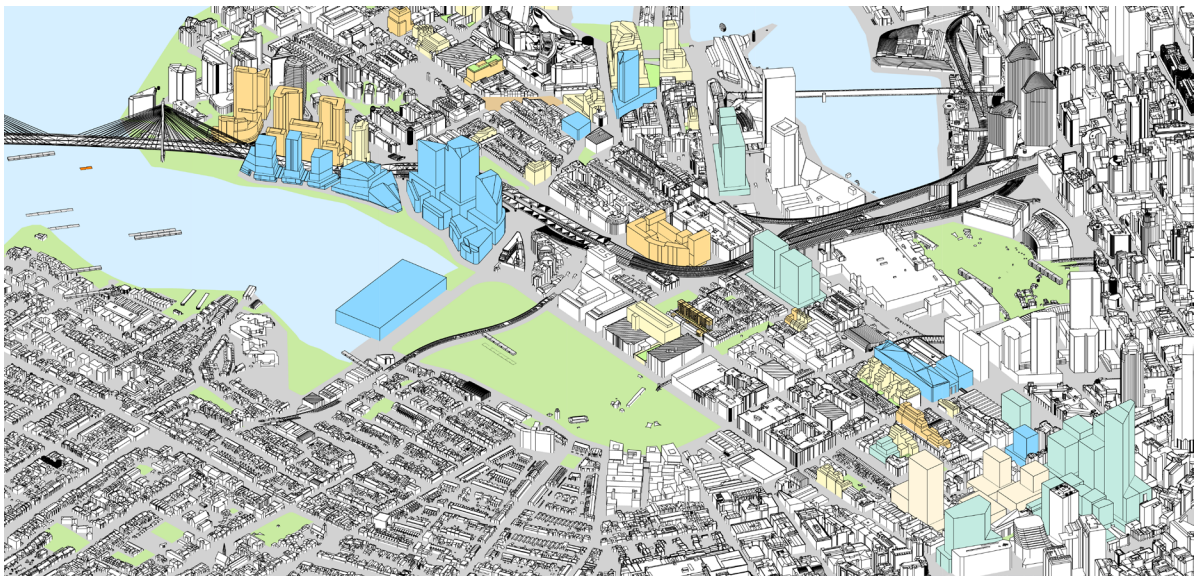
# Attachment C

**Urban design study - Ultimo**
**Pyrmont Stage 2**

CITY OF SYDNEY

# Ultimo Pyrmont Urban Design Study – Stage 2



September 2026

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

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# Responding to the Place Strategy

## Urban Design Principles

This urban design report outlines the approach taken for each of the sites studied in Stage 2 of the Ultimo Pyrmont Planning Proposal. It recognises that each site has unique characteristics with different opportunities and constraints. Each study is guided by the urban design principles established in Stage 1 of the planning proposal. They are set out below. The variety of outcomes in terms of built form, height and floor space is consistent with the existing variety to be found across 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 270 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. Proposed changes in Stage 2 include the dedication of a strip of land along the street frontage in Bulwara Road for footpath widening; a through site link that connects Saunders Street to the public walkway in Bank Street Reserve at the foot of the cliff face; and moving the location of Quarry Lane Streetscape reserve from the southern end of the street block to the northern end. In other places, arranging open spaces alongside streets increases their apparent width, with increased light and air, and space for trees and greening, such as along Ada Place between Allen Street and Fig Street, new open spaces with sunlight to maintain existing tree canopy; and on Saunders Street a new sunlit square.

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 I areas where there are surrounded by other towers.

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, for example, 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. In these contexts, the building forms are designed to protect the interior spaces of the site from the noisy surrounds.

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 floor space will consolidate the productivity of employment uses in Pyrmont into the future and contribute to increased patronage on the metro line.
   Residential uses are located further from the Metro station but within walking distance.

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 which have been identified in previous urban design and planning studies have been added to those in the PPPS. View corridors are maintained across private land through building height limits and the location of open space.

9. **Maximise** development **within constraints**
   Within the constraints of other principles the development potential of each site is maximised.

# Additional sites identified for study

## Urban design studies to support proposed changes in planning controls

During the exhibition period for Stage 1 of the Ultimo Pyrmont Planning Proposal, several submissions were received with regard to additional sites that could be the subject of further study. In response to these submissions a second urban design study was undertaken to explore further opportunities. These sites, studied in Stage 2 of the planning proposal, are listed below.

1. 1-33 Saunders Street Pyrmont
2. 120-122 Saunders Street and 2-10 Quarry Master Drive
3. 56 Harris Street Pyrmont
4. 100 Harris Street Pyrmont
5. 26-52 Mount Street Pyrmont
6. 1-19 Allen Street and 313-319 Harris Street Pyrmont
7. 1-7 Henry Avenue Ultimo and 336-368 Jones Street and 370-374 Jones Street Ultimo
8. 463-467 Harris Street Ultimo
9. 344 Bulwara Road Ultimo




Figure 1. Aerial map showing additional sites selected for study in Stage 2.

# 1-33 Saunders Street Pyrmont

1-33 Saunders Street Pyrmont (Lot 101 DP 853704, Lot 102 DP 853704) is located in a cluster of sites that were considered in Stage 1 of the planning proposal. Is it located adjacent to the Anzac Bridge approach of the Western Distributor, north of the Blackwattle Bay State Significant Precinct. 140-148 Bank Street adjoins it to the east, and the study site at 26-38 Saunders Street is opposite. The site is bound by Bank Street, Quarry Master Drive and Saunders Street. Refer Figure 2 and Figure 3 for detail.




Figure 2. Aerial map showing site at 1-33 Saunders Street shaded in red

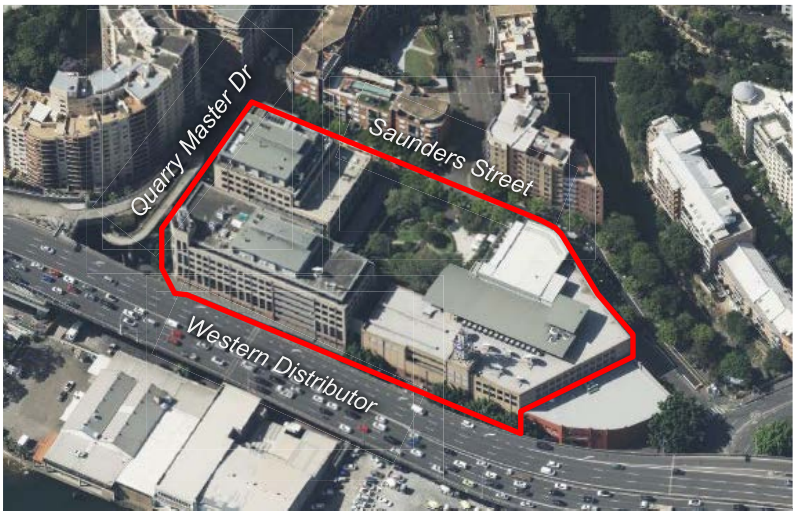



Figure 3. Aerial view showing site at 1-33 Saunders Street outlined in red

**Background**

In Stage 1 of the planning proposal, the City of Sydney introduced changes to allow for an FSR of 4.22:1 and a height limit of 55 metres. The study considered the impacts of wind and noise on the site, sunlight access to surrounding development, and allowed for accessible links through the site and a publicly accessible open space. The approved Stage 1 building envelope is shown on the left in Figure 4. The building envelope proposed in Stage 2 is shown on the right. Table 1 summarises the controls for each of these schemes.

