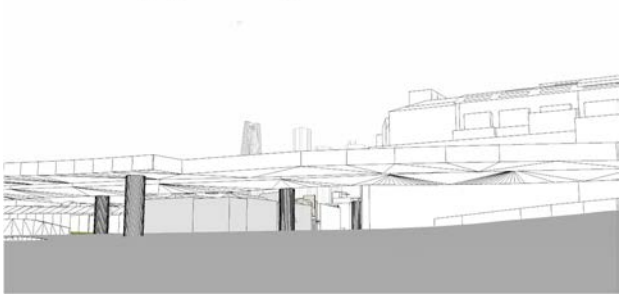
View south along Bulwara Road



View west from Elizabeth Healey Reserve



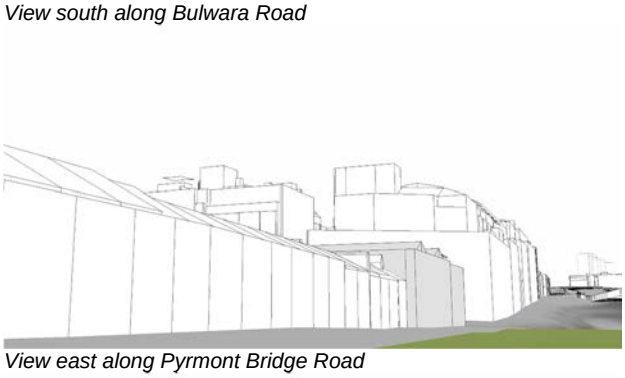
View east along Pyrmont Bridge Road



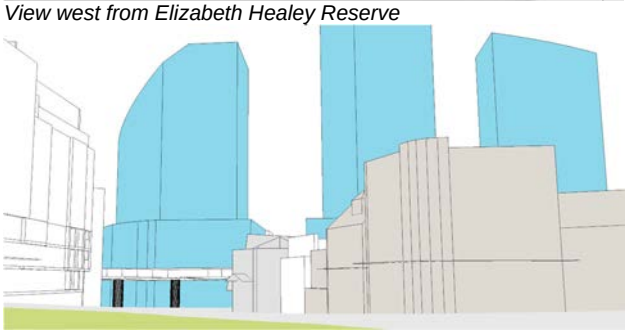
Existing + Approved

View south along Little Mount Street

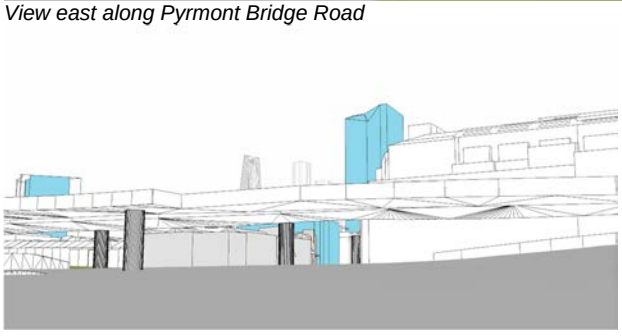
View south along Bulwara Road



View west from Elizabeth Healey Reserve



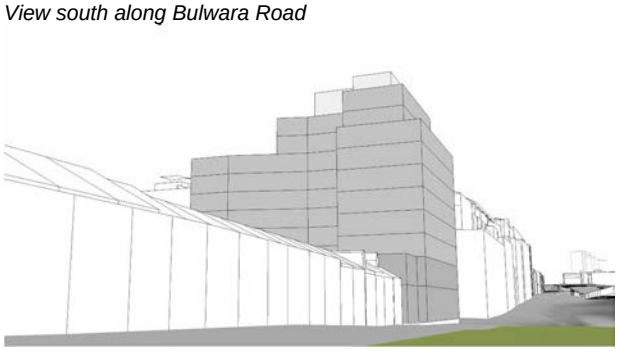
View east along Pyrmont Bridge Road



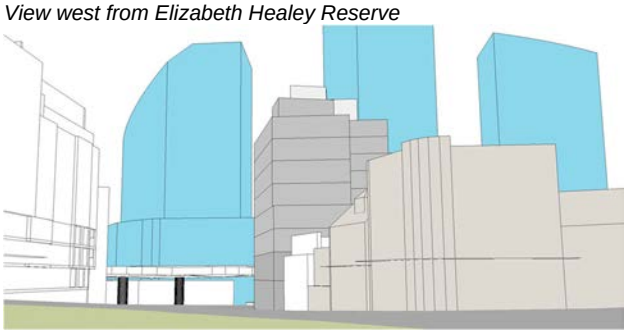
Controls for mixed use development

View south along Little Mount Street

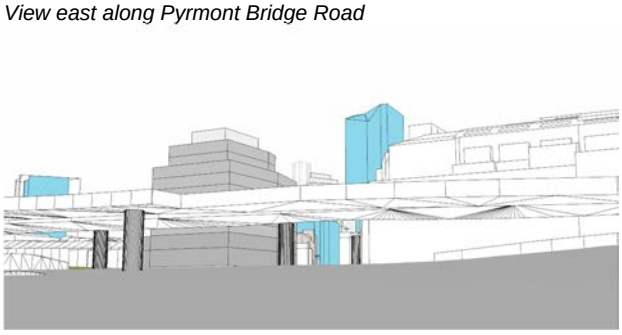
View south along Bulwara Road



View west from Elizabeth Healey Reserve



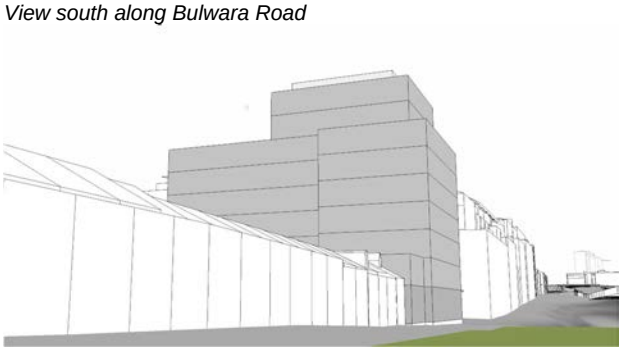
View east along Pyrmont Bridge Road



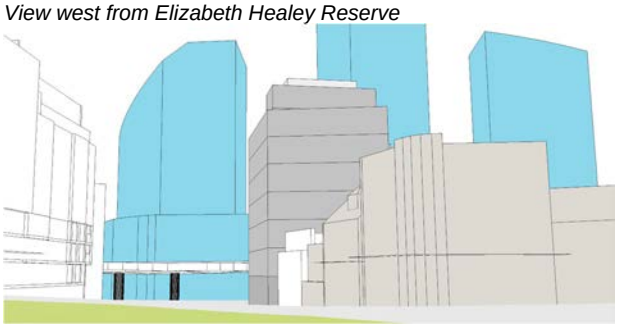
Alternative controls for commercial development (exhibited)

View south along Little Mount Street

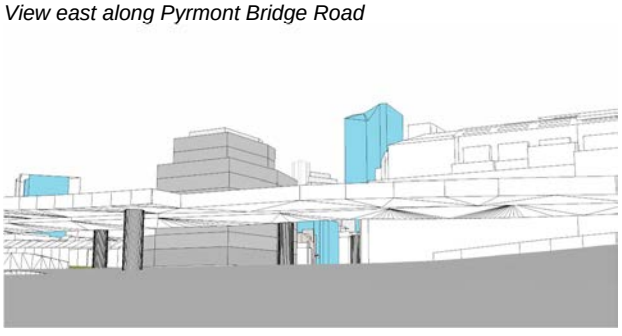
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pyrmont Bridge Road



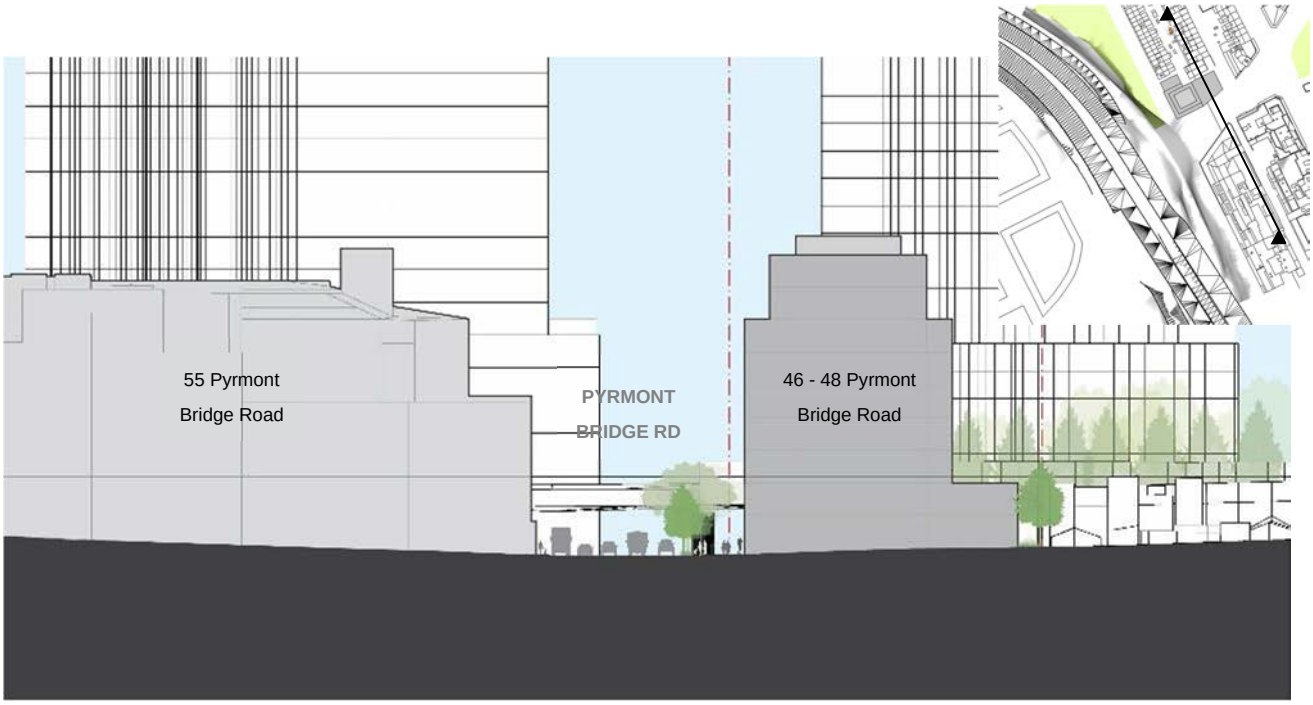


Figure 16 – section of 46-48 Pyrmont Bridge Road, looking west; showing alternative controls for commercial development (exhibited late 2024)

20-28 Bulwara Road

Overview

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

Figure 17 – location plan of 20-28 Bulwara Road

Figure 18 – oblique aerial of 20-28 Bulwara Road

Background

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

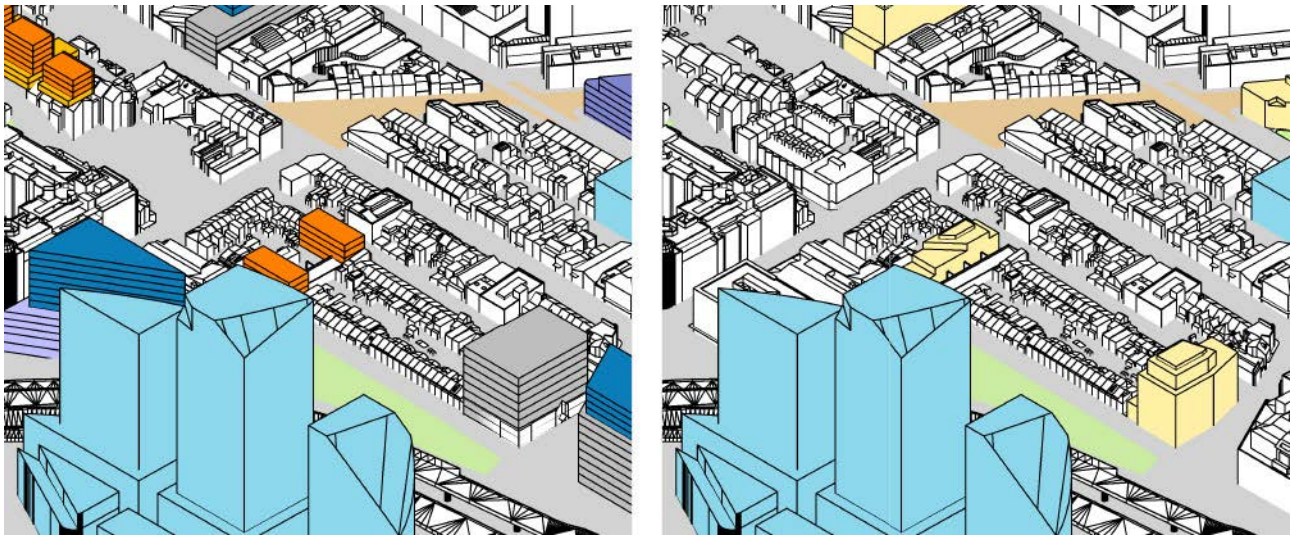


Figure 19 – comparison of Department of Planning's initial study and City of Sydney's study for 20-28 Bulwara Road