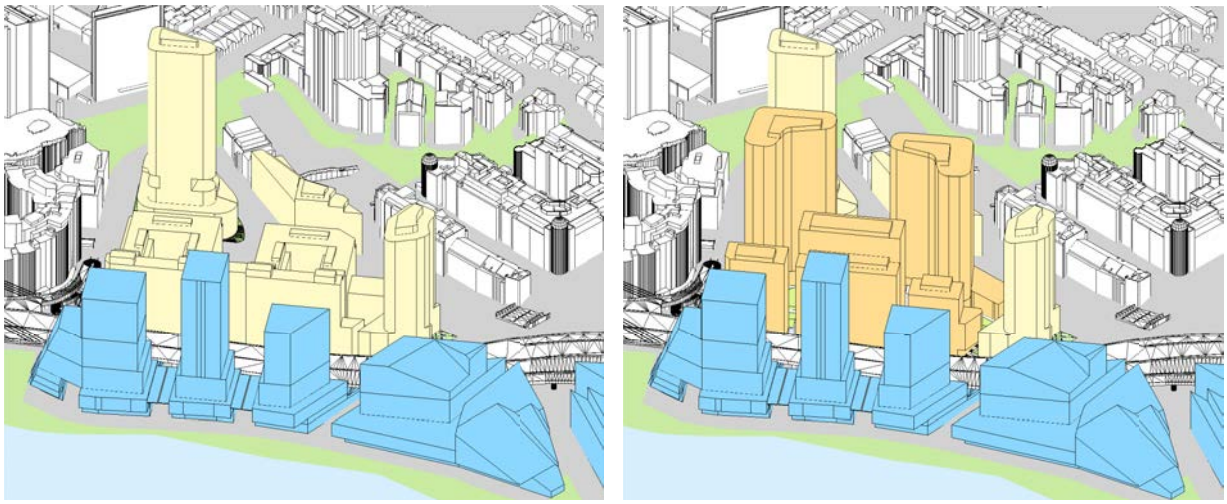


Figure 4. Studies for 1-33 Saunders Street, Stage 1 (left) and Stage 2 (right) of the planning proposal

Table 1. Planning provisions for 1-33 Saunders Street proposed in Stage 1 and 2 of the planning proposal

| Pyrmont Ultimo Planning Proposal | Stage 1 (approved) | Stage 2 (proposed) |
|---|---|---|
| Gross floor area | 46,602 sqm | 80,380 sqm |
| Floor space ratio | 4.22 + DesEx | 7.27 + DesEx |
| Height of building | 55m | 110m (RL 120) |
| Height in storeys | 15 | 33 |
| Deep soil | 15% | 15% |

**Existing site and controls**

1-33 Saunders Street currently accommodates commercial uses. It 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. The existing controls are shown at Table 2 below, and the existing arrangement of the site is shown at Figure 5.