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

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

Existing controls

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

Table 6 – existing building and existing planning controls

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

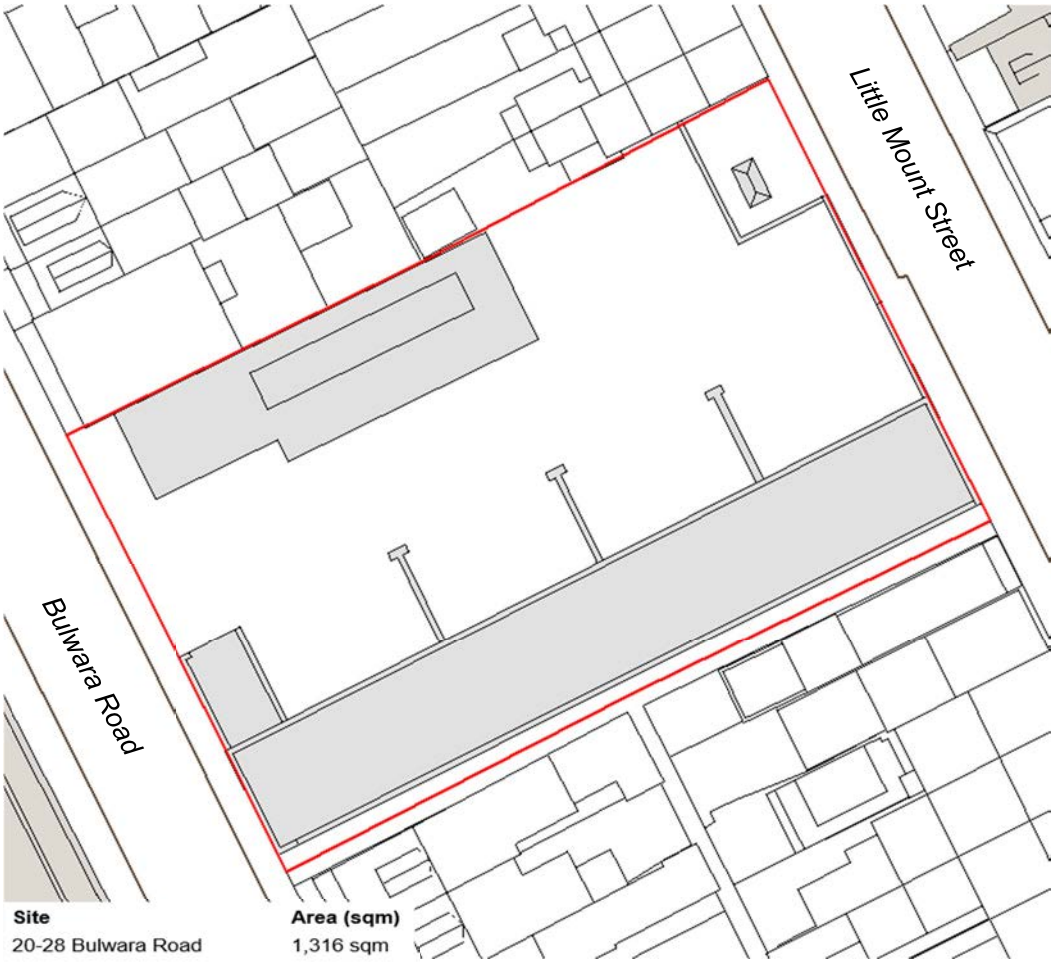


Figure 20 – existing site plan for 20-28 Bulwara Road

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Other issues –

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

Maximise development **within constraints** –

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

Figure 21 – solar access to adjoining residential properties

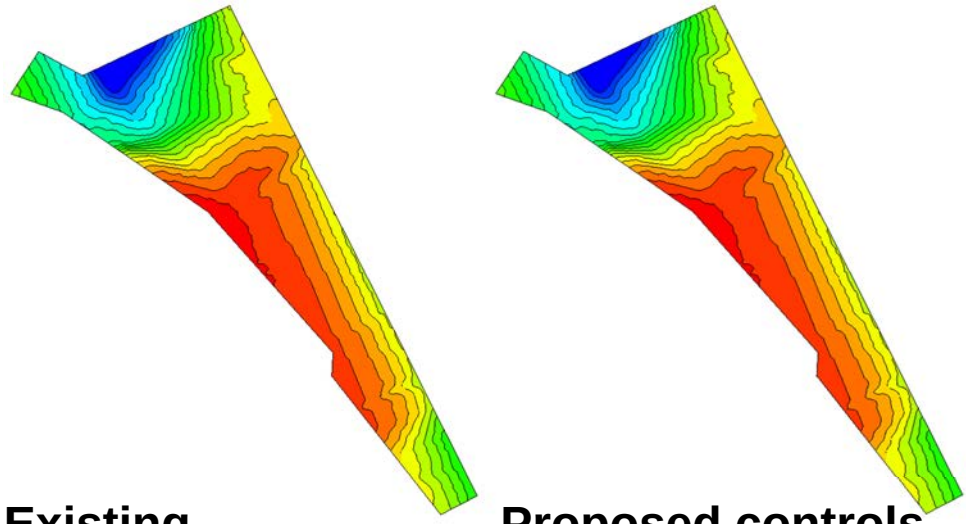


Figure 22 – solar insolation to Paradise Reserve at the winter equinox

Proposed controls

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

Table 7 – proposed planning controls

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

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

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

Visualisation

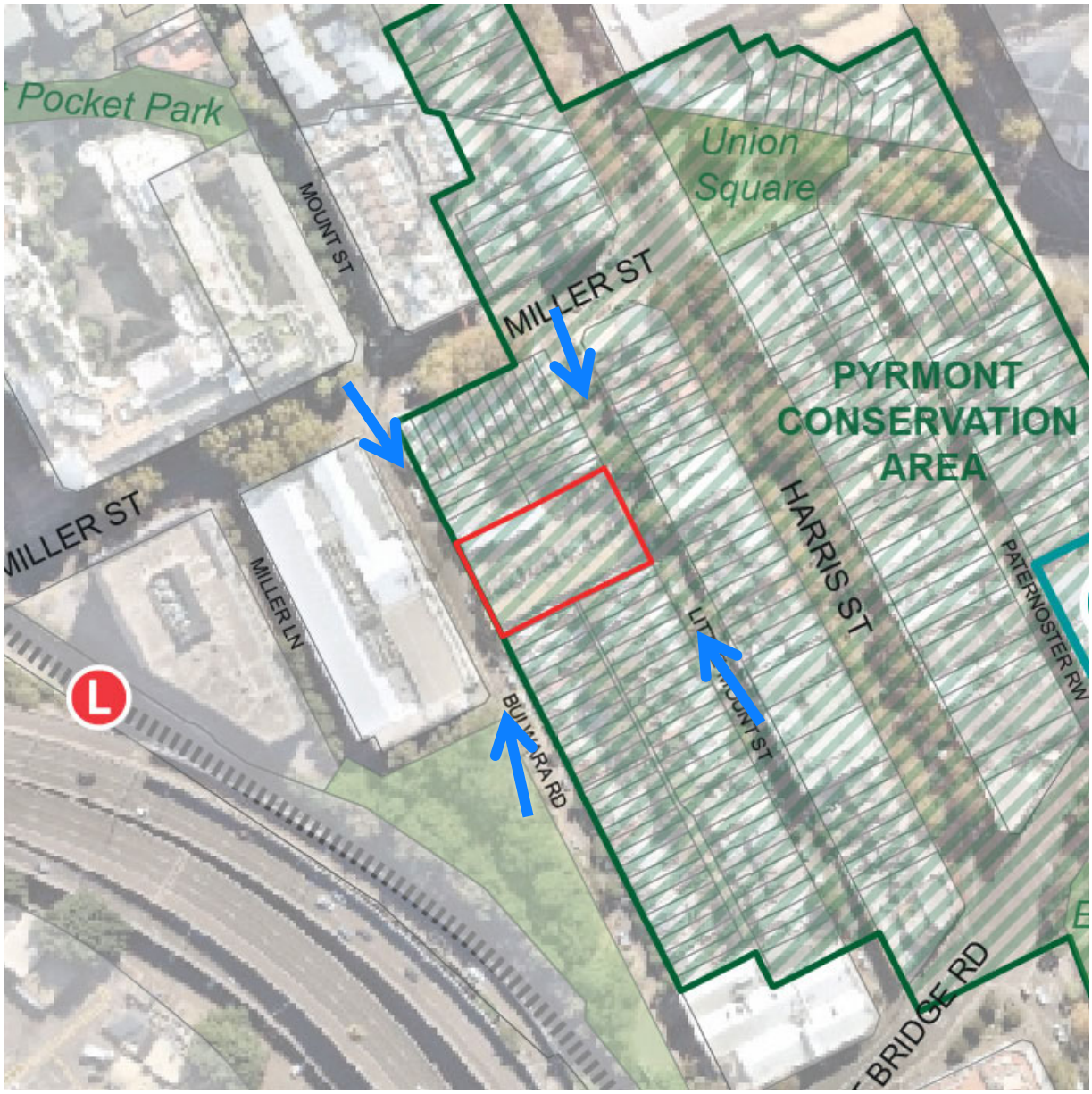


Figure 24 – view locations

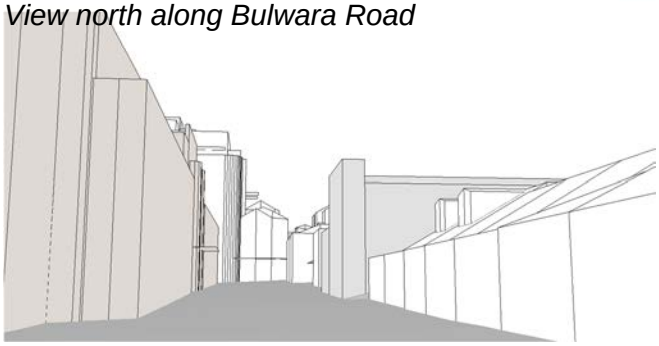
Existing

View south along Little Mount Street

View south along Bulwara Road

View north along Little Mount Street

View north along Bulwara Road



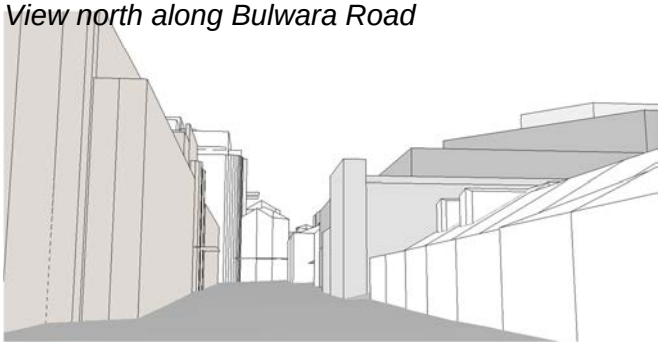
Proposed

View south along Little Mount Street

View south along Bulwara Road

View north along Little Mount Street

View north along Bulwara Road



2 Edward Street and 60 Union Street

Overview

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

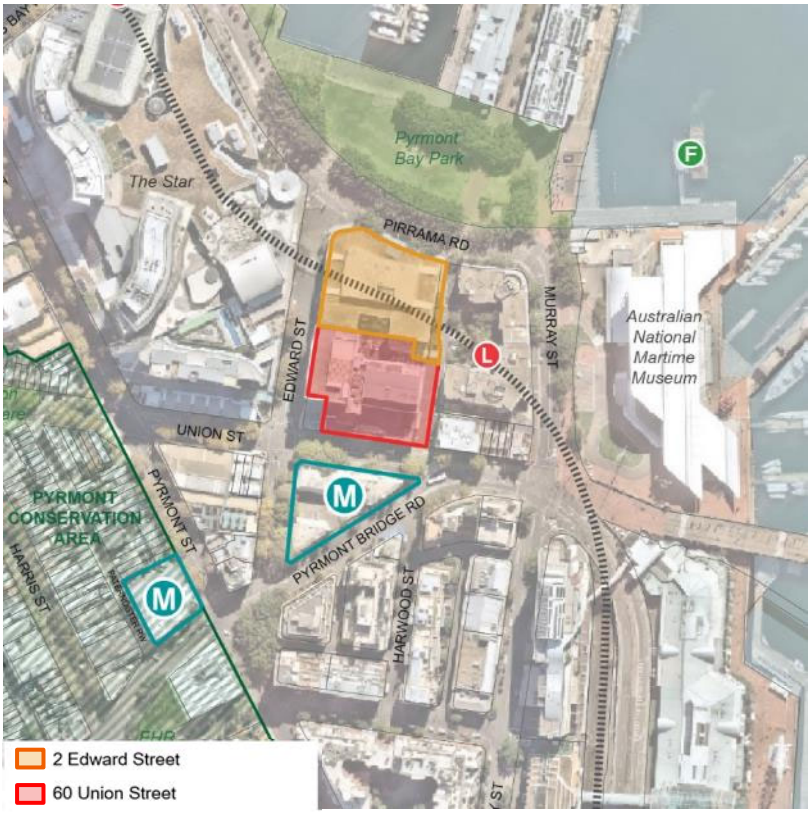


Figure 25 – location plan of 2 Edward Street & 60 Union Street

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

Background

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

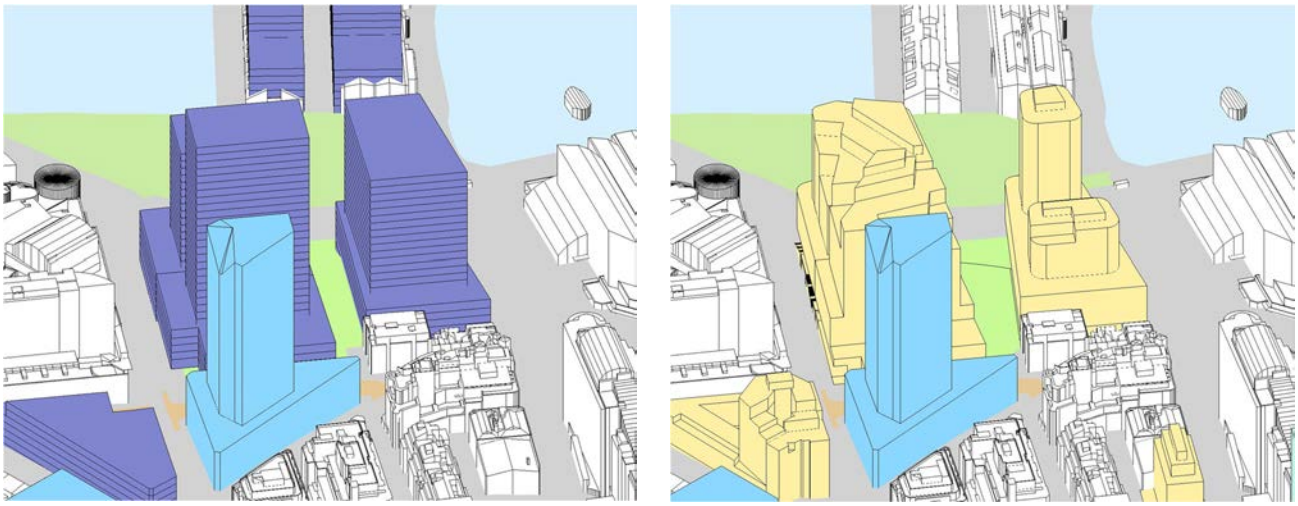


Figure 27 – comparison of Department of Planning's initial study and City of Sydney's study for 2 Edward Street & 60 Union Street

Existing controls

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

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

	Existing building	Existing controls
2 Edward Street		
Land use & zoning	*Commercial*	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	*Commercial*	B3 - CC
Floor space ratio	*4.67*	4.0
Height of building	*38m*	33m
Height in storeys	*9*	8
Deep soil	*0%*	10%

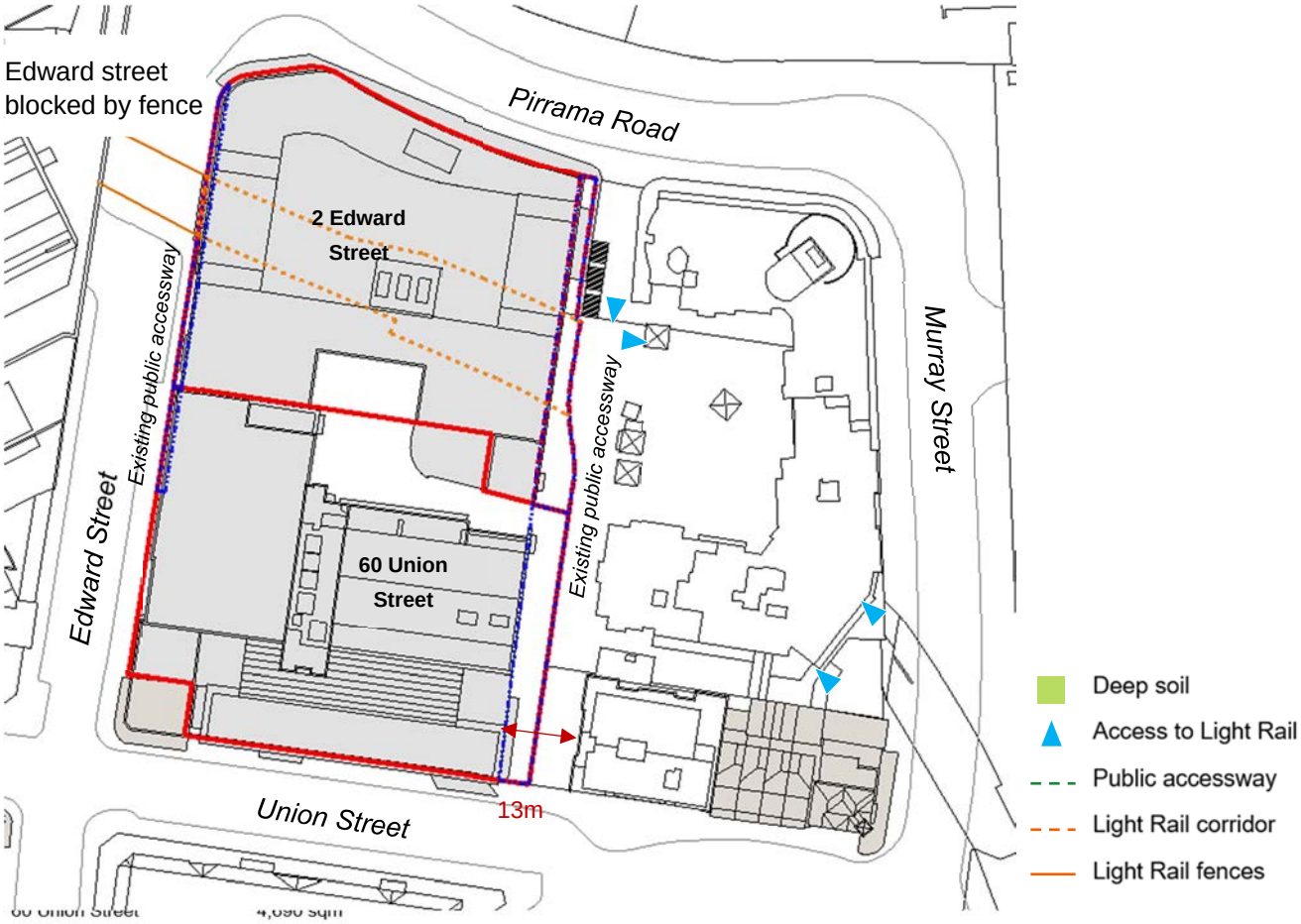


Figure 28 – existing site plan for 2 Edward Street & 60 Union Street

Urban design principles

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

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

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

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

Maximise development **within constraints** –

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

Existing – from Pirrama Road

Proposed – from Pirrama Road

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

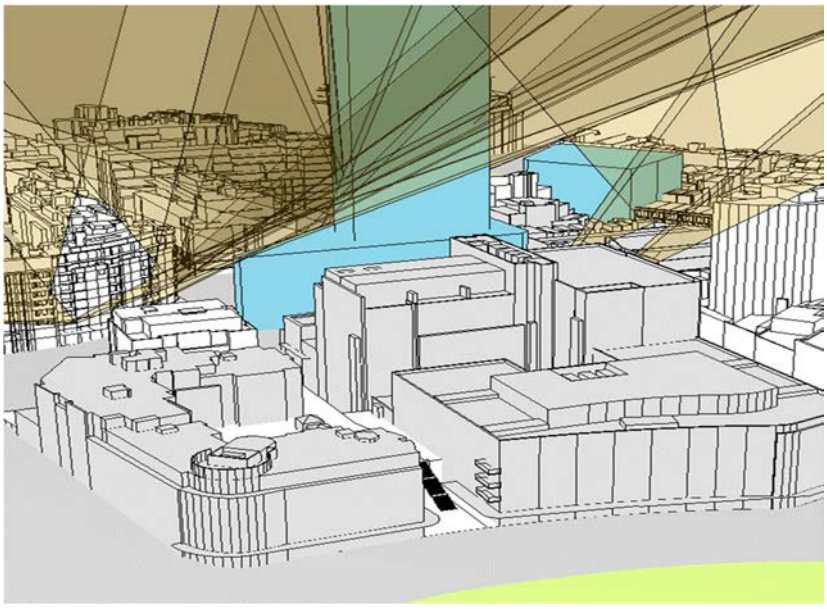


Figure 30 – solar access to adjoining residential properties

Harwood Street view corridor

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

3.4 Views, Vistas and Siting

3.4.1 Views and vistas from the public domain

PRINCIPLE:

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

CONTROLS:

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

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

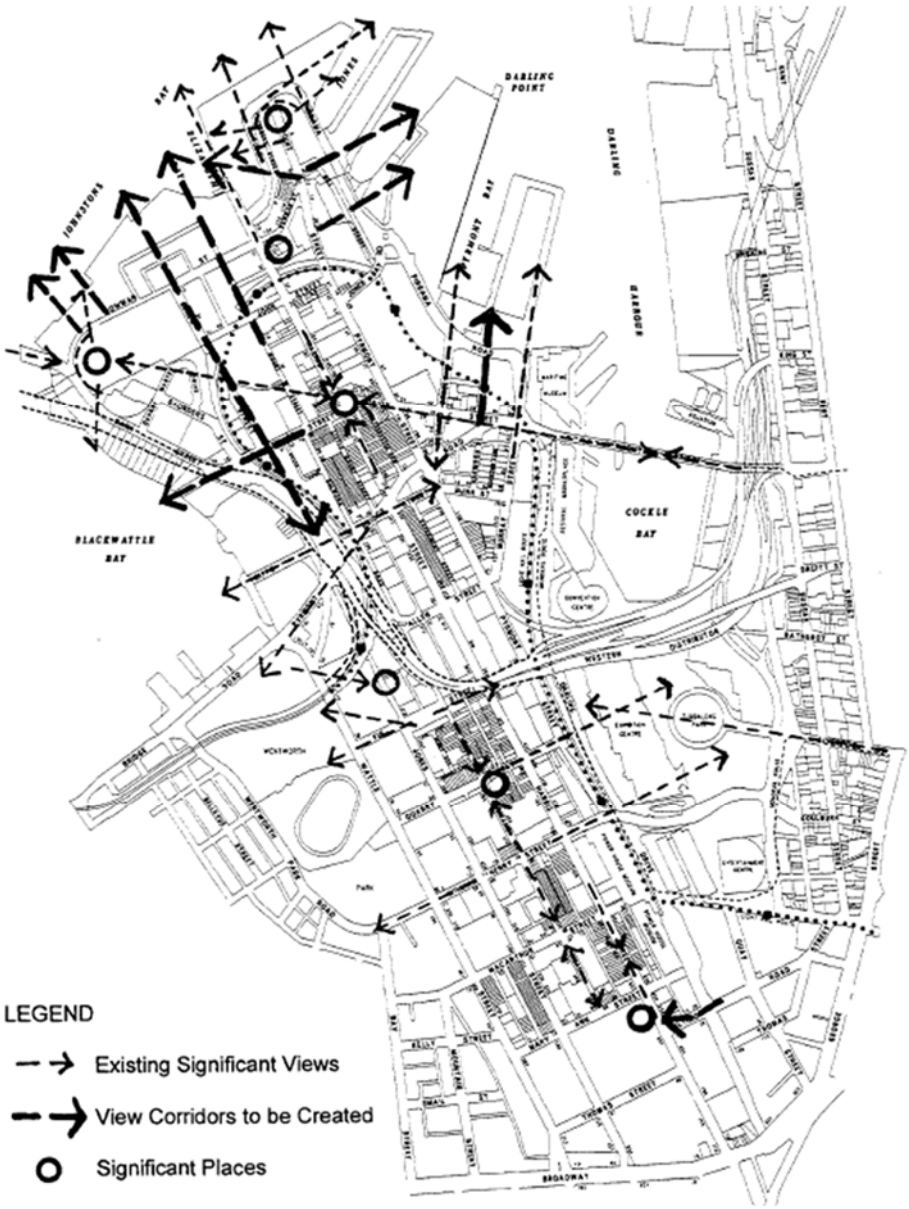


Figure 32 – 'Significant Places and View Corridors' identified in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 32]

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

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

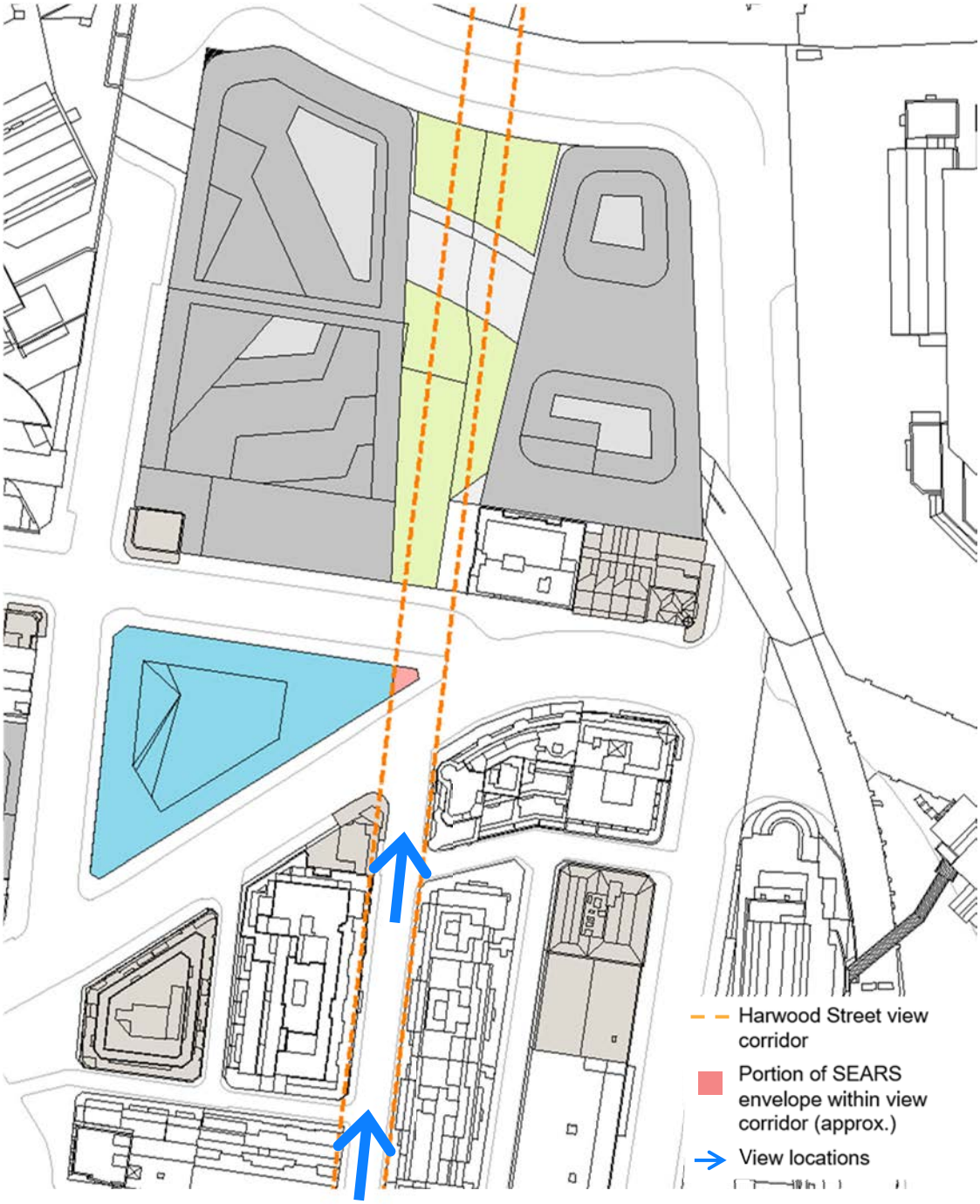


Figure 34 – Harwood Street view corridor shown through along Harwood Place

View north down Harwood Street – existing

View north down Harwood Street – per draft controls

View north down Harwood Street – current OSD envelope

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

View north down Harwood Street – existing

View north down Harwood Street – per draft controls

View north down Harwood Street – current OSD envelope

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

Proposed controls

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

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

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

	Existing building	Existing controls	Proposed controls
2 Edward Street			
Land use & zoning	*Commercial*	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	*Commercial*	B3 - CC	Commercial
Floor space ratio	*4.67*	4.0	7.08 + DesEx
Height of building	*38m*	33m	RL94
Height in storeys	*9*	8	21^
Deep soil	*0%*	10%	15%