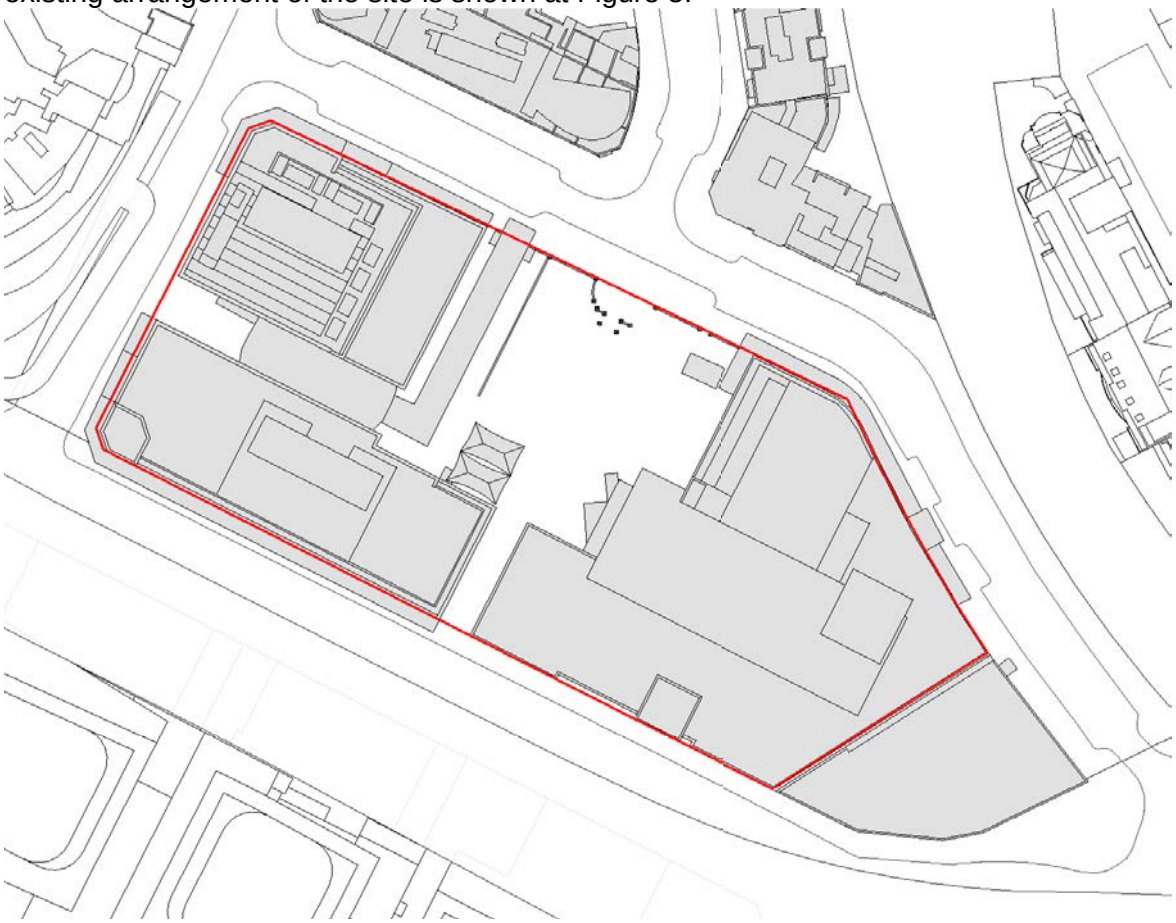


Figure 5. Site plan showing existing building at 1-33 Saunders Street

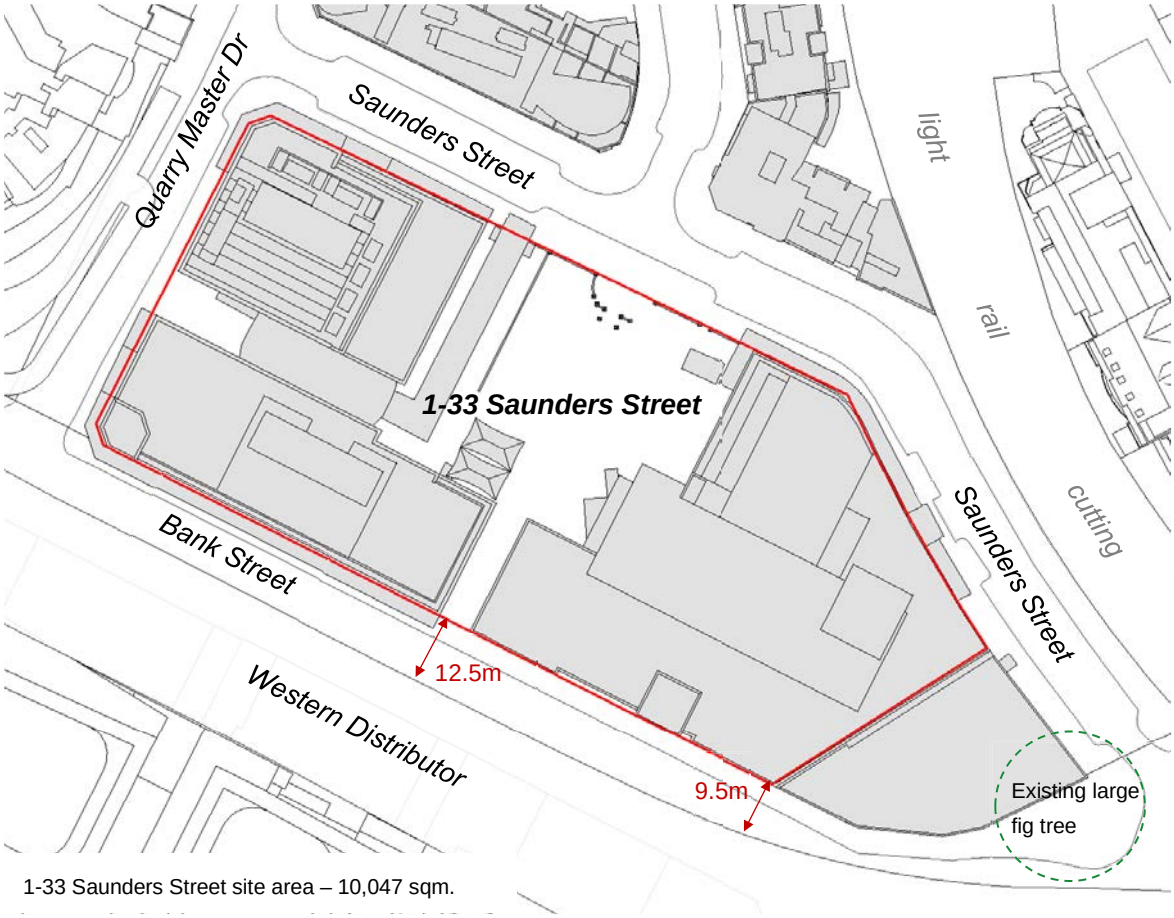



Figure 5. Site plan showing existing building at 1-33 Saunders Street

Table 2 Existing site characteristics and planning controls for 1-33 Saunders Street

| | Existing building | Existing controls |
|---|---|---|
| Land use and zoning | *Commercial* | E2 |
| Floor space ratio | *2.61 approx.* | 4.0 |
| Height of building | *35m* | 33m |
| Height in storeys | *8* | 9 |
| Deep soil | - | 10% |

**Urban design principles**

In Stage 2 of the planning proposal, the changes proposed to the planning controls on this site were considered in relation to the objectives of the urban design principles outlined below.

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

The initial scheme provided for a publicly accessible open space with an area of deep soil to support new tree canopy in the site. The revised scheme in Stage 2 maintains the total amount of deep soil areas however with changes to their configuration. Building setbacks to the western and eastern boundaries provide for additional tree canopy as well as in the centrally located open space.

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

The new scheme maintains a publicly accessible open space in the centre of the site. Year-round access to sunlight is maintained. Adjacent ground floor commercial uses can activate the space and it will be sheltered from the noise of the Western Distributor 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 and a stairway connect Saunders Street to Bank Street. All pathways through the site are designed for accessible gradients.

**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.

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

The higher street wall form along Bank Street protects the area from the noise of the Western Distributor. 3- and 4-storey podium buildings to the tower forms maintain a lower scale street wall to Saunders Street. Two towers sit above the street wall on Saunders Street.

Conserve **heritage** values –

There are no heritage items in the vicinity of the site.

Good **design for wind and noise** –

The site is exposed to winds from the west, southwest, and south. The continuous building form along Bank Street accommodates non-residential uses and protects the local area from winds and the noise of the Western Distributor and concrete batching plant. Gaps are placed within the street wall to assist in flushing pollutants and avoiding their concentration due to any canyon effect. Effects of wind downdraft at street level are minimised by the curved corners of the tower forms, the lower scale podia buildings and awnings.

Match **land use** to place –

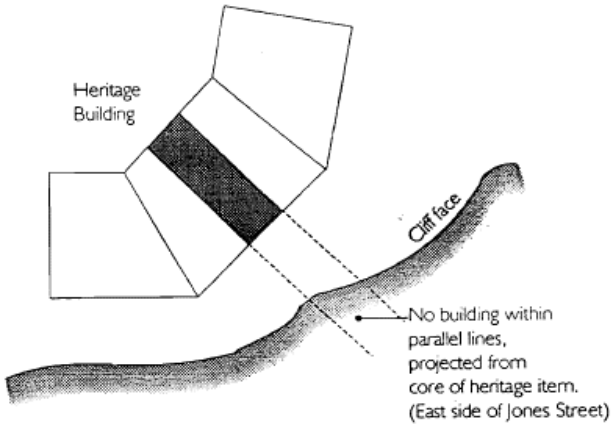
The residential use extends the neighbouring residential area to the north and east.

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

The new scheme proposed maintains the view corridor to the former CSR McCaffrey's building identified in Stage 1 of the planning proposal.

**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**.

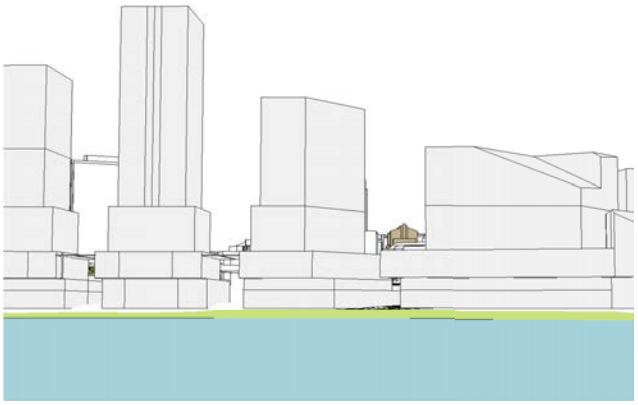
Figure 6. Excerpt from the Ultimo-Pyrmont Urban Development Plan (1999), showing the view corridor to the 'Former CSR McCaffrey's Building'



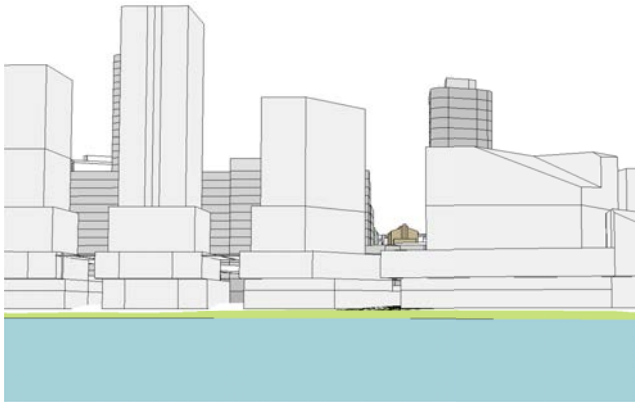
*View of Blackwattle Bay looking east from Glebe Foreshore Walk*



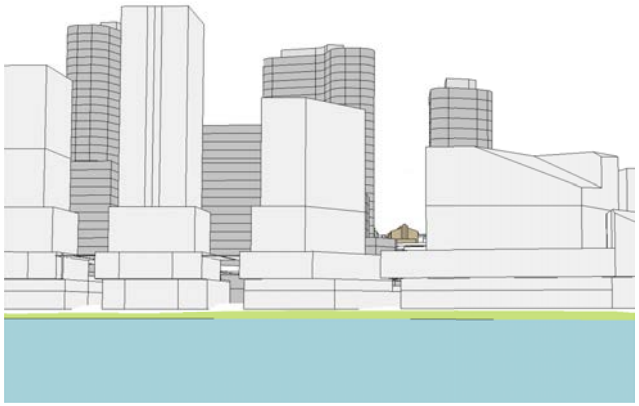
*Blackwattle Bay - existing development*



*Blackwattle Bay – approved SSD built form envelopes*



*Blackwattle Bay – approved SSD and CoS PPS Stage 1 controls*



*Blackwattle Bay - approved SSD and proposed CoS PPS Stage 2 controls*

Figure 7. View comparisons looking towards Blackwattle Bay from the Glebe Foreshore Walk

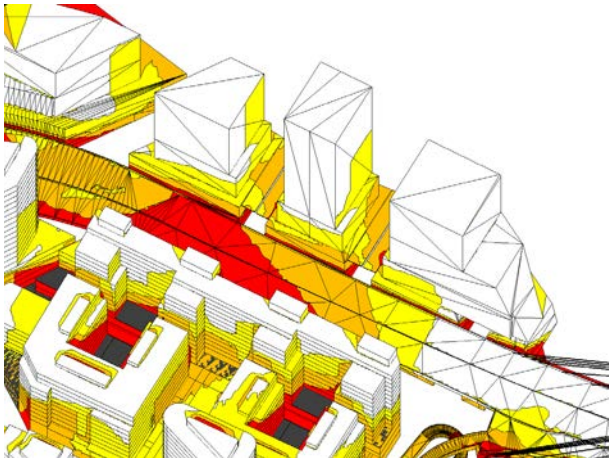



*Sunlight access to central deep soil area – 21 June, 9am-3pm*

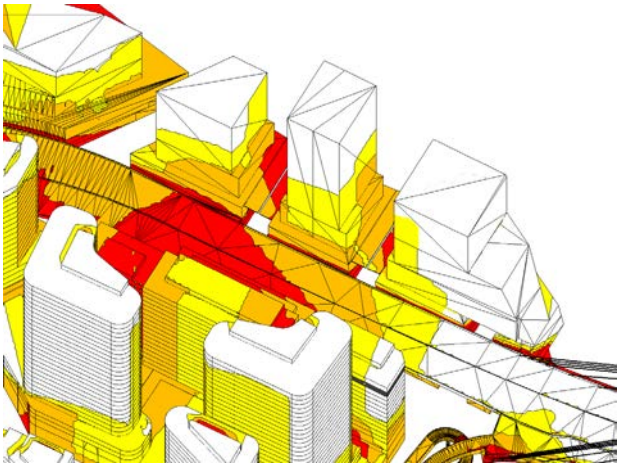



*Sunlight access to central deep soil area – 22 Sept., 9am-3pm*

Figure 8. Plan diagrams showing sunlight access to publicly accessible open space of site in accordance with the NSW Apartment Design Guide.



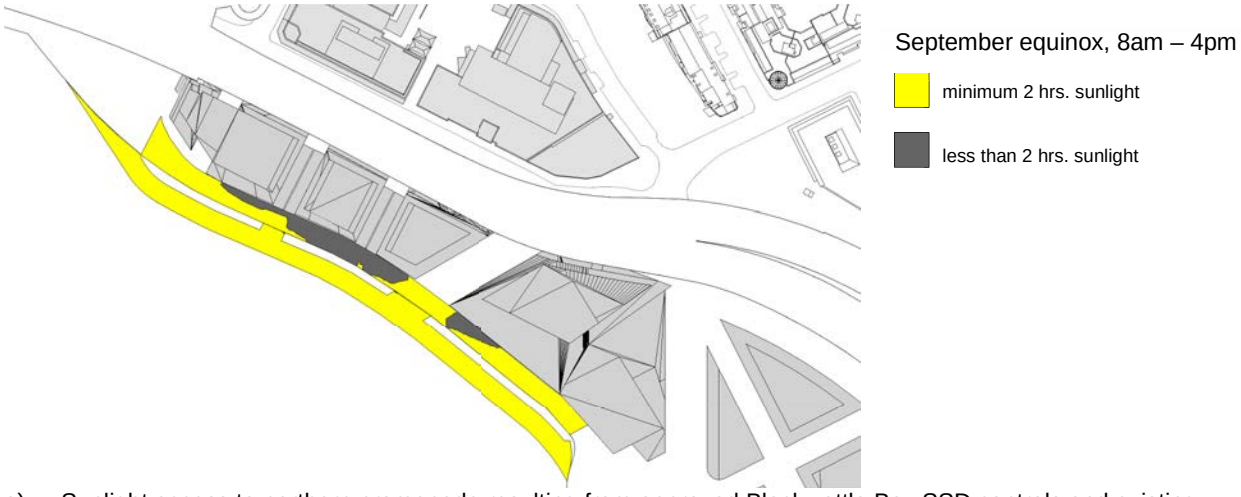
*Solar access to BWB LEP envelopes - 21 June, 9am – 3pm*
*Ultimo-Pyrmont Planning Proposal – Stage 1 approved controls*