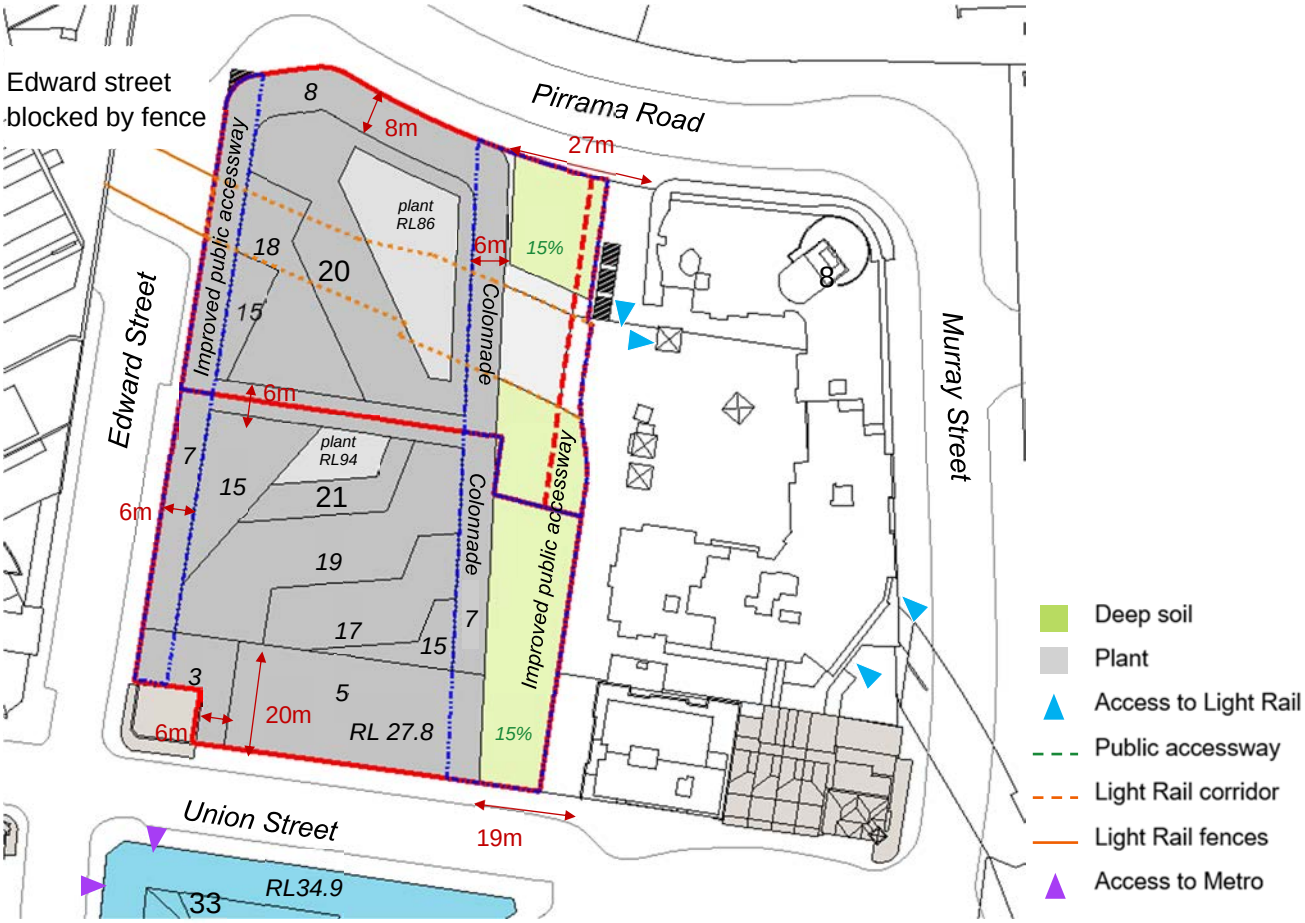


Figure 37 – proposed site plan for 2 Edward Street & 60 Union Street

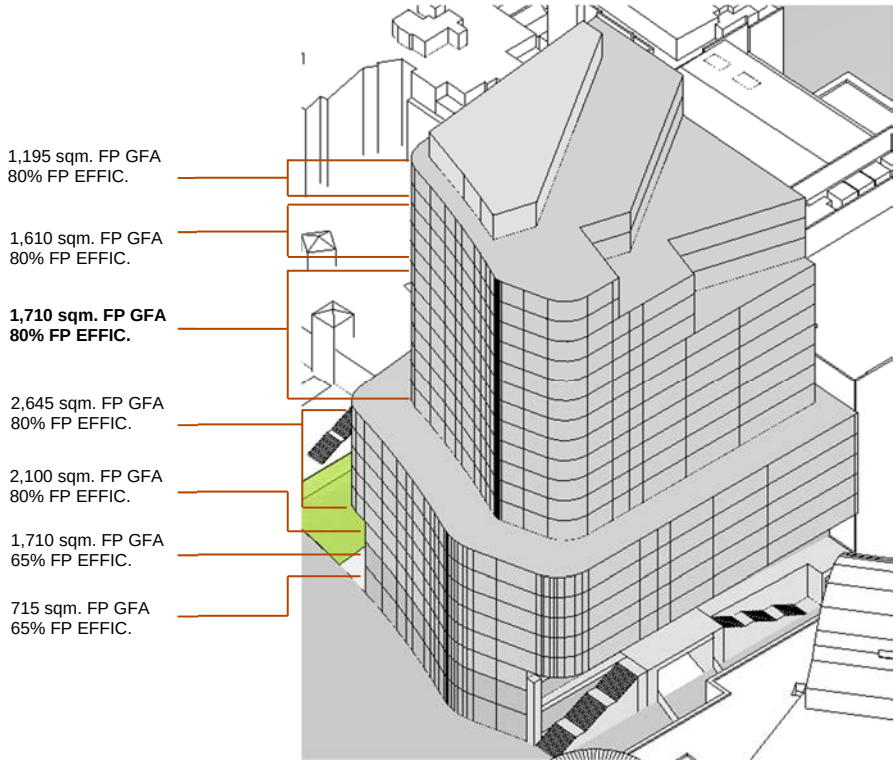


Figure 38 – floorplate diagram for 2 Edward Street

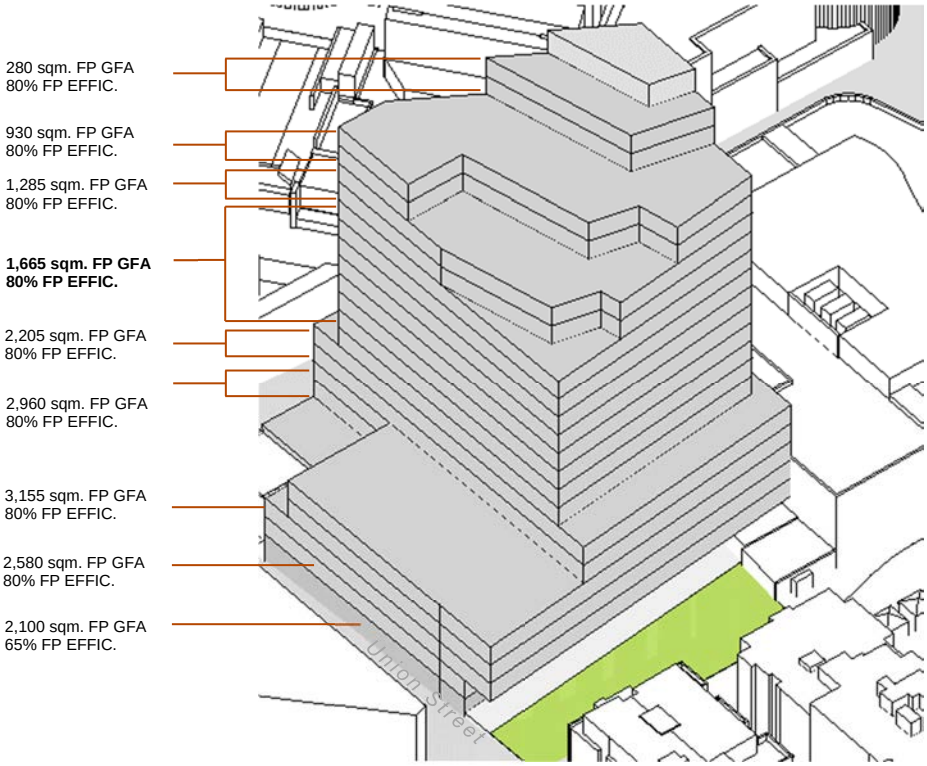


Figure 39 – floorplate diagram for 60 Union Street

Visualisation

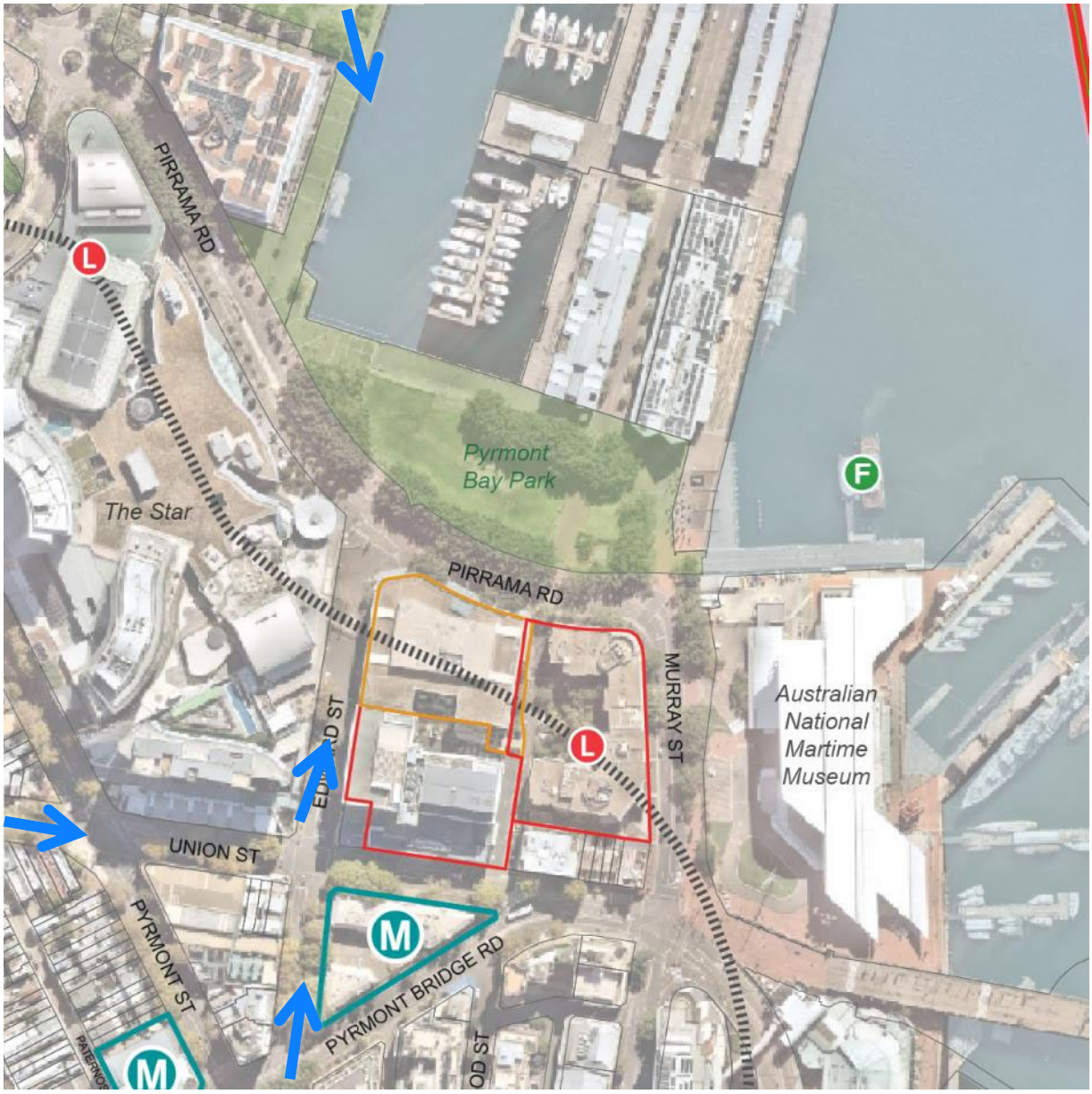
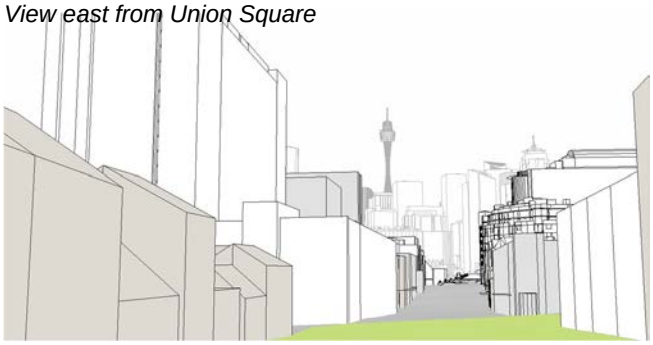


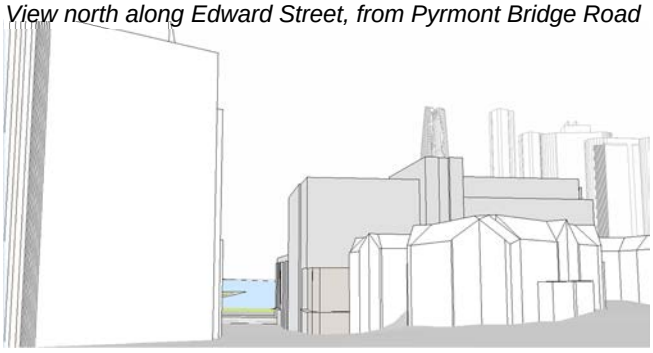
Figure 40 – view locations

Existing

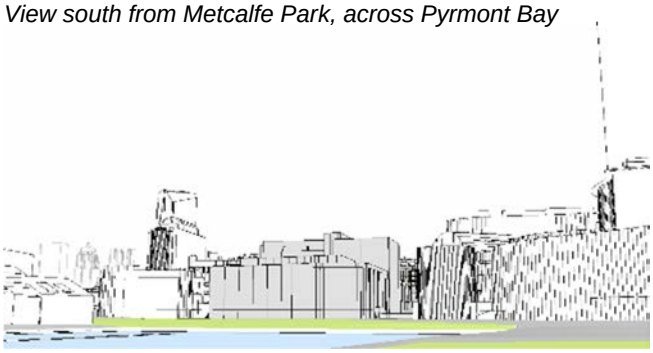
View east from Union Square



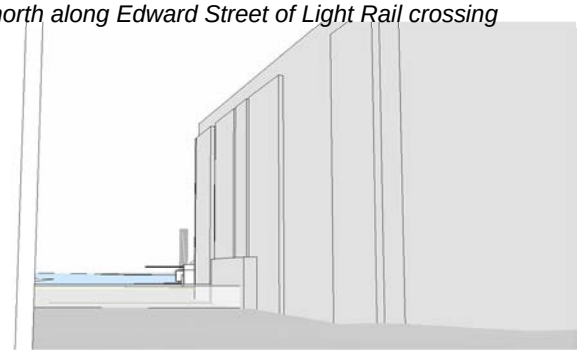
View north along Edward Street, from Pyrmont Bridge Road



View south from Metcalfe Park, across Pyrmont Bay

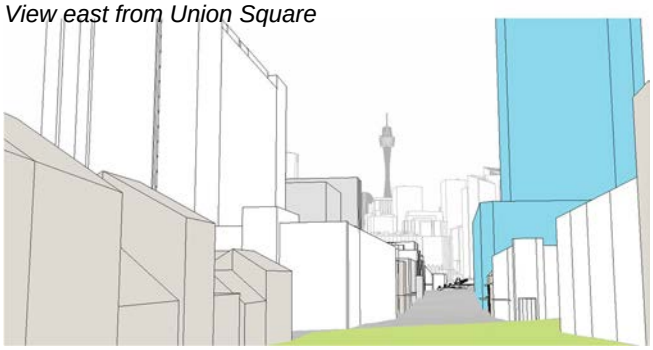


View north along Edward Street of Light Rail crossing

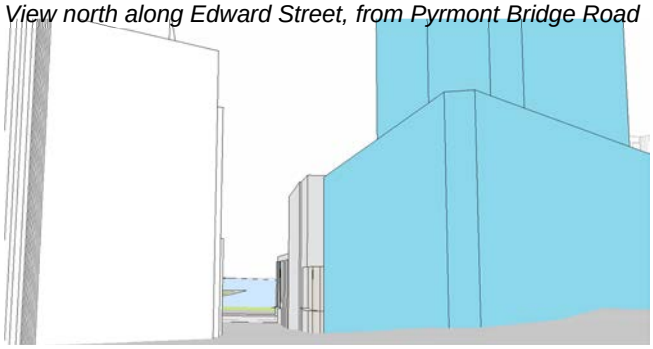


Existing + approved

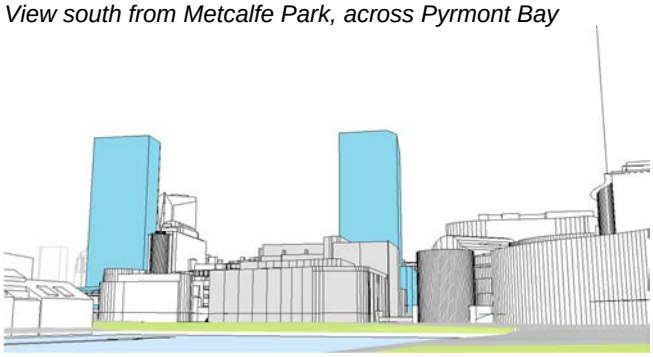
View east from Union Square



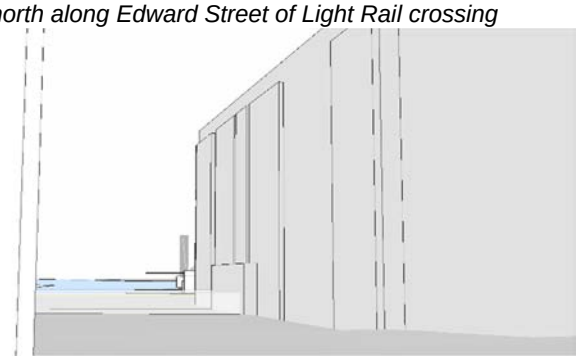
View north along Edward Street, from Pyrmont Bridge Road



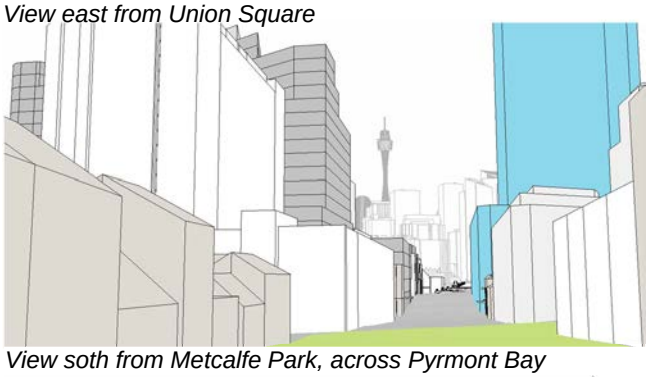
View south from Metcalfe Park, across Pyrmont Bay



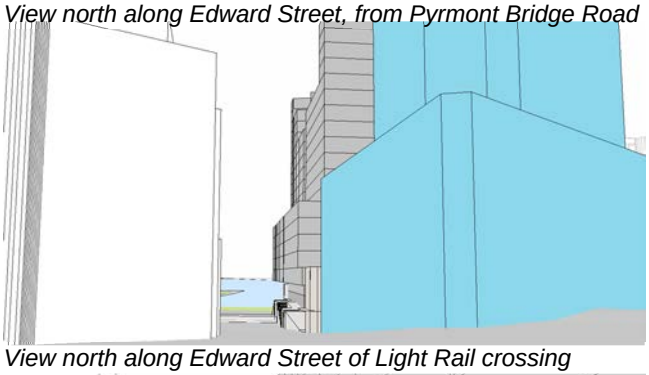
View north along Edward Street of Light Rail crossing



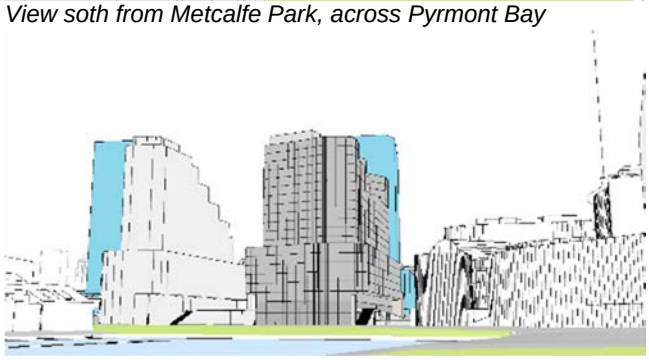
View east from Union Square



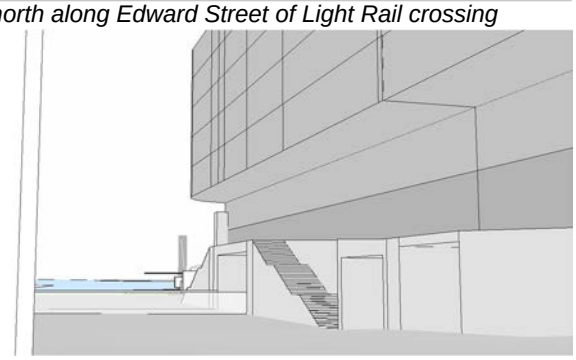
View north along Edward Street, from Pyrmont Bridge Road



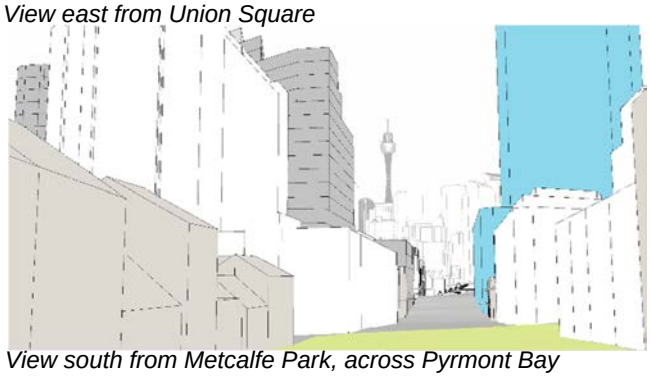
View soth from Metcalfe Park, across Pyrmont Bay



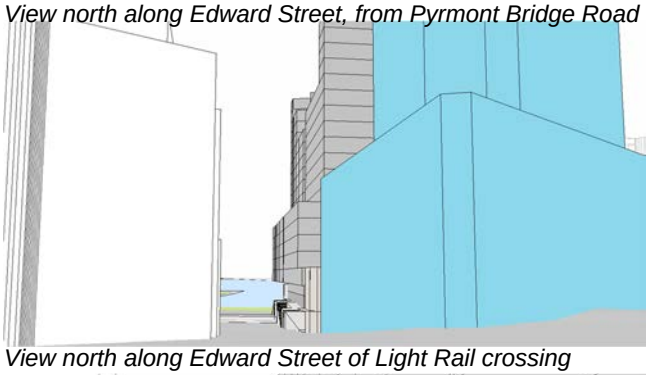
View north along Edward Street of Light Rail crossing



View east from Union Square

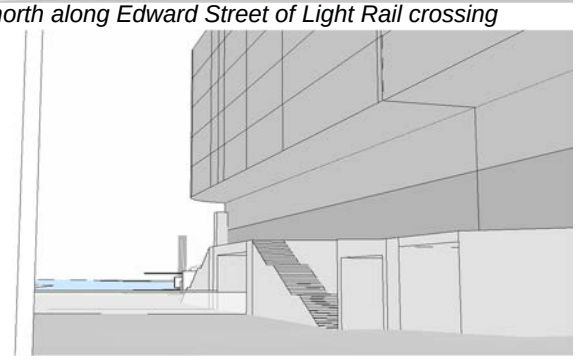


View north along Edward Street, from Pyrmont Bridge Road



View south from Metcalfe Park, across Pyrmont 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 41 and Figure 42 below.