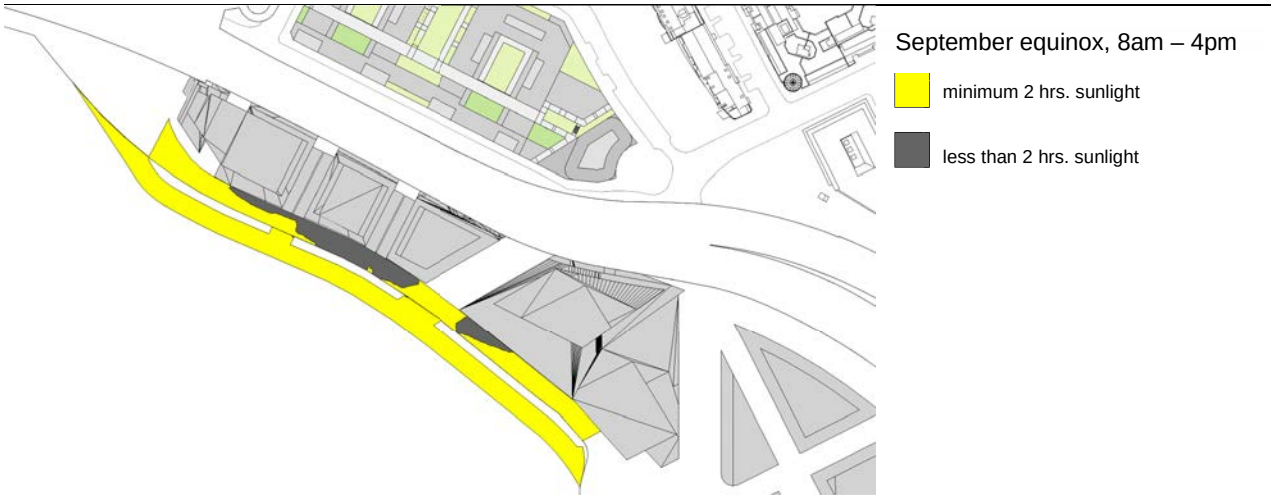
*Solar access to BWB LEP envelopes - 21 June, 9am – 3pm*
*Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls*

Figure 9. Aerial view showing sunlight access to adjacent future development at Blackwattle Bay.

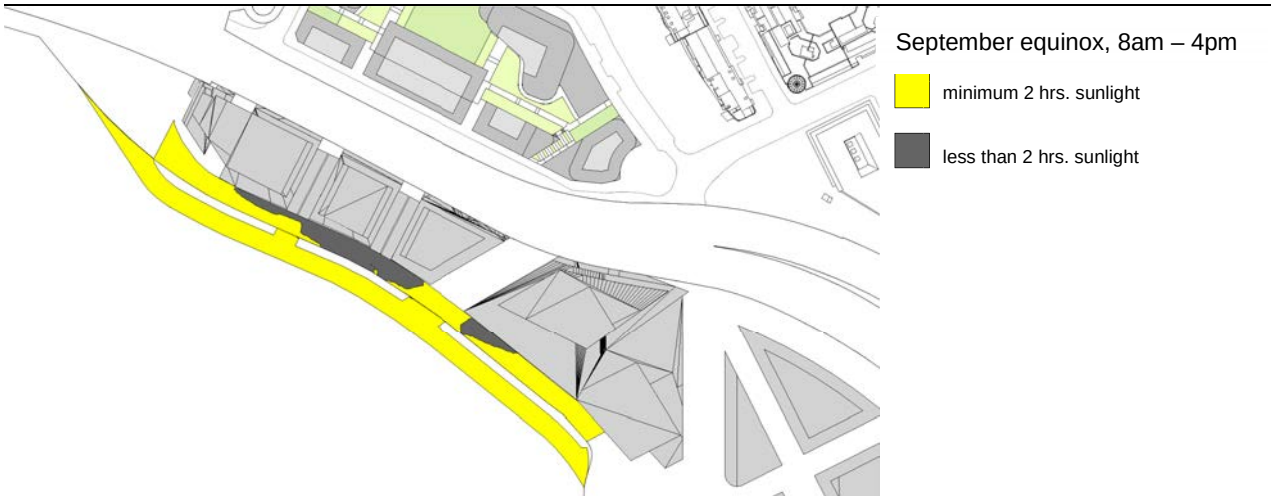
The Blackwattle Bay Design Guidelines specify that a "*minimum of two hours sunlight at equinox is to be provided to **70%** of the northern foreshore promenade between 8am and 4pm…"* (S3.3.3, p.25). The three plan diagrams at Figure 10 below show the proposed scheme for 1-33 Saunders Street will not affect this requirement.




a) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and existing development at 1-33 Saunders Street.




b) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and approved development at 1-33 Saunders Street (Stage 1 planning proposal).




c) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and proposed development at 1-33 Saunders Street (Stage 2 planning proposal).

Figure 10. Plan diagrams showing no change to sunlight access to the Blackwattle Bay northern foreshore promenade resulting from approved and proposed controls at 1-33 Saunders Street.

**Proposed controls**

The new scheme for 1-33 Saunders Street proposes mixed uses on the site. The street wall building along Bank Street can accommodate commercial, hotel and co-living at different levels. For the building behind facing into the site interior, and the two towers along Saunders Street, residential uses are proposed with commercial/retail uses at street level in the podia.

The proposed FSR is 7.27:1 plus a provision for Design Excellence, a height limit of 110 metres (RL120), 32 storeys; and a deep soil requirement for at least 15% of the site area.

Additional controls such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described in Figure 11. The planning controls are summarised in Table 3 below.

Table 3. Planning provisions for 1-33 Saunders Street - existing and proposed controls

| | Existing | Stage 1 | Stage 2 |
|---|---|---|---|
| Land use and zoning | *Commercial – E2* | MU1 | MU1 |
| Gross floor area | | 46,602 sqm | 80,380 sqm |
| Floor space ratio | *2.61 approx.* | 4.21 + DesEx | 7.27 + DesEx |
| Height of building | *35m* | 54m | 110m (RL 120) |
| Height in storeys | *8* | 15^ | 33^ |
| Deep soil | - | 15% | 15% |

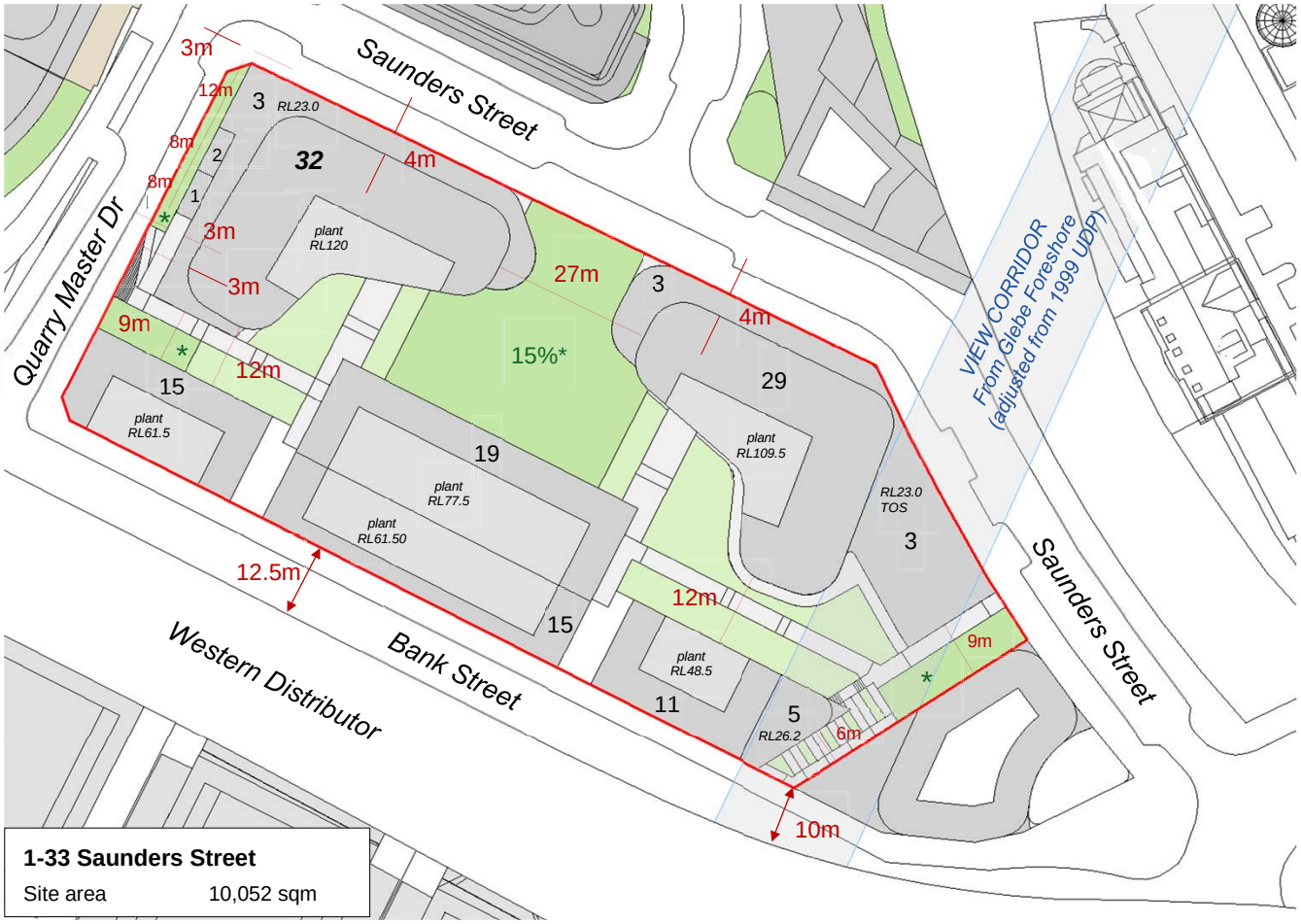


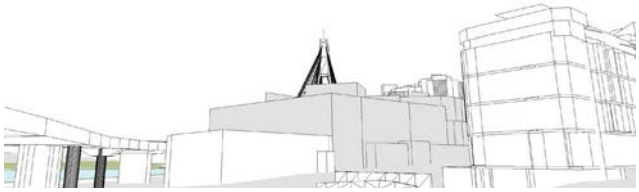

Figure 11. Site plan of proposed scheme at 1-33 Saunders Street.

**Visualisation**

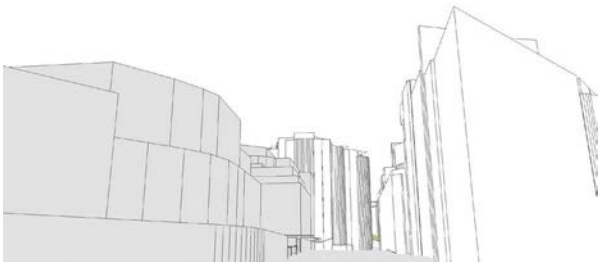



Figure 12. Viewpoint locations for following view studies.

## Existing (35mm lens)



*View west from Miller Street Civic Space*



*View west along Saunders Street*



*View south along Quarry Master Drive*

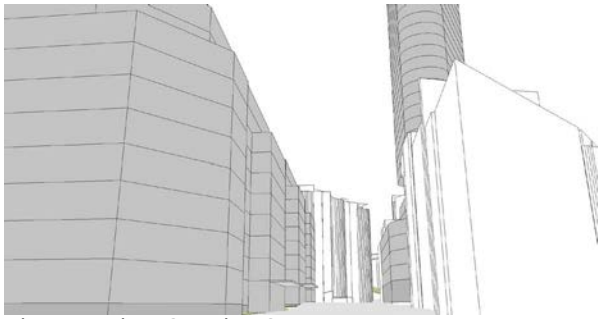


*View south from Carmichael Park*

## Existing and approved controls (35mm lens)



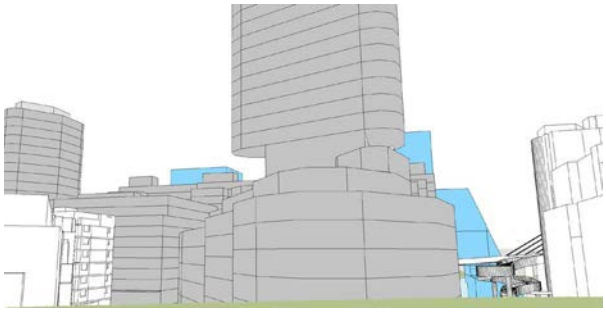
*View west from Miller Street Civic Space*