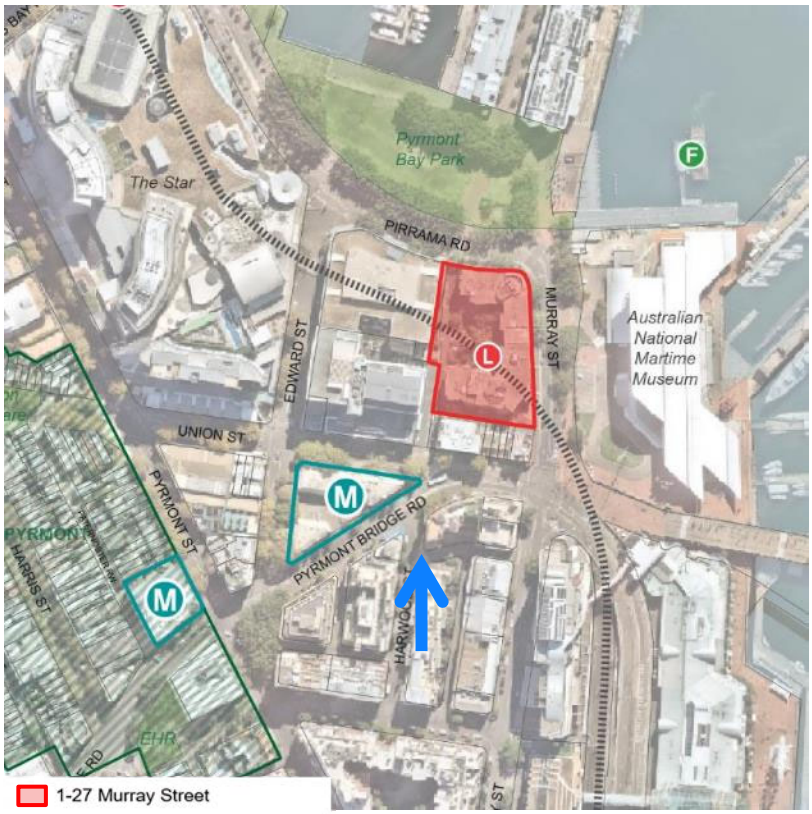


Figure 41 – location plan of 1-27 Murray Street

Figure 42 – oblique aerial of 1-27 Murray Street

Background

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

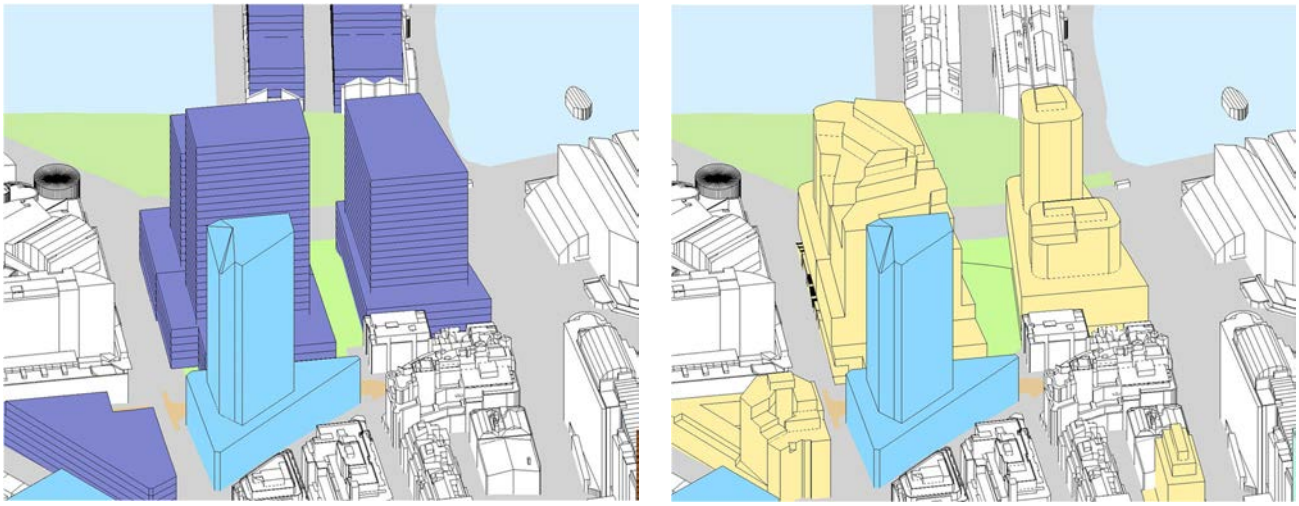


Figure 43 – comparison of Department of Planning's initial study and City of Sydney's study for a mixed use outcome at 1-27 Murray Street

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

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

Existing controls

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

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

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

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

Maximise development **within constraints** –

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

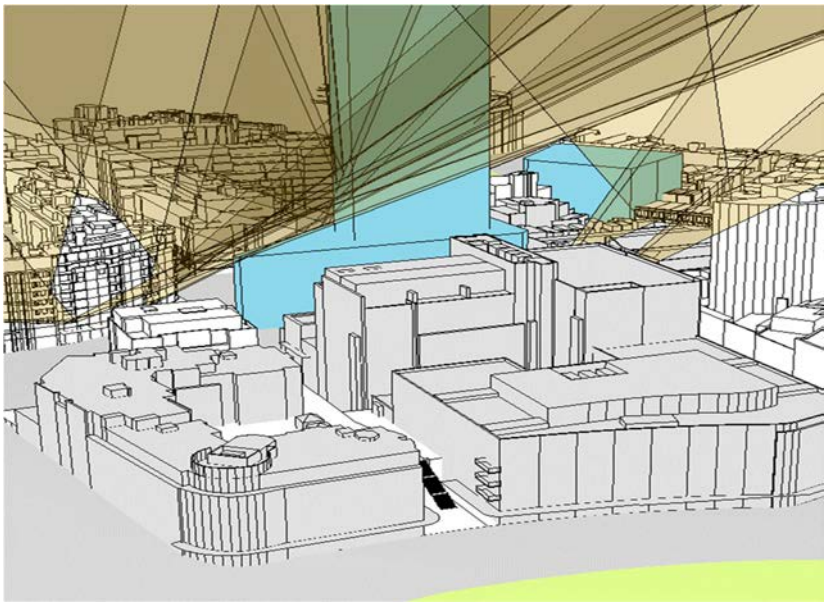


Figure 45 – solar access to adjoining residential properties

Proposed controls

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

Controls for mixed use development

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

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

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

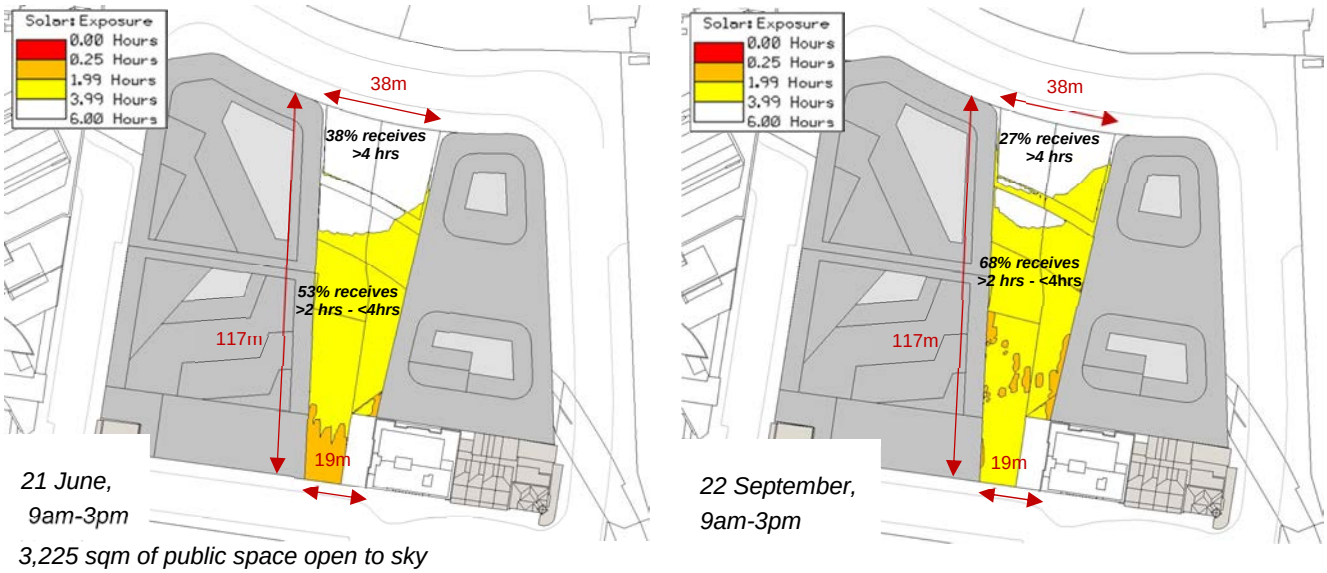


Figure 46 – solar insolation to public space resulting from proposed mixed use controls

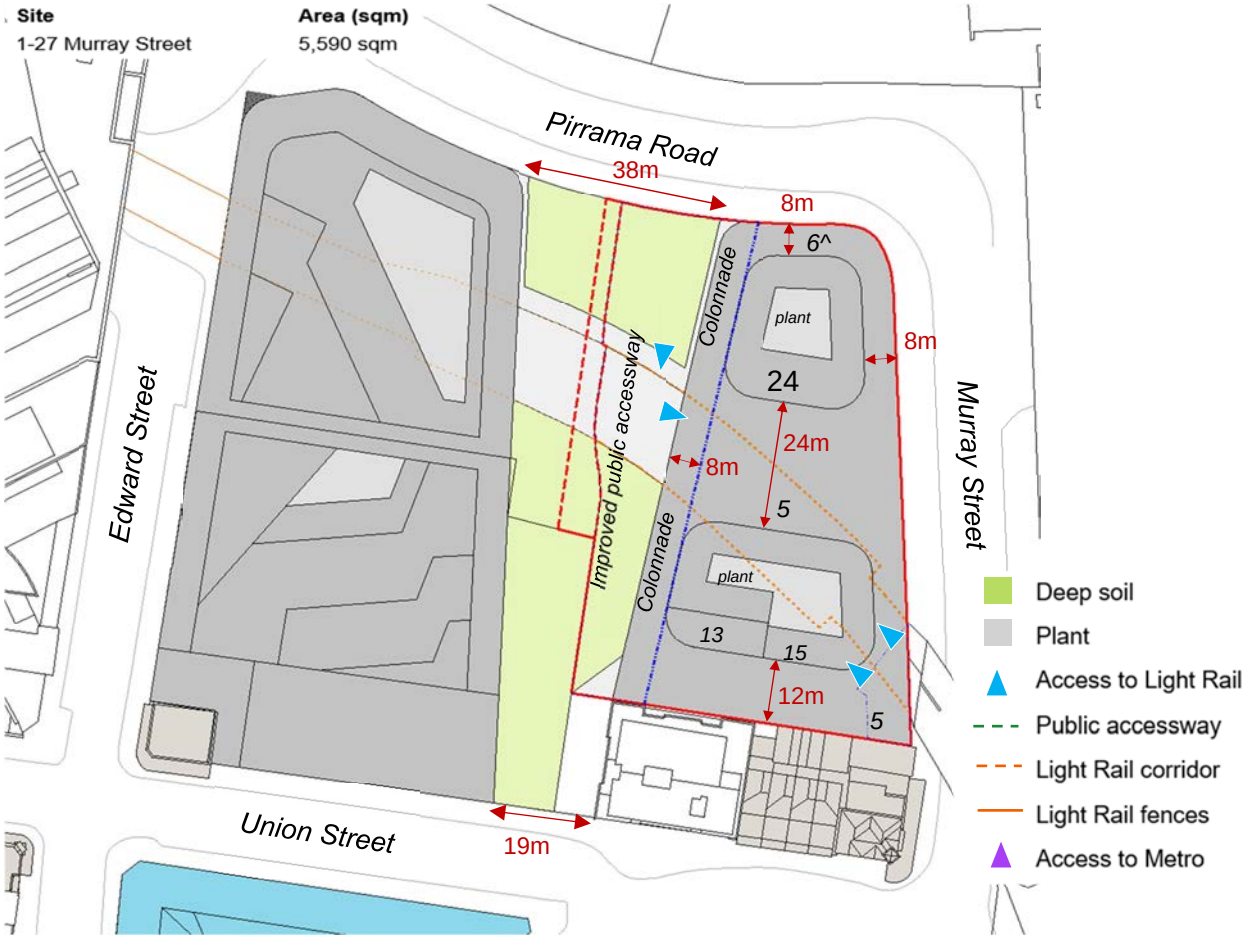


Figure 47 – site plan showing proposed controls for mixed use development at 1-27 Murray Street

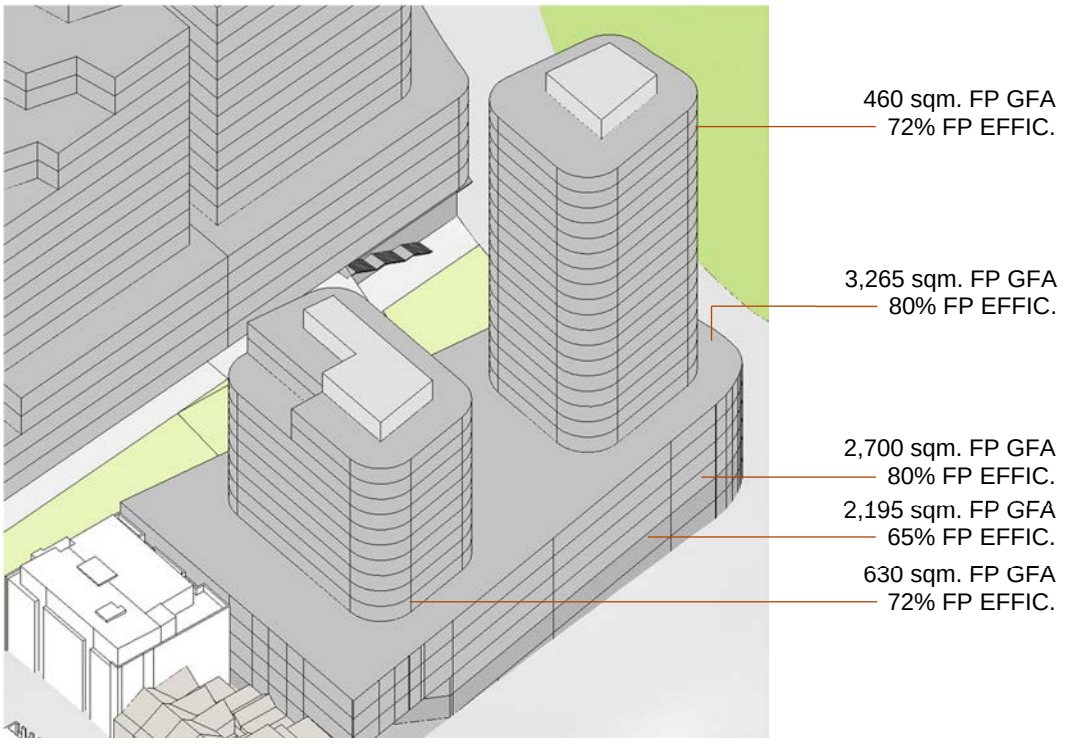


Figure 48 – aerial view showing proposed controls for mixed use development at 1-27 Murray Street

Alternative controls for non-residential development

The below controls for 1-27 Murray Street that were exhibited in late 2024 encourage a non-residential land use outcome. They provide for commercial floor space only with an FSR of 6.55:1 and a Design Excellence clause; a height limit of RL90 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. The proposed controls are summarised in Table 13 – alternative planning controls for commercial use at 1-27 Murray StreetTable 13**Error! Reference source not found.**. Various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements are also proposed, as illustrated in Figure 49 and Figure 50.

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

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

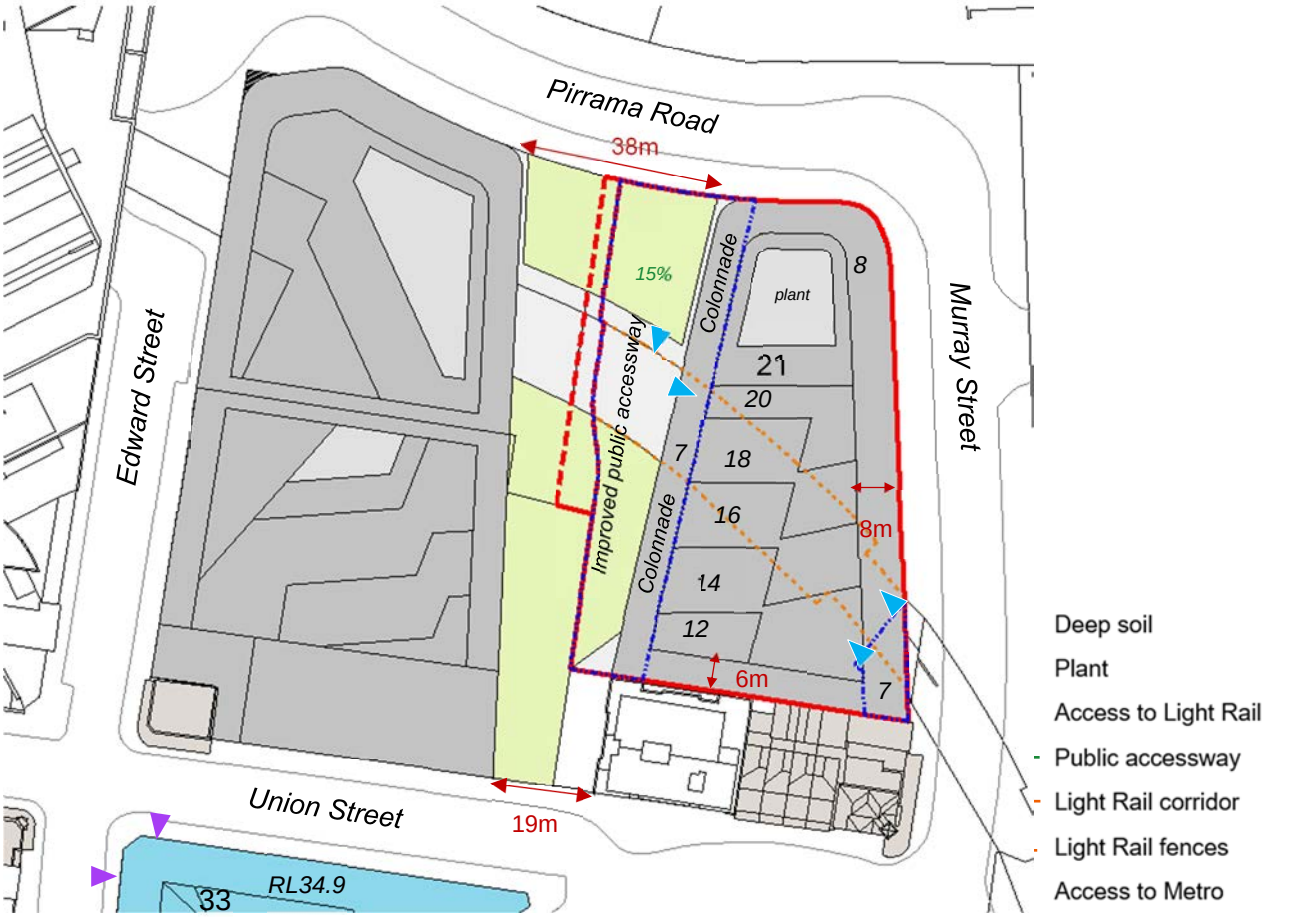


Figure 49 –site plan showing proposed controls for mixed use at 1-27 Murray Street

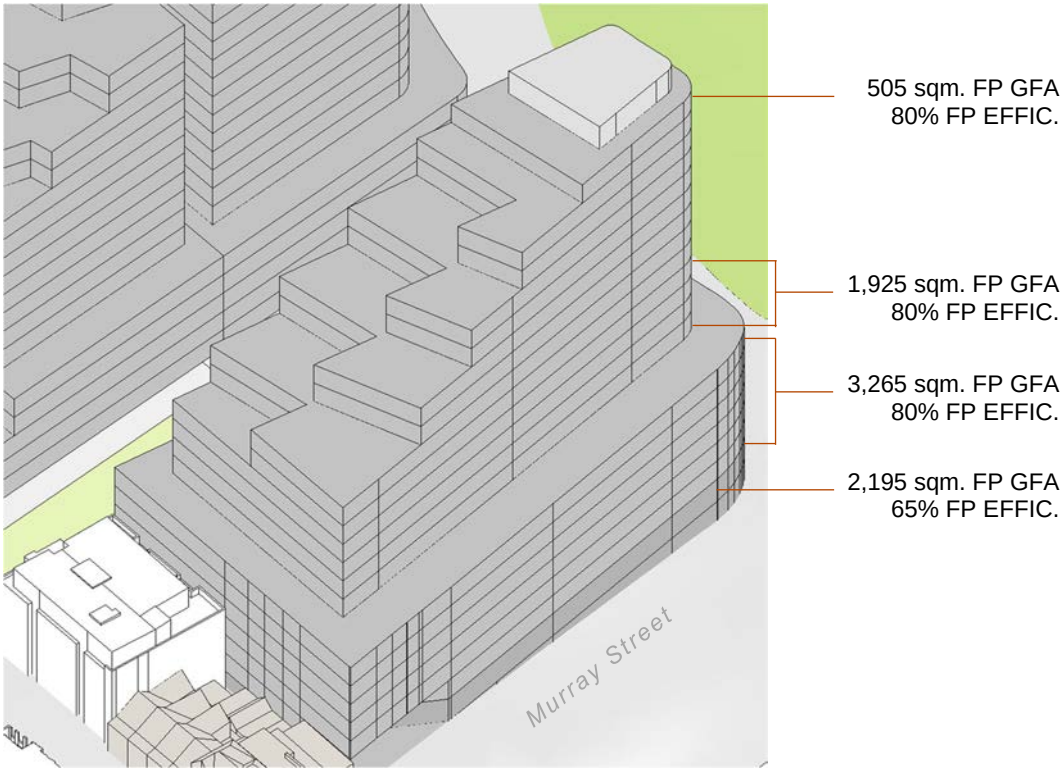


Figure 50 – floorplate diagram for 1-27 Murray Street showing alternative non-residential controls

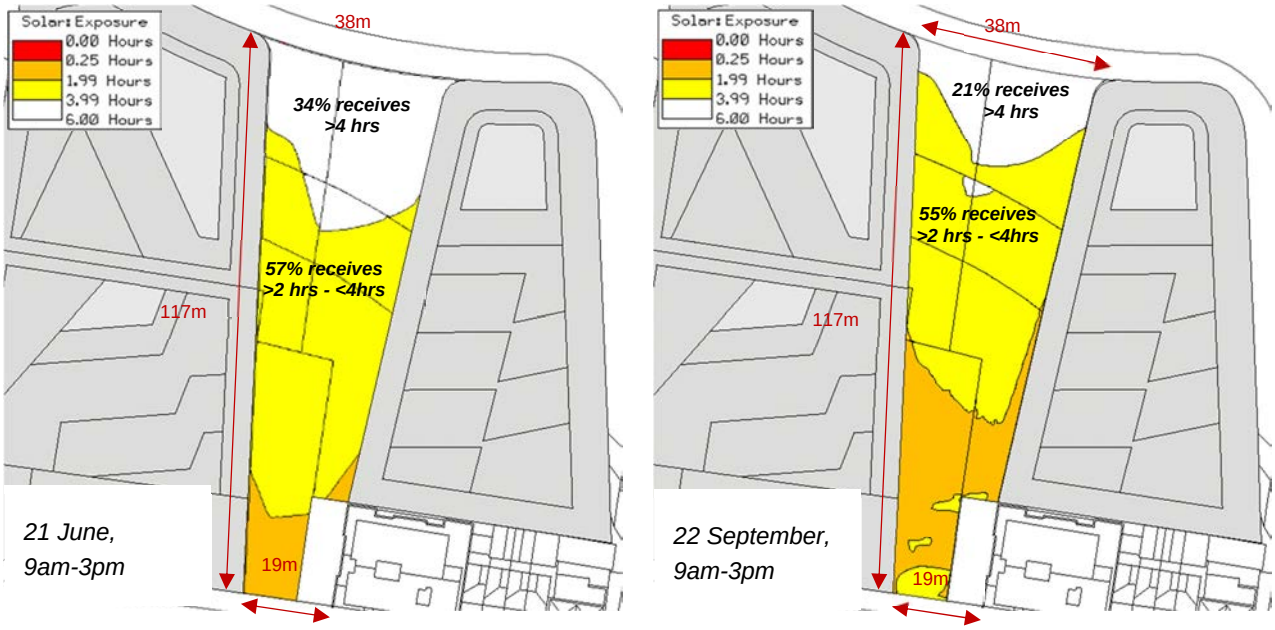


Figure 51 - solar insolation to public space resulting from alternative non-residential controls

Visualisation

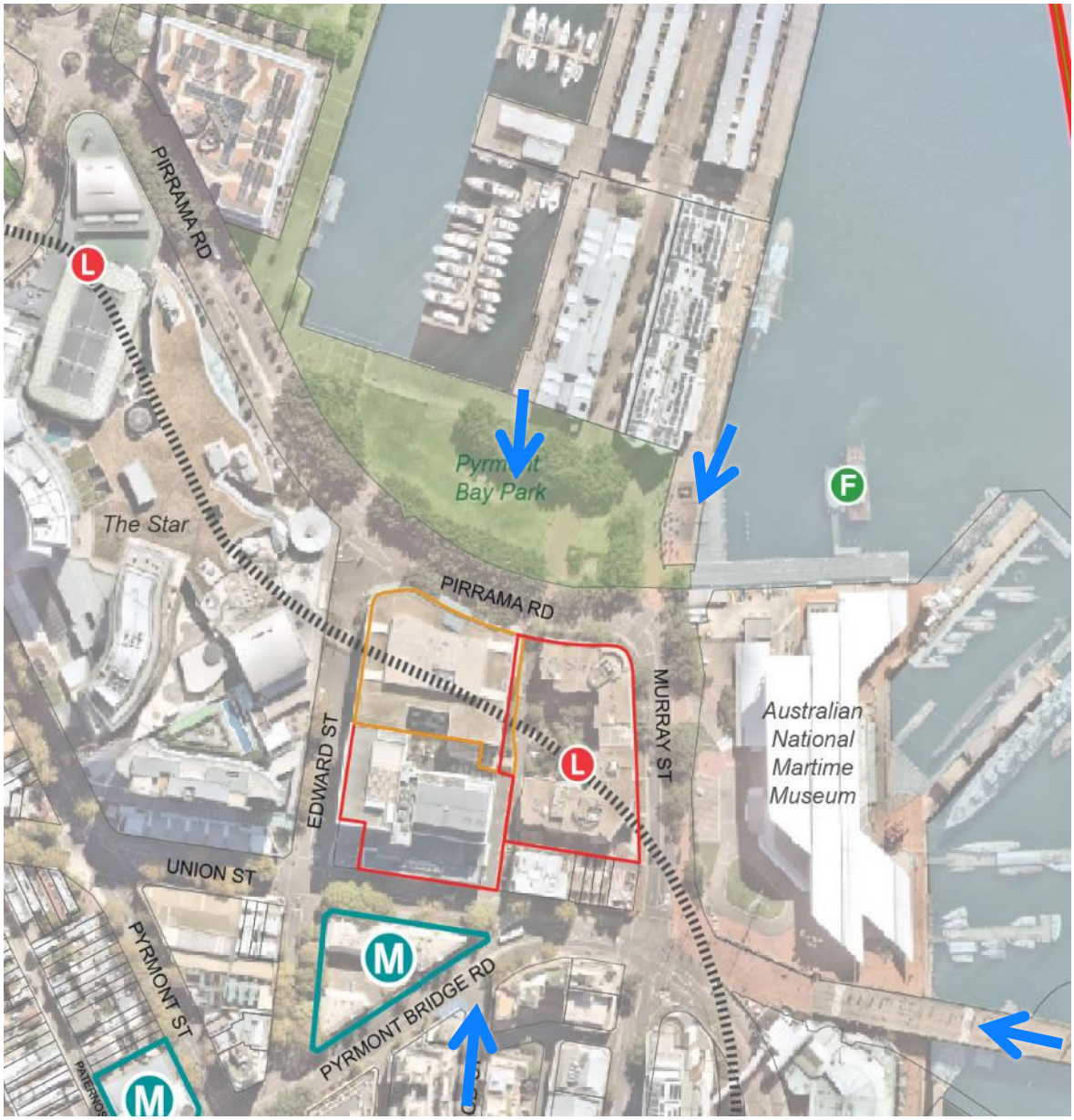
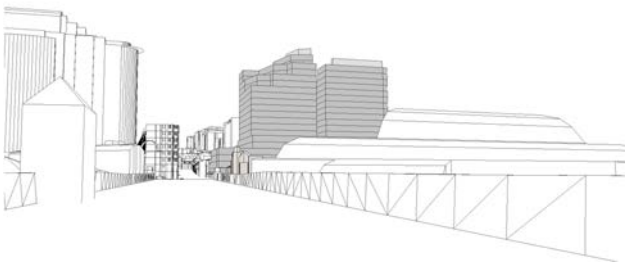


Figure 52 – view locations

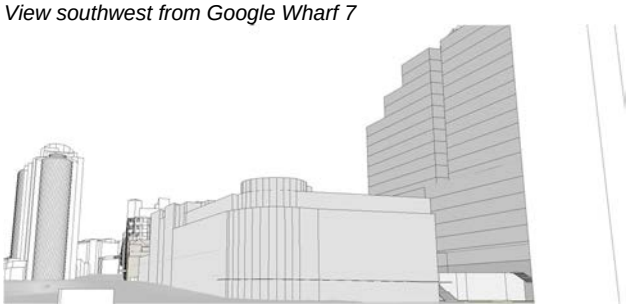
Existing

View west from centre of Pyrmont Bridge

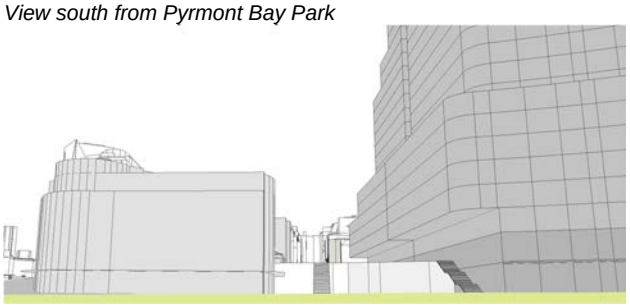


View north down Harwood Street

View southwest from Google Wharf 7

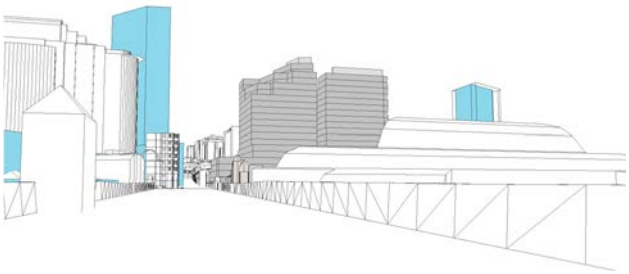


View south from Pyrmont Bay Park



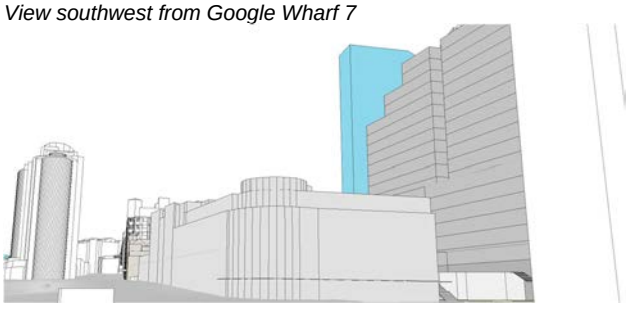
Existing + approved

View west from centre of Pyrmont Bridge

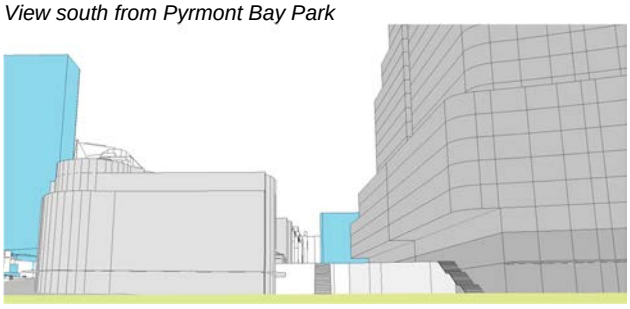


View north down Harwood Street

View southwest from Google Wharf 7

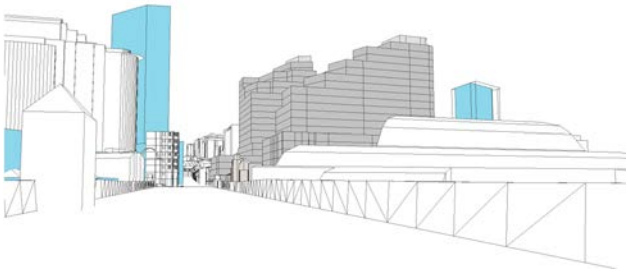


View south from Pyrmont Bay Park



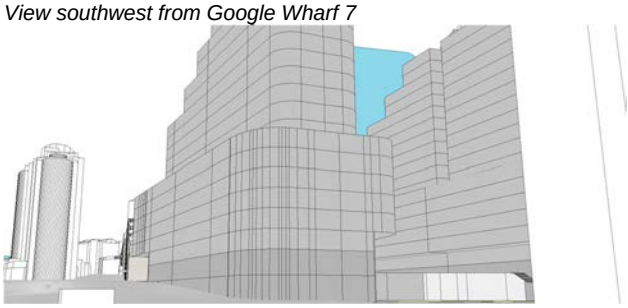
Alternative controls for commercial development

View west from centre of Pyrmont Bridge

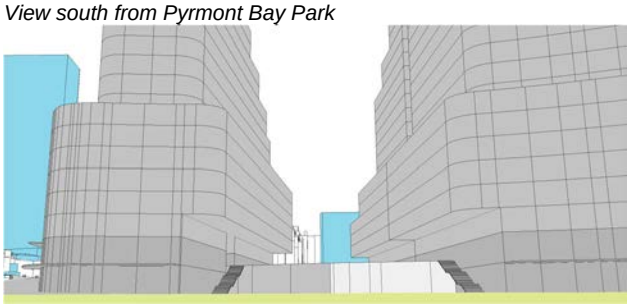


View north down Harwood Street

View southwest from Google Wharf 7

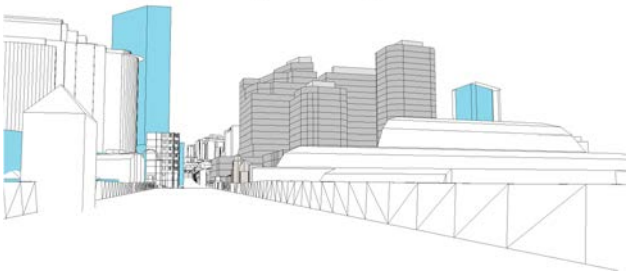


View south from Pyrmont Bay Park

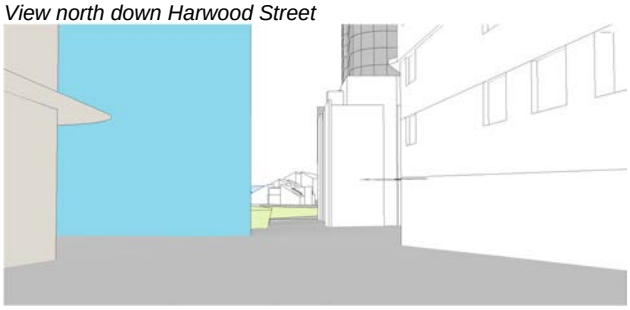


Proposed controls for mixed use development

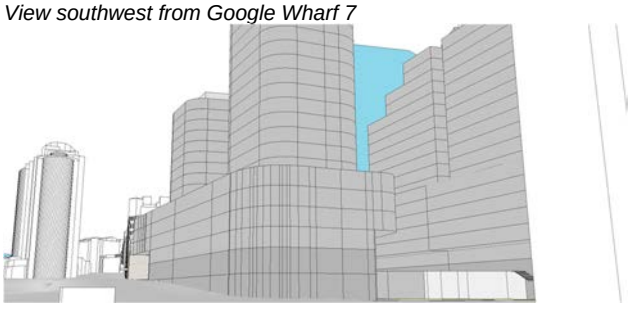
View west from centre of Pyrmont Bridge



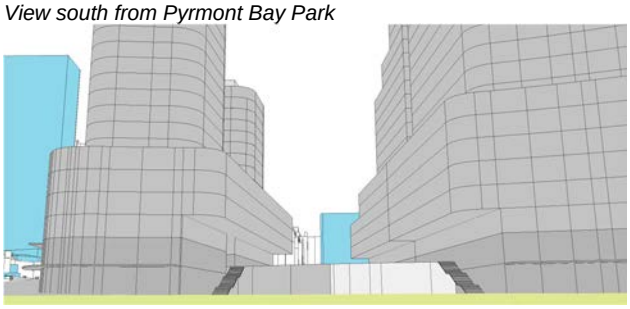
View north down Harwood Street



View southwest from Google Wharf 7



View south from Pyrmont Bay Park



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

Overview

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

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

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

Background

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

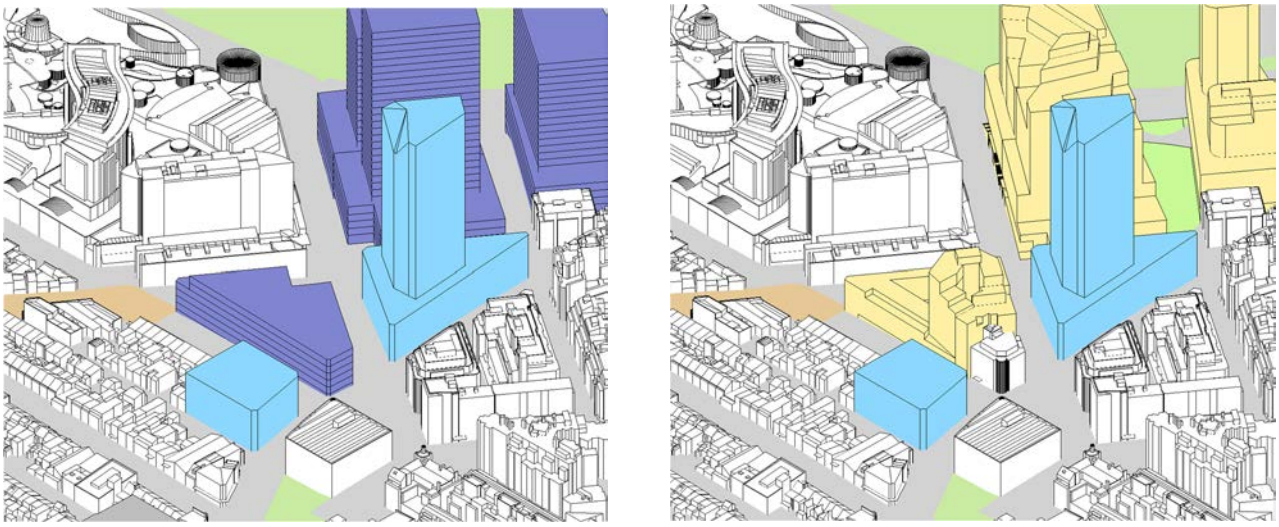


Figure 55 – comparison of Department of Planning's initial study and City of Sydney's study for mixed use at 13A-29 Union Street & non-residential use at 69-72 Edward Street

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

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

Existing controls

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

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

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

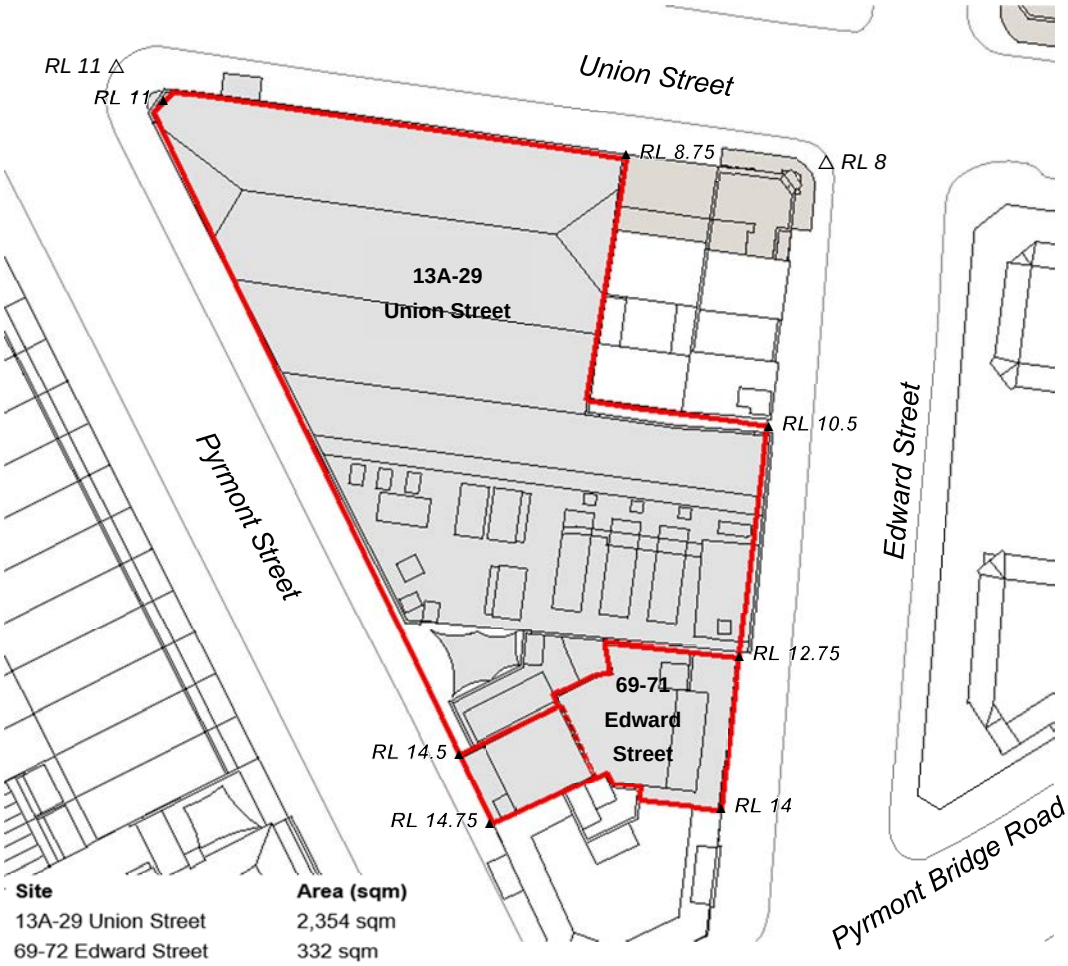


Figure 56 – existing site plan for 13A-29 Union Street & 69-71 Edward Street

Urban design principles

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

The site is generally protected from winds by neighbouring developments.

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

Match **land use** to place –

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

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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

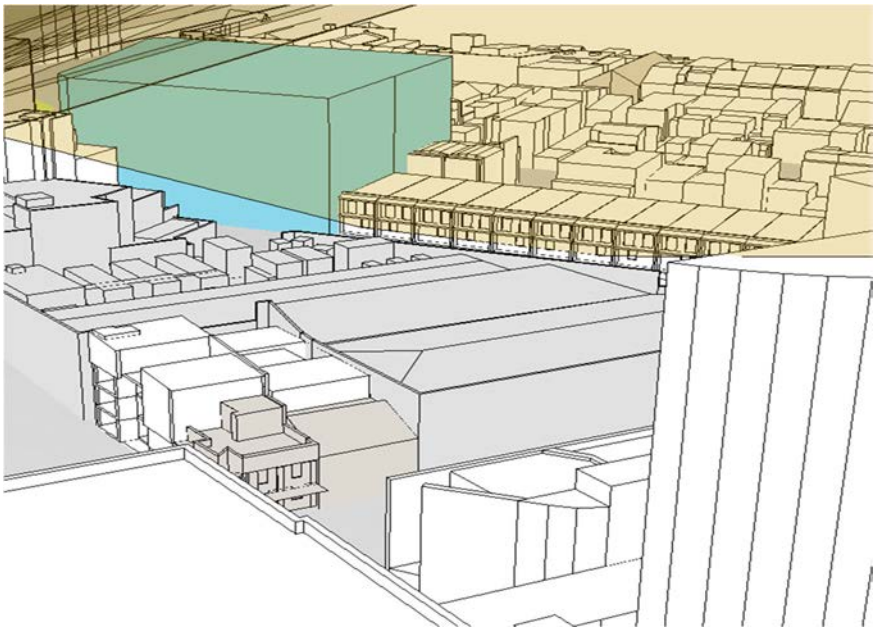


Figure 57 – solar access to adjoining residential properties

Proposed controls

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

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

Mixed use controls

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

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

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

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

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

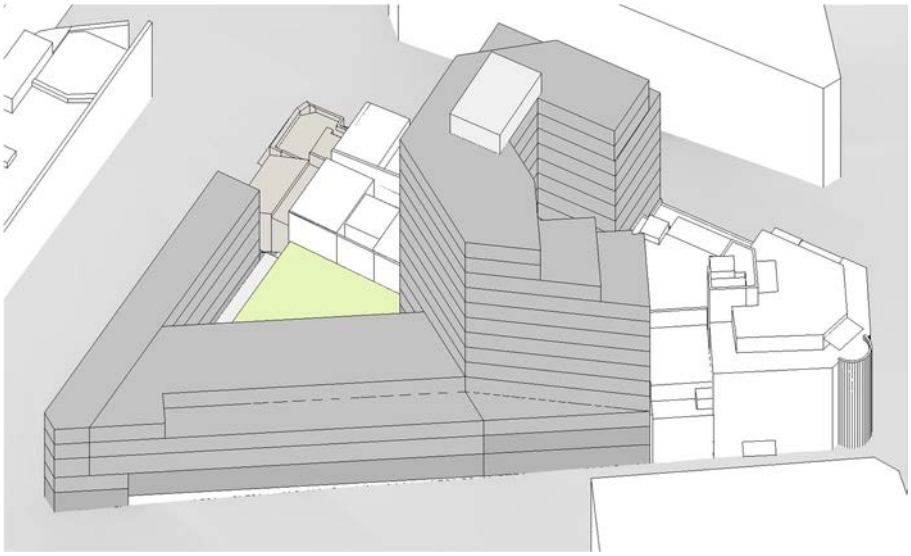


Figure 59 – aerial view from west of alternative mixed use scheme at 13a-29 Union Street

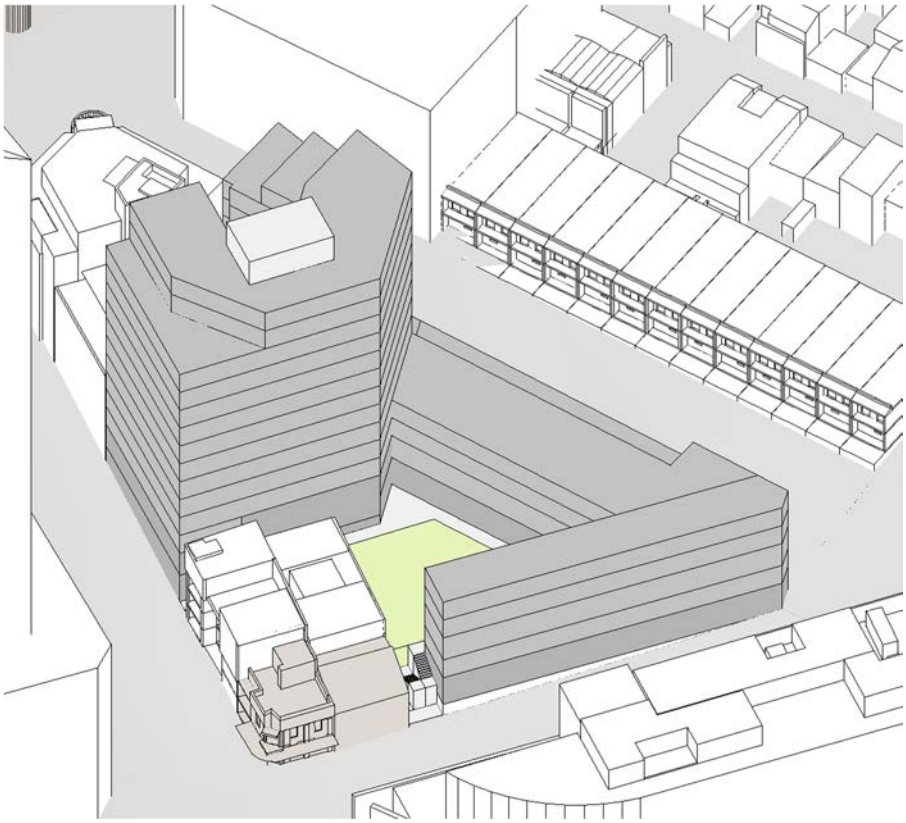


Figure 60 – aerial view from north of alternative mixed use scheme at 13a-29 Union Street