*View west along Saunders Street*



*View south along Quarry Master Drive*

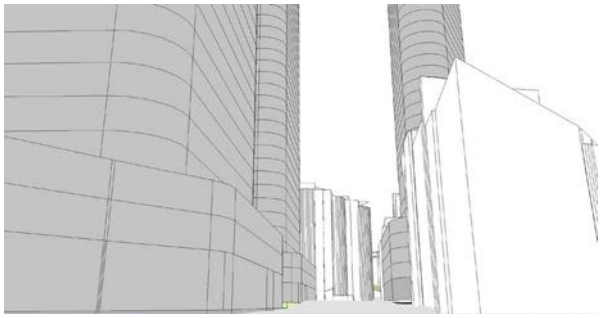


*View south from Carmichael Park*

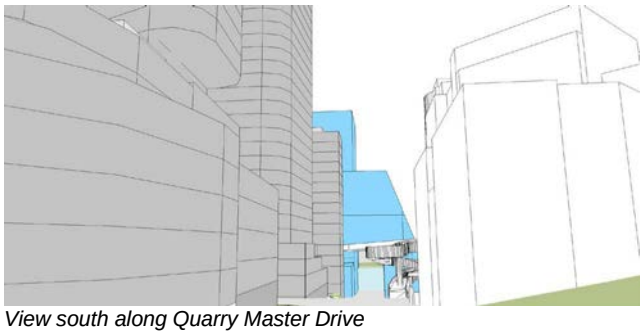
## Proposed controls (35mm lens)



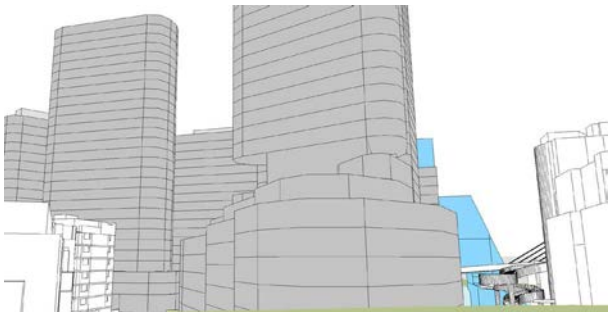
*View west from Miller Street Civic Space*



*View west along Saunders Street*

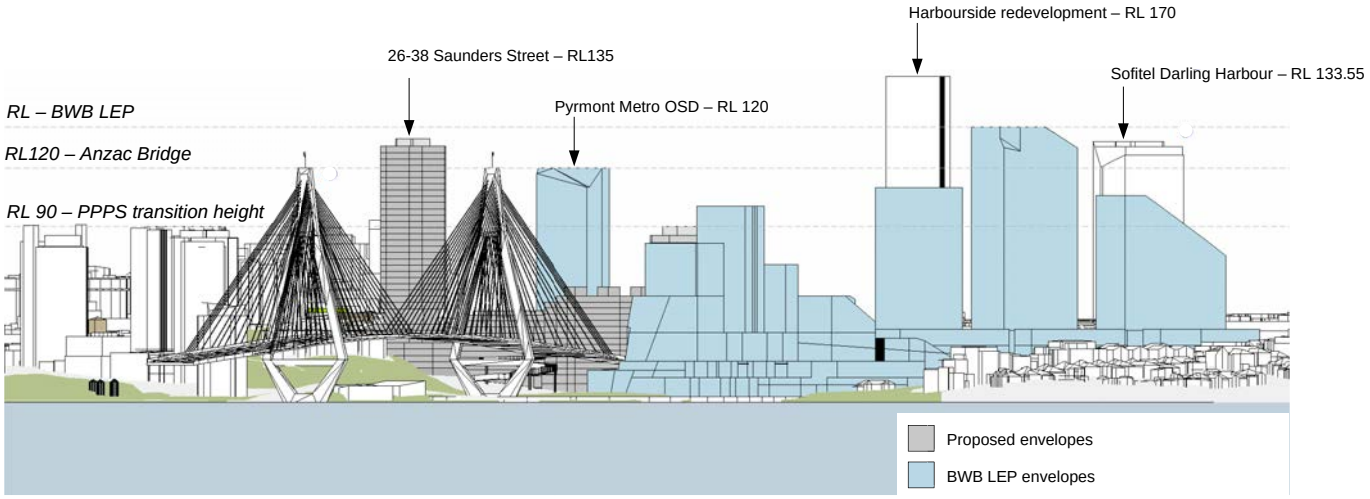


*View south along Quarry Master Drive*

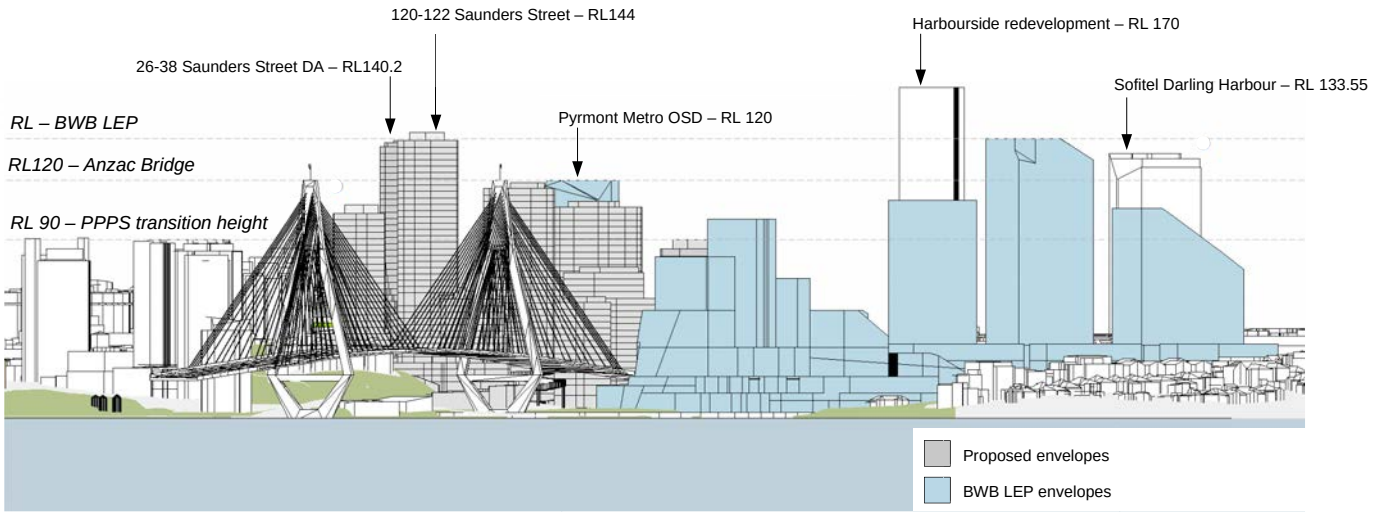


*View south from Carmichael Park*

## View comparison looking east from Blackwattle Bay




*View looking east showing approved planning controls for Blackwattle Bay LEP and Ultimo Pyrmont Stage 1 planning proposal*




*View looking east showing approved planning controls for Blackwattle Bay LEP and proposed planning controls for Ultimo Pyrmont Stage 2.*

# 120-122 Saunders Street and 2-10 Quarry Master Drive

120 Saunders Street (Lot 2 DP 839057, Lots 1-163 SP 46801), 122 Saunders Street (Lot 1 DP 839057, Lots 1-111 SP 47754), and 2-10 Quarry Master Drive (Lot 30 DP 859243, Lots 1-66 SP 61091) are sites near a cluster that was considered in Stage 1 of the planning proposal. They are adjacent to the Anzac Bridge approach, north of Bank Street Park, and below the escarpment that runs along the southern edge of The Knoll. 120 Saunders Street is bound by Saunders Street and Bank Street and the other two sites are on Quarry Master Drive. Refer to Figure 13 and Figure 14 for detail.