Alternative controls for non-residential development

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

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

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

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

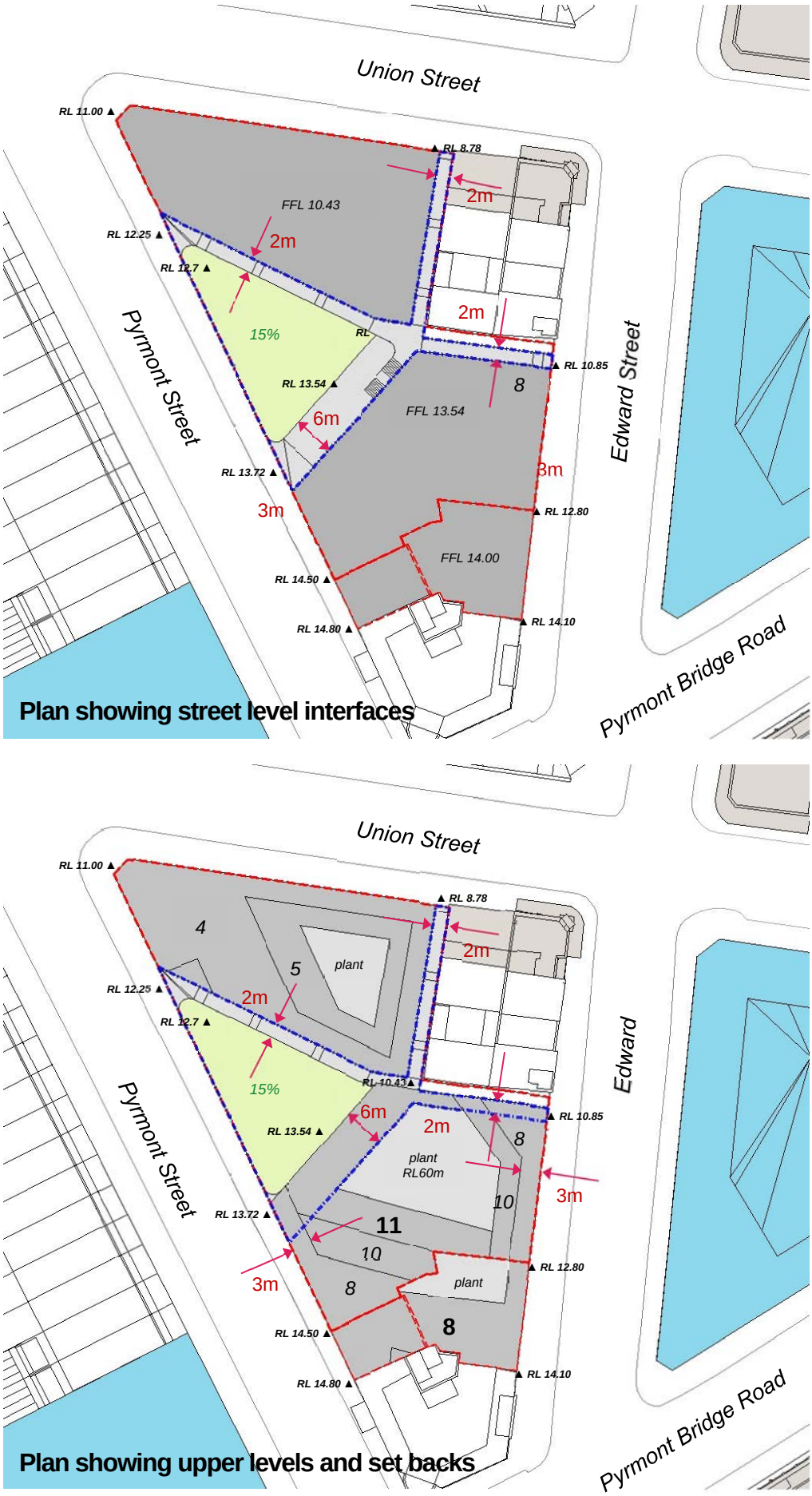


Figure 61 – proposed site plan for 13A-29 Union Street & 69-72 Edward Street

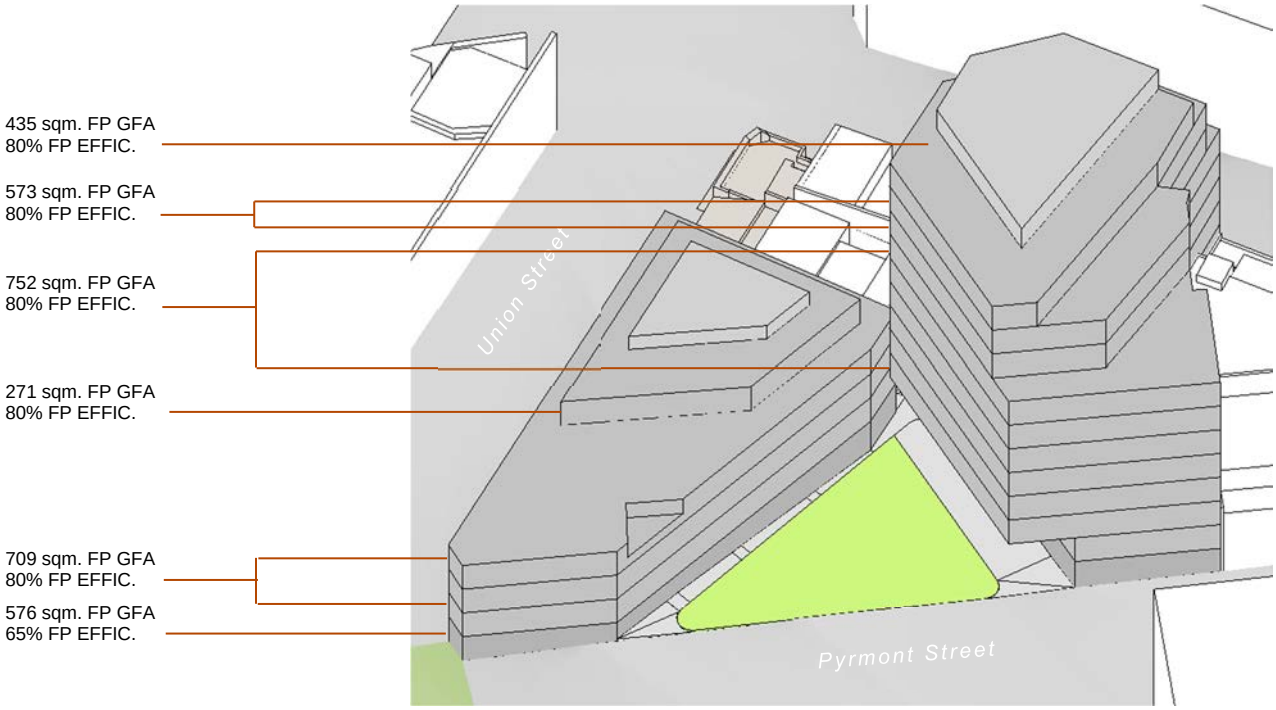


Figure 62 – floorplate diagram for 13A-29 Union Street

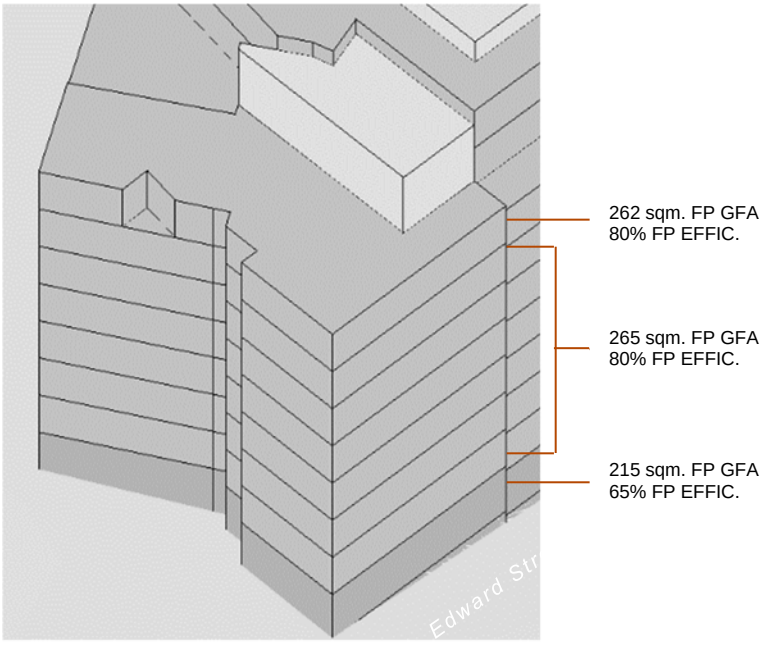
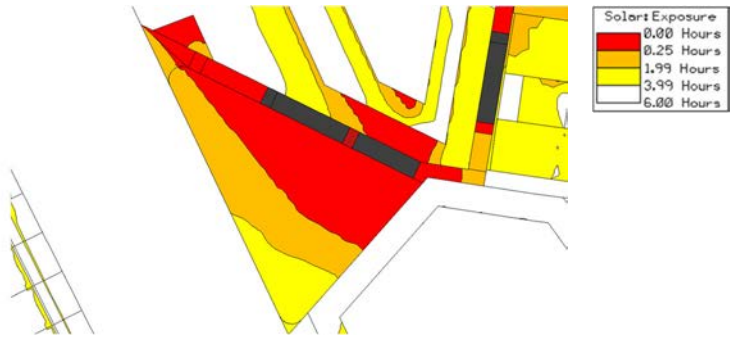


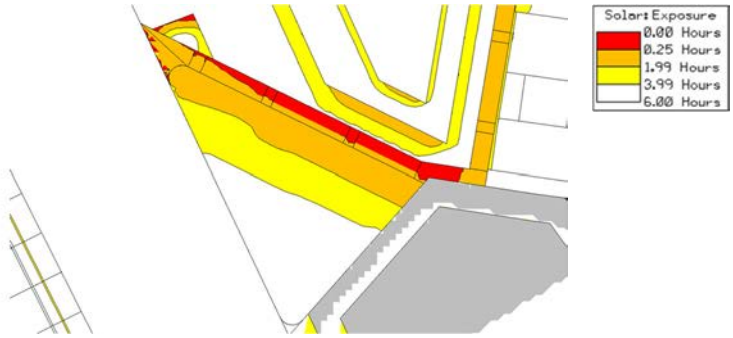
Figure 63 – floorplate diagram for 69-72 Edward Street

21 June, 9am-3pm



4 hrs+	2 hrs +
0%	14.9%

22 September, 9am-3pm



4 hrs+	2 hrs +
43.8%	72.7%

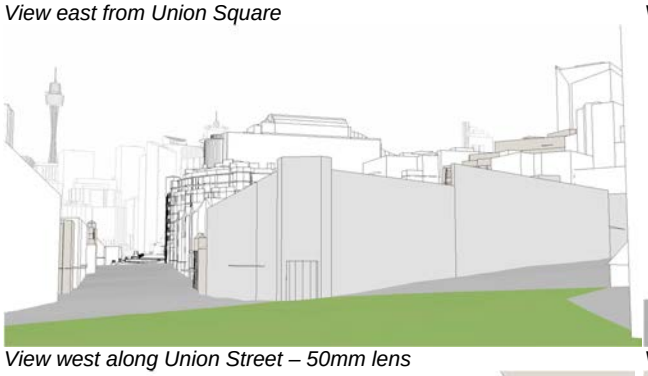
Figure 64 – solar insolation to publicly accessible open space in the scheme for non-residential floor space use at 13a-29 Union Street

Visualisation

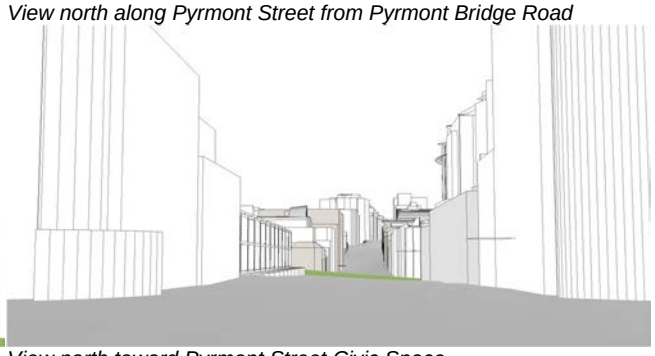
Figure 65 – view locations for 13A-29 Union Street & 69-72 Edward Street

Existing

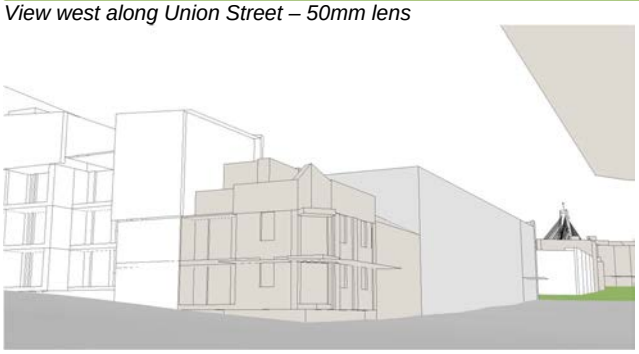
View east from Union Square



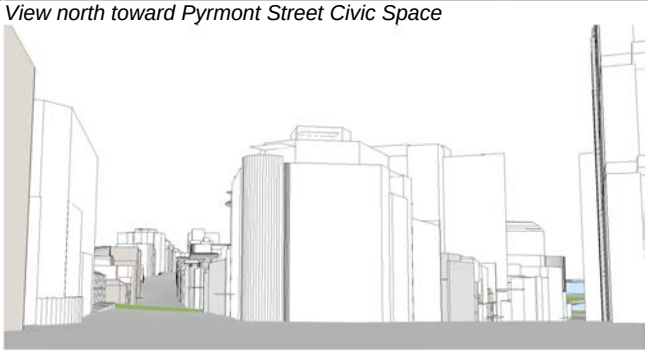
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

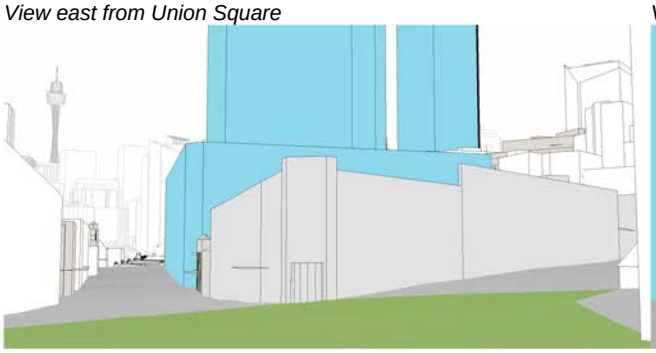


View north toward Pyrmont Street Civic Space

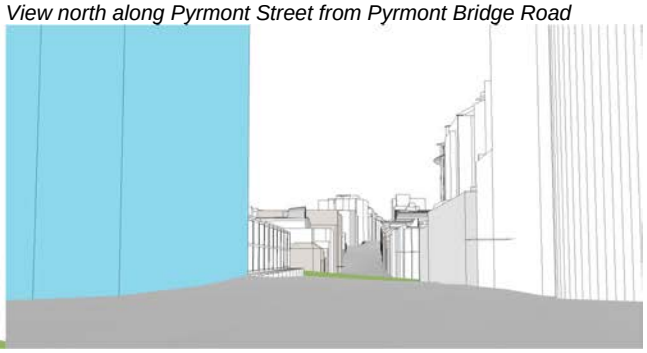


Existing + approved

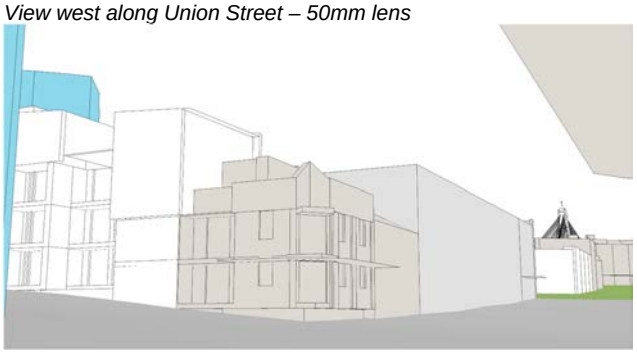
View east from Union Square



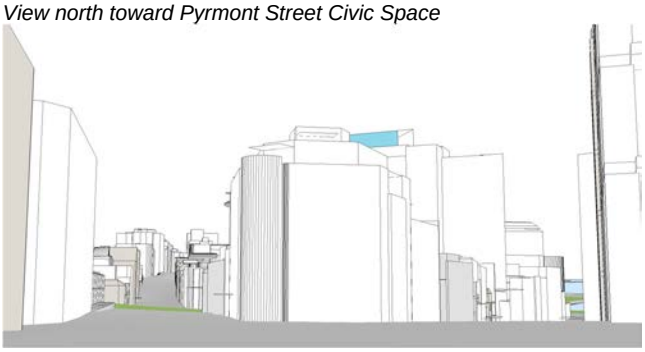
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

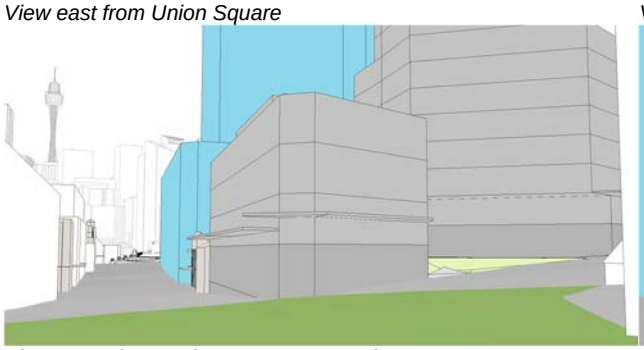


View north toward Pyrmont Street Civic Space

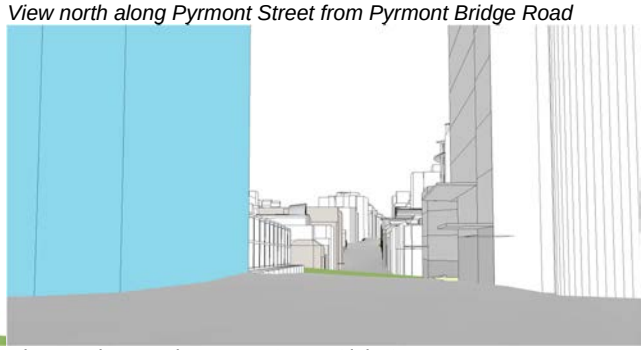


Alternative controls for non-residential development

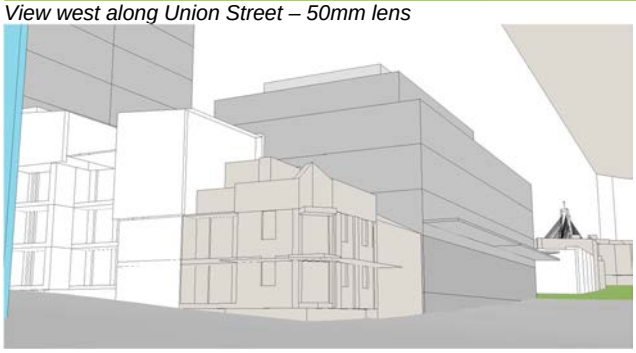
View east from Union Square



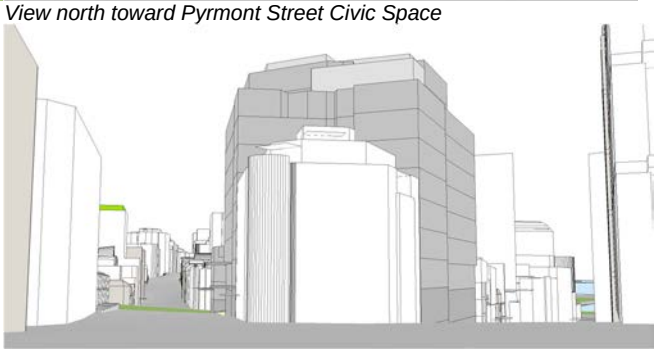
View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

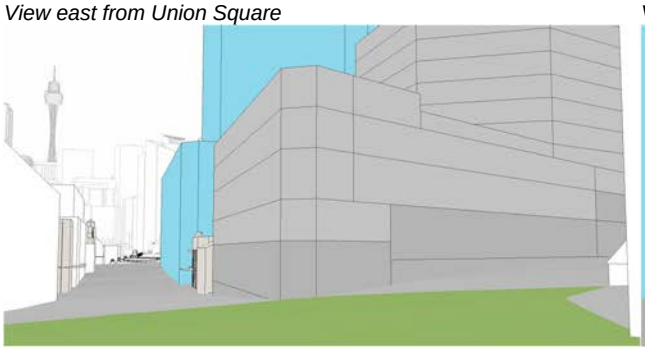


View north toward Pyrmont Street Civic Space

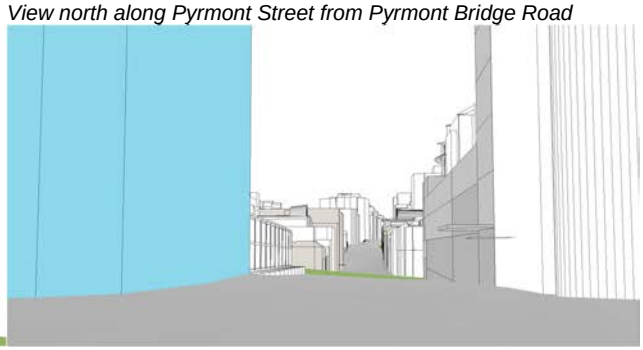


Proposed controls for mixed use development

View east from Union Square

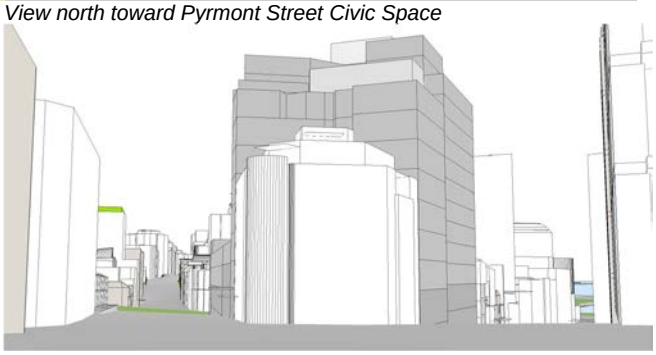


View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

View north toward Pyrmont Street Civic Space



55-65 Murray Street

Overview

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

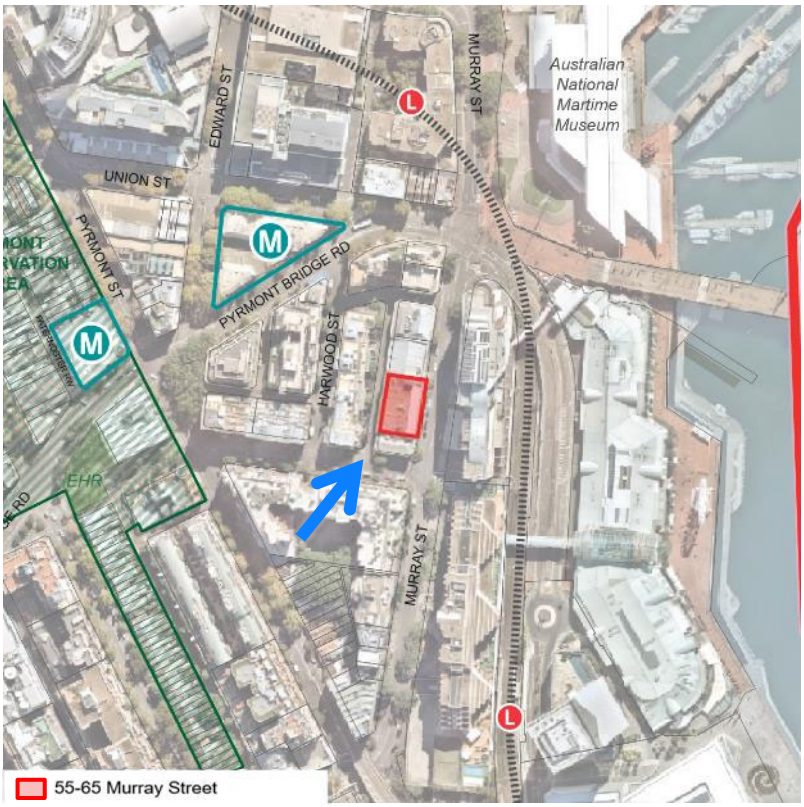


Figure 67 – location plan of 55-65 Murray Street

Figure 66 – oblique aerial of 55-65 Murray Street

Background

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

Existing controls

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

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

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

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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not affected by view corridors.

Maximise development **within constraints** –

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

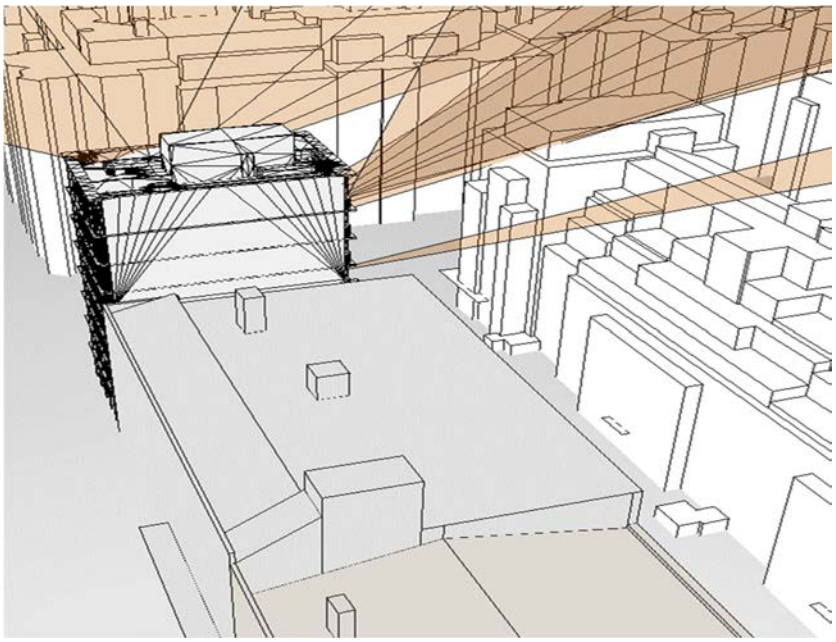


Figure 69 – solar access to adjoining residential properties

Proposed controls

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

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

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

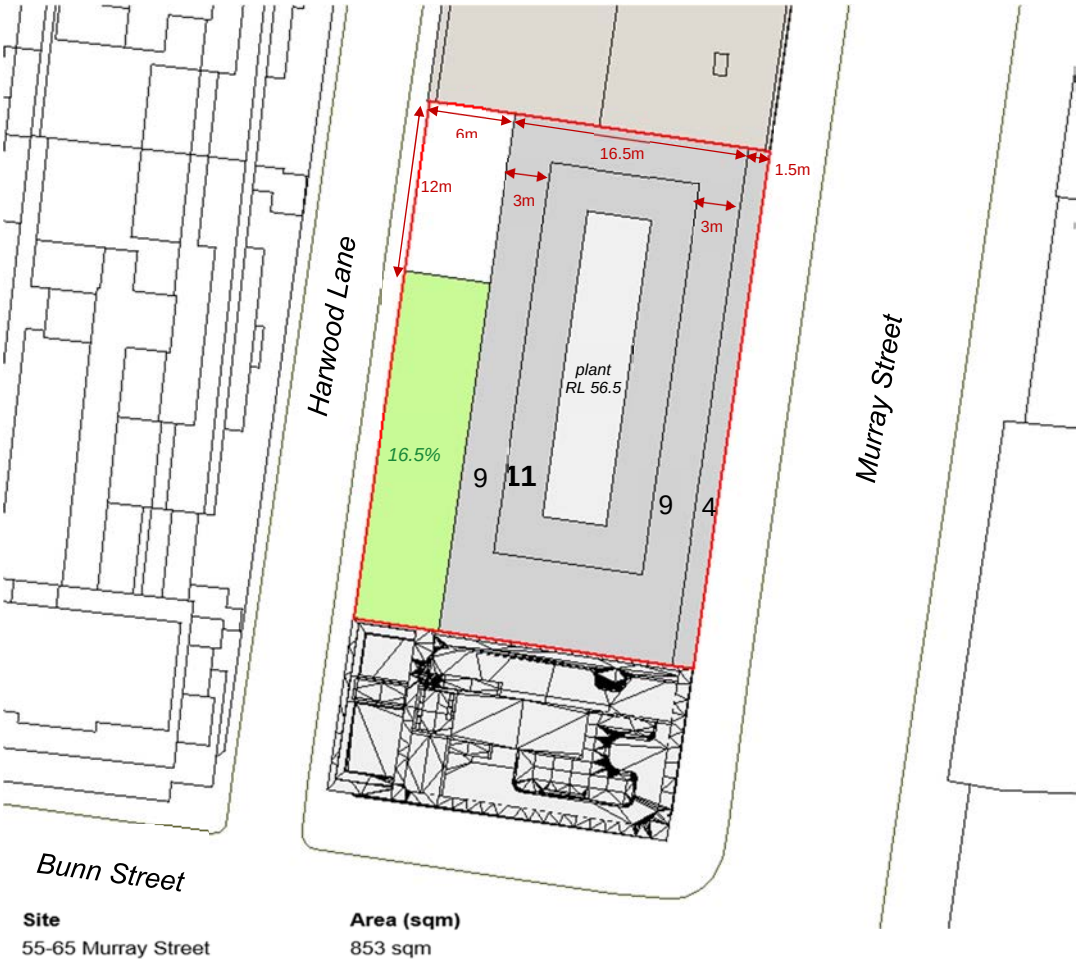


Figure 70 – proposed site plan for 55-65 Murray Street

Visualisation

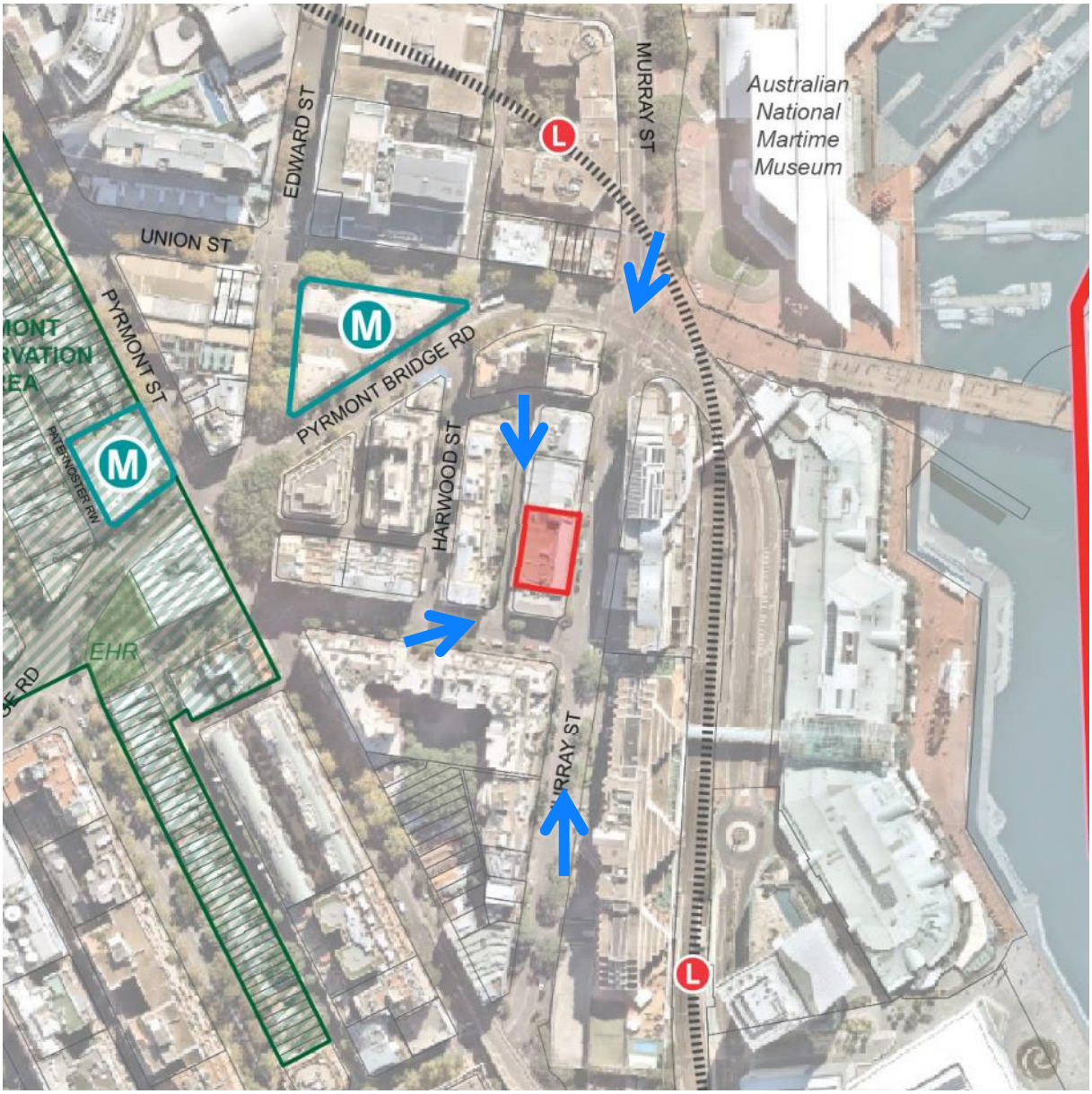


Figure 71 – view locations

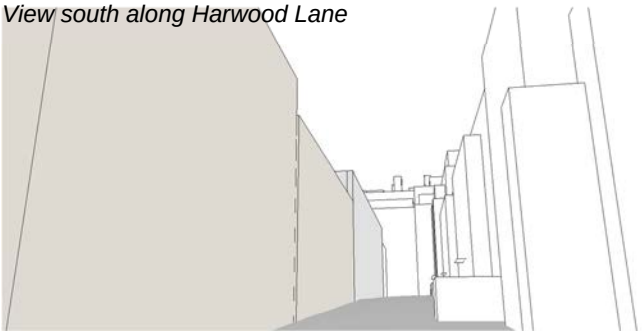
Existing

View south along Murray Street

View north along Murray Street

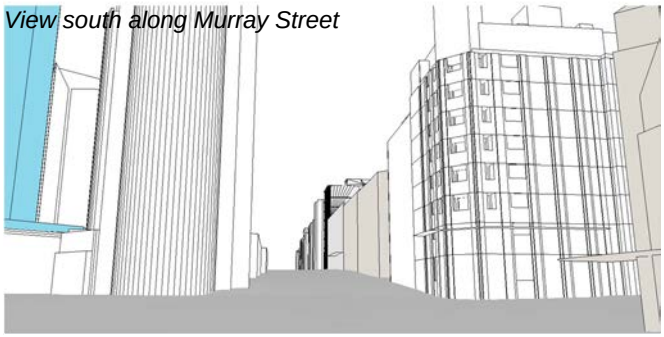
View east along Bunn Street

View south along Harwood Lane



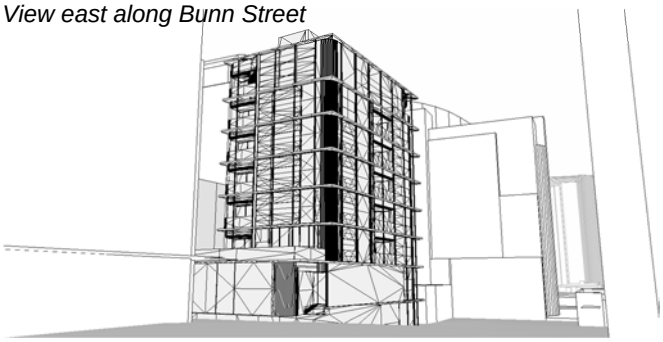
Existing + approved

View south along Murray Street

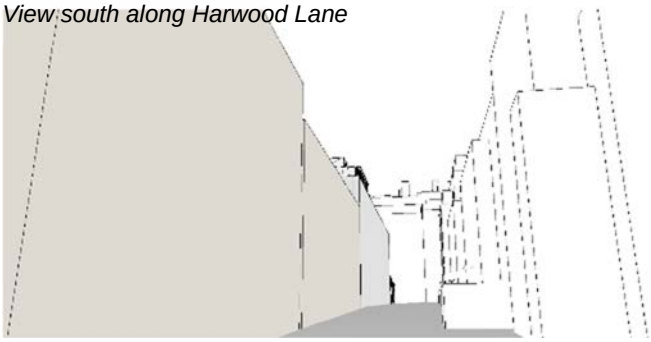


View north along Murray Street

View east along Bunn Street

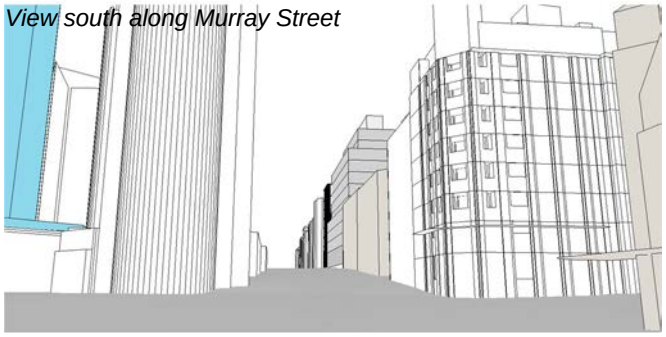


View south along Harwood Lane



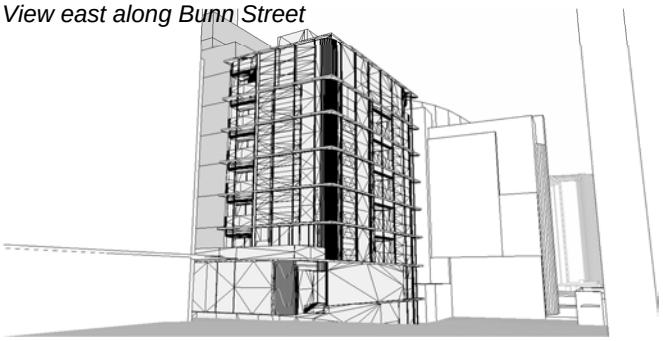
Proposed

View south along Murray Street

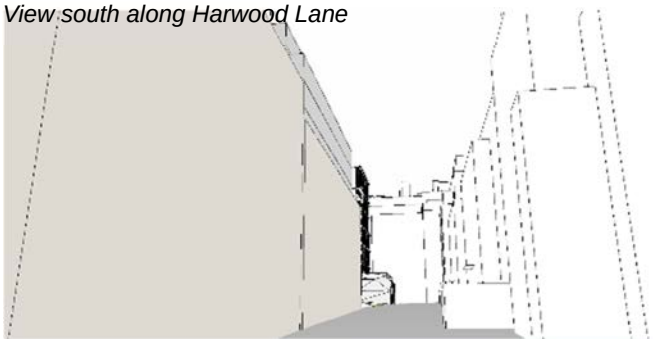


View north along Murray Street

View east along Bunn Street



View south along Harwood Lane



1-33 Saunders Street & 140-148 Bank Street

Overview

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

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

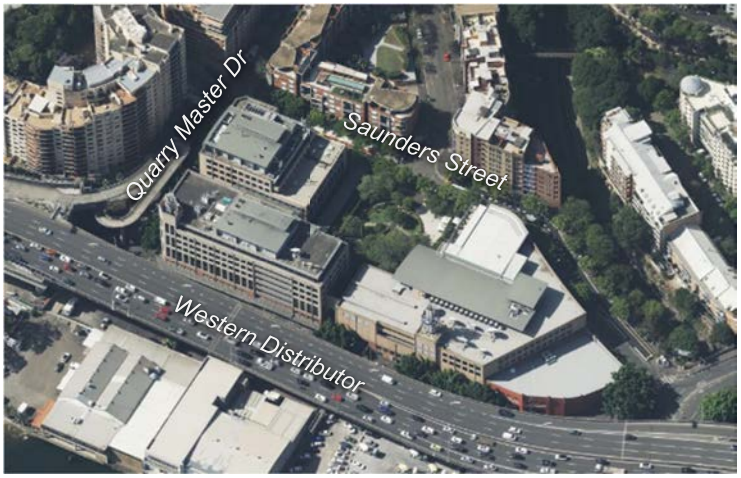


Figure 73 – oblique aerial of 1-33 Saunders Street & 140-148 Bank Street

Background

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

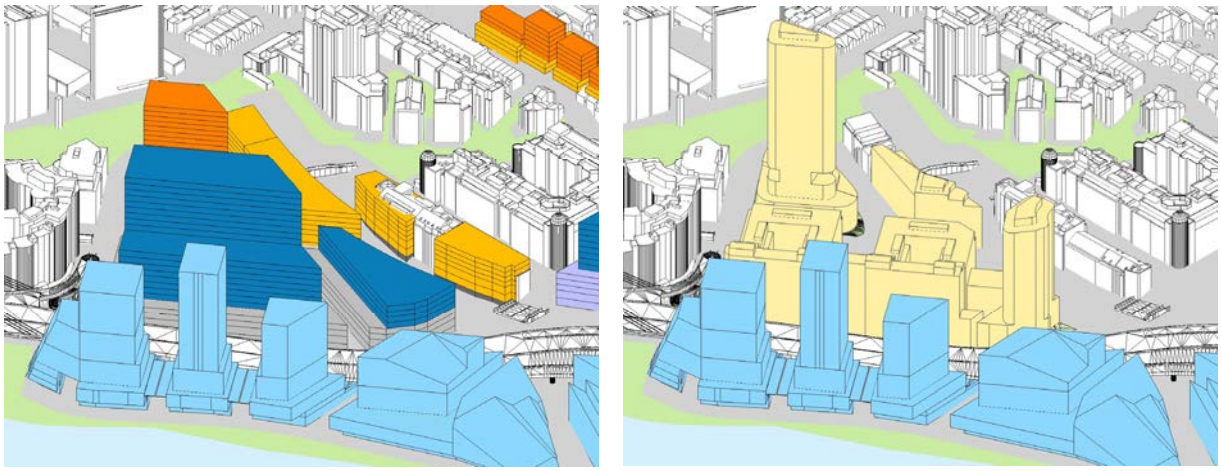


Figure 74 – comparison of Department of Planning's initial study and City of Sydney's study for 1-33 Saunders Street & 140-148 Bank Street

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

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

Existing controls

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

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

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

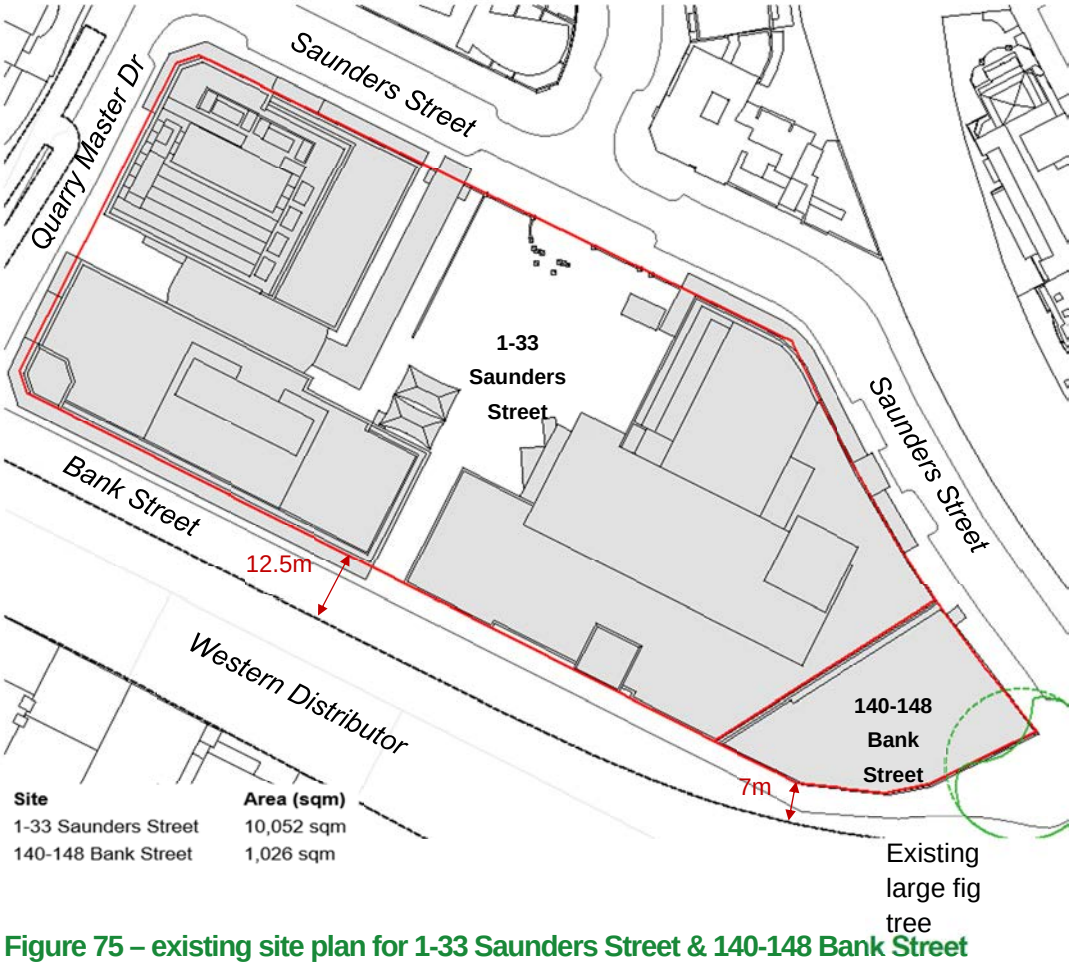


Figure 75 – existing site plan for 1-33 Saunders Street & 140-148 Bank Street

Urban design principles

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

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

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

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

Match **land use** to place –

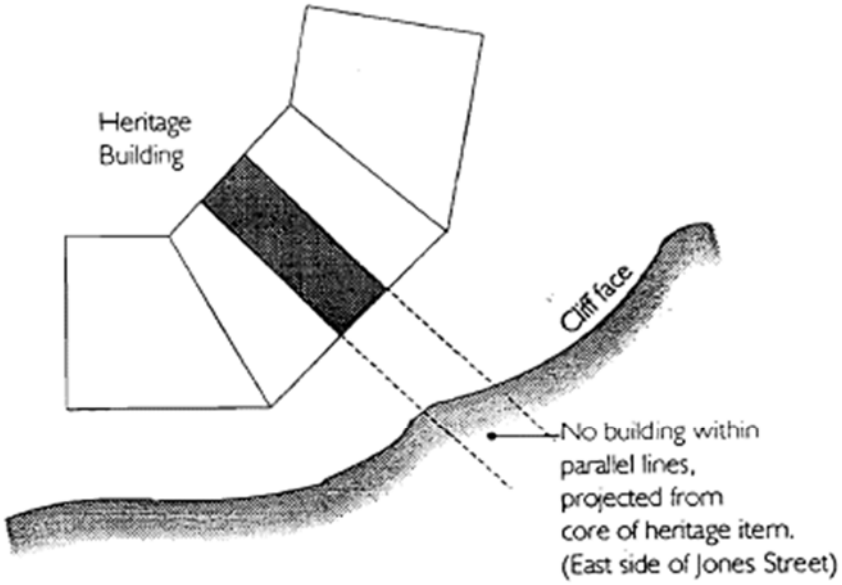
The residential use extends the neighbouring residential area to the north and east.

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

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

Maximise development **within constraints** –

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

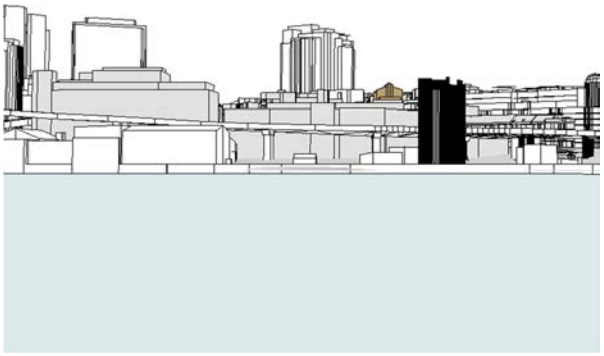


b) Development in respect of Heritage Building

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

Figure 76 – view corridor identified in the Ultimo-Pyrmont Precinct Urban Development Plan to the 'Former CSR McCaffery's Building'
Source: Ultimo-Pyrmont Precinct Urban Development Plan 1999 Update; Fig. 9. b)' Development in respect of heritage Building', Page 93-94

Existing



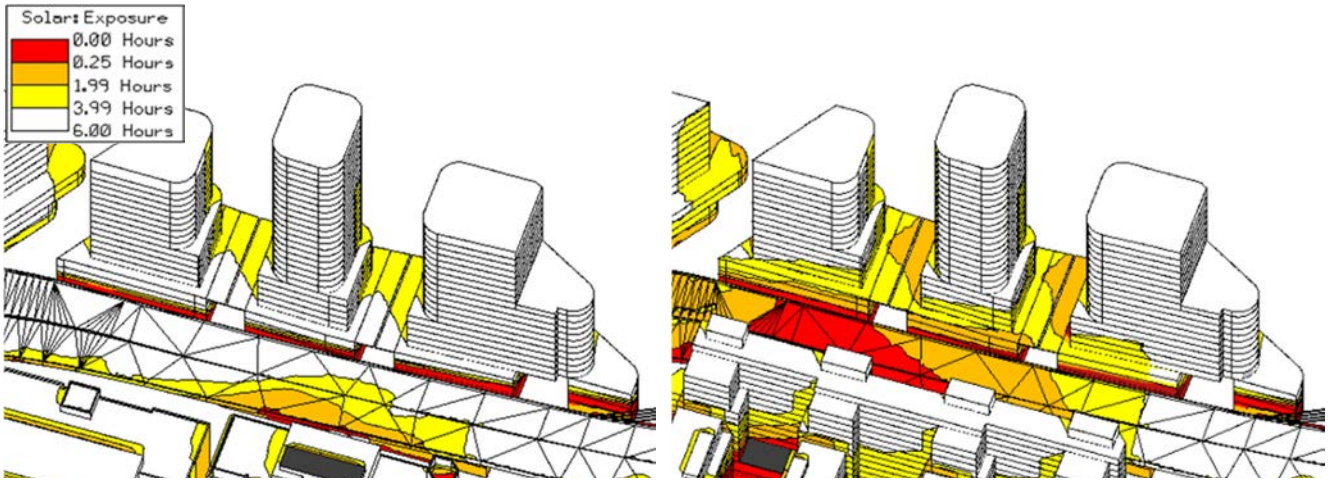
Draft BWB LEP instrument

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

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

21 June, 9am-3pm *22 September, 9am-3pm*

Figure 78 – solar access to public deep soil

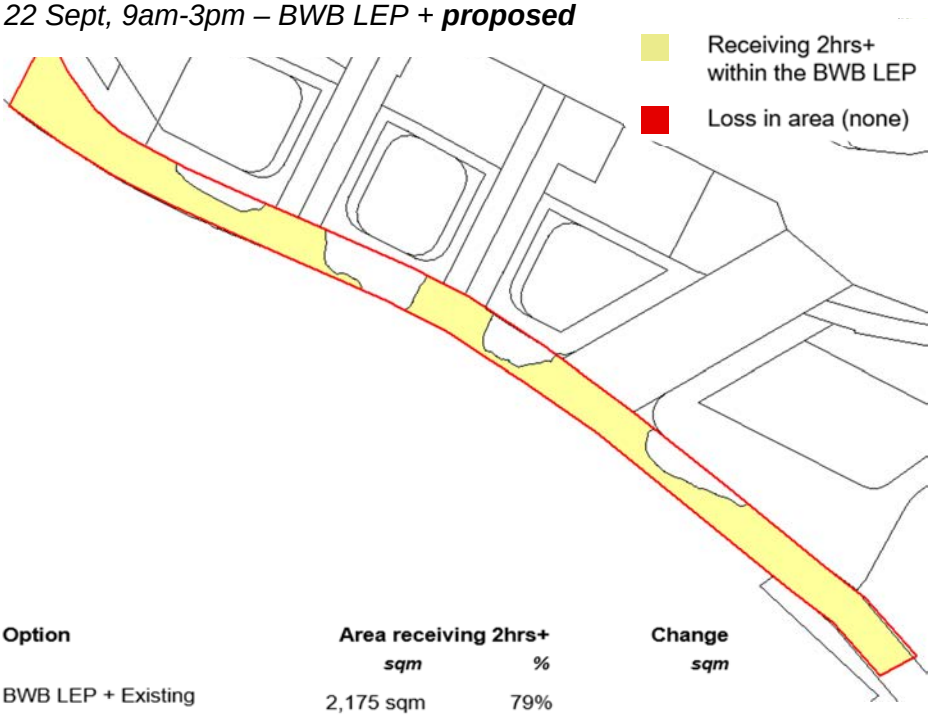


21 June, 9am-3pm – BWB LEP *21 June, 9am-3pm – BWB LEP + **proposed***

Figure 79 – solar access to Blackwattle Bay LEP planning envelopes

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

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



Option	Area receiving 2hrs+		Change
	sqm	*%*	*sqm*
BWB LEP + Existing	2,175 sqm	79%	
BWB LEP + Proposed	2,175 sqm	79%	***no change***

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

Proposed controls

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

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

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

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

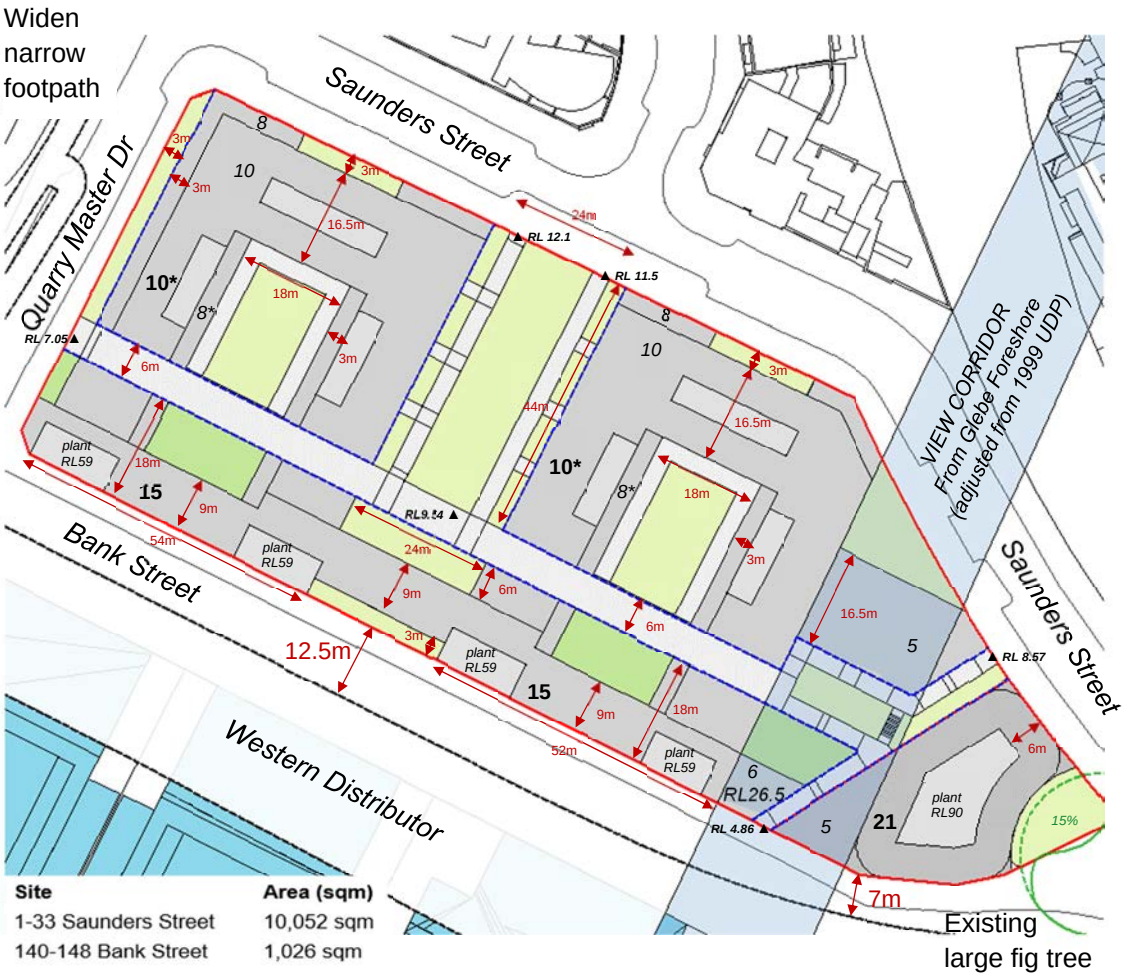


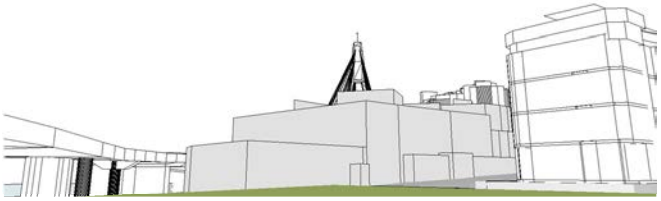
Figure 81 – proposed site plan for 1-33 Saunders Street & 140-148 Bank Street

Visualisation

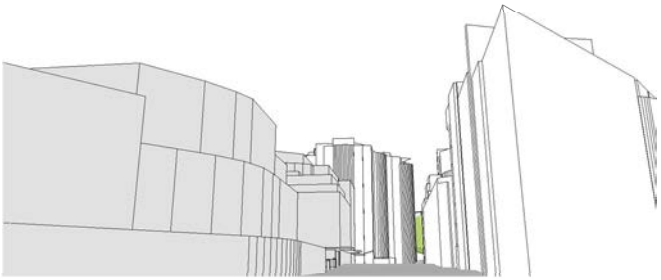
Figure 82 – view locations

Existing (35mm lens)

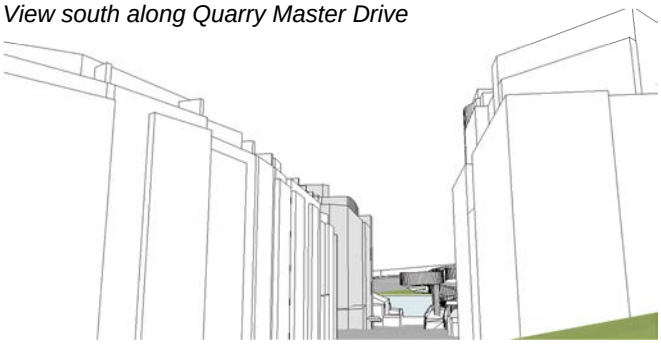
View west from Miller Street Civic Space



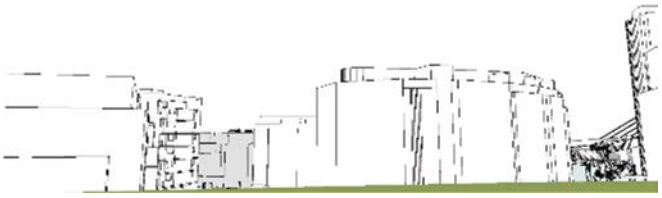
View west along Saunders Street



View south along Quarry Master Drive

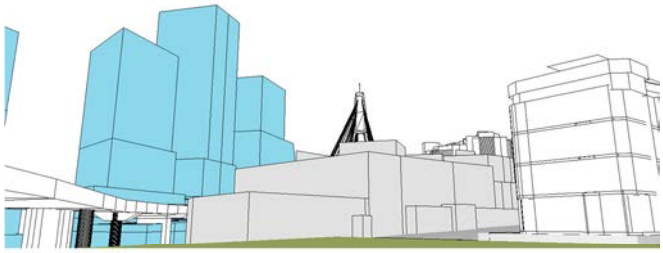


View south from Carmichael Park

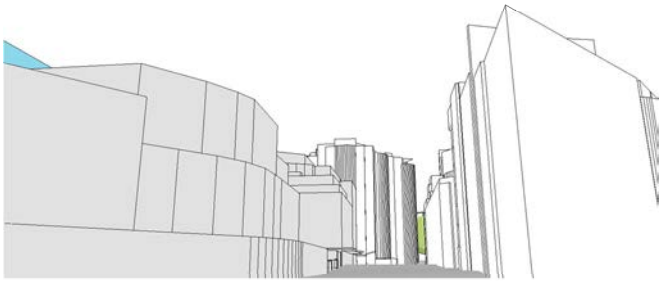


Existing + approved (35mm lens)

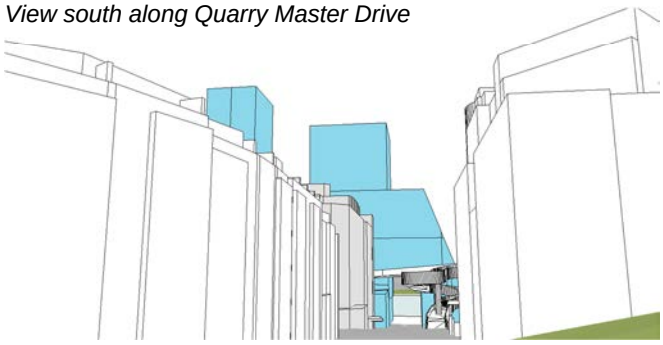
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive



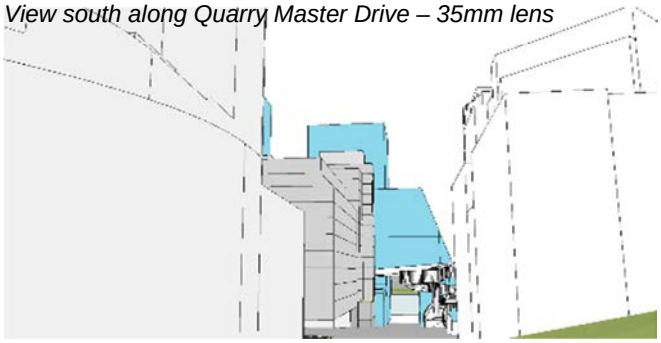
View south from Carmichael Park

Proposed (35mm lens)

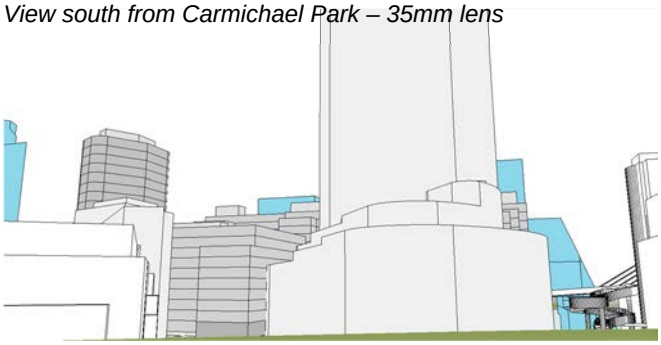
View west from Miller Street Civic Space

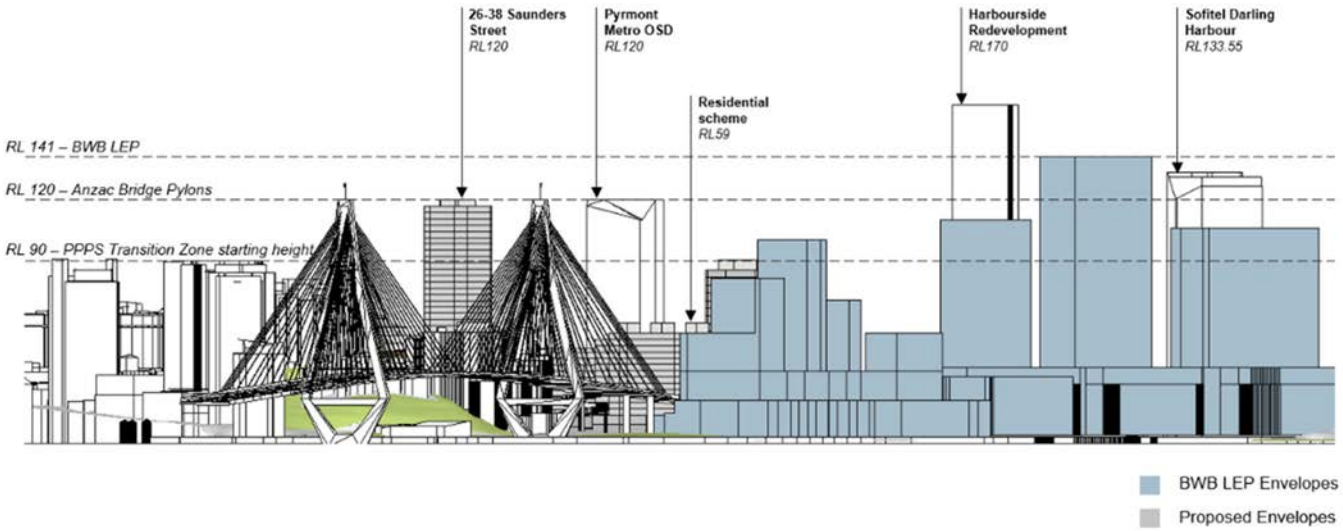
View west along Saunders Street

View south along Quarry Master Drive – 35mm lens



View south from Carmichael Park – 35mm lens





Elevation – looking east

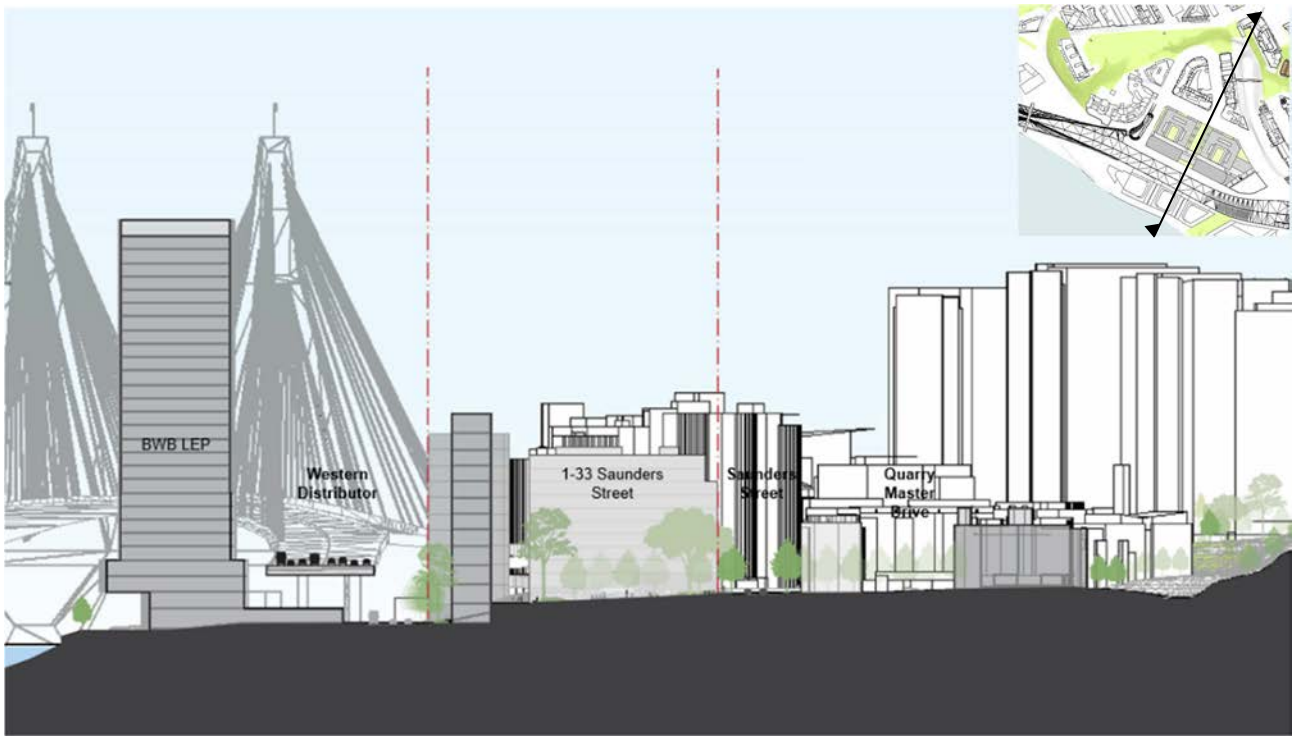


Figure 83 – Section of 1-33 Saunders Street and the Blackwattle Bay planning envelopes, looking west