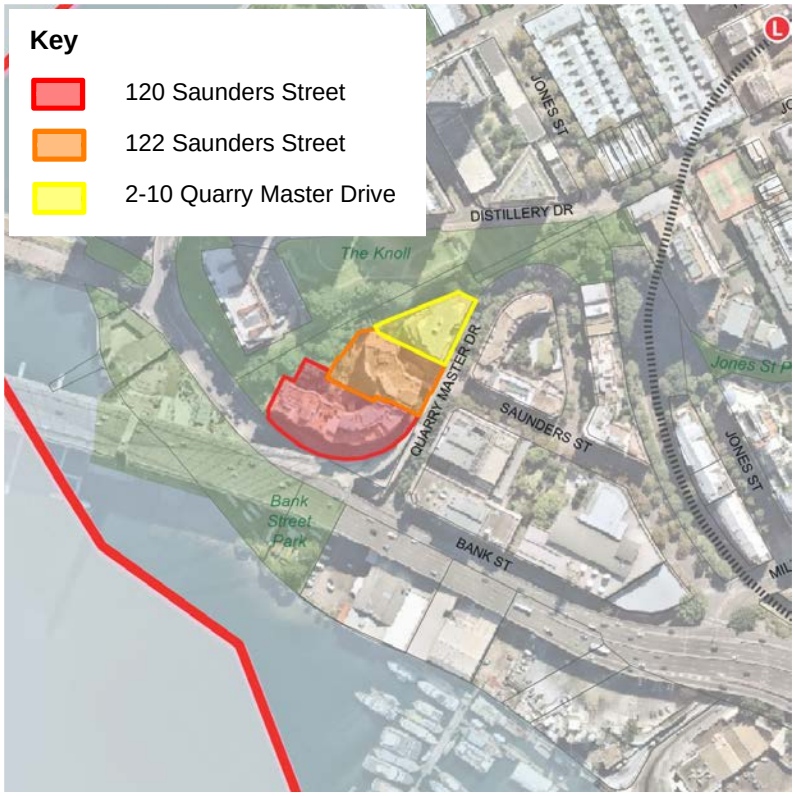



Figure 13. Aerial map showing site at 1-33 Saunders Street shaded in red



Figure 14. Aerial view showing site at 1-33 Saunders Street outlined in red

**Background**

These three sites were not identified for investigation by the Department of Planning and were not considered by the City of Sydney in Stage 1. Subsequent to the Stage 1 exhibition period the City has considered possible changes to this site in response to submissions. The proposed changes respond to a range of significant constraints on the site due to its location. These include noise impacts from the motorway, wind, and optimising sunlight to Bank Street Park and neighbouring development. Aerial views of the site showing the existing development and proposed changes appear in Figure 15 below. Table 4. Existing development and planning controls at 120-122 Saunders Street and 2-10 Quarry Master Drive.

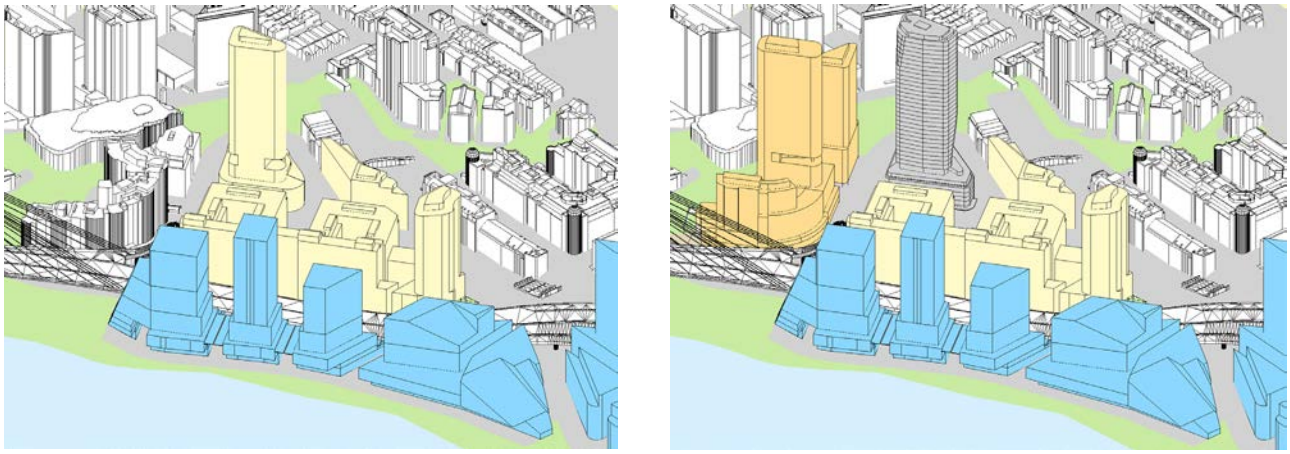


Figure 15. Approved built form controls from Ultimo Pyrmont – Stage 1 (shown at left), and proposed controls for Stage 2 (at right); subject site shown in orange, with DA for 26-38 Saunders Street shown in grey

Table 4. Existing development and planning controls at 120-122 Saunders Street and 2-10 Quarry Master Drive

| | 120-122 Saunders Street | | 2-10 Quarry Master Drive | |
|---|---|---|---|---|
| | Existing building | Existing controls | Existing building | Existing controls |
| Land use & zoning | Residential | MU1 | Residential | MU1 |
| Floor space ratio | - | 4.0 | - | 4.0 |
| Height of building | 48m | 45m | 30m | 30m |
| Height in storeys | 16 | 13 | 10 | 9 |
| Deep soil | - | - | - | - |

**Existing development and controls**
120-122 Saunders Street and 2-10 Quarry Master Drive (the three sites), currently comprise 2 multi-residential apartment buildings totalling 316 strata units split over 3 strata plans.

The northern boundaries of the sites are bordered by 2 public reserves - Bank Street Reserve and the Saunders Street Cliff Face. These reserves sit at foot of the cliff face of the former sandstone quarry, below the park on the top of The Knoll. The cliff face is a heritage item listed in the Sydney LEP2012. The reserves contain a publicly accessible walkway that is fenced off from the sites along their boundaries. Above, at the level of park on The Knoll, there is another walkway and stairway located in the lot of 1 Distillery Drive that connects down along the top of the cliff onto the Western Escarpment that sits above Bank Street. The location of the historically significant Tinkers Well spring is located in this vicinity. Along the Bank Street boundary the site at 120 Saunders Street is supported by the remnant stone retaining wall that was part of the incinerator complex designed by Walter Burley Griffin.

The sites are very close to the elevated roadway of the Western Distributor leading onto the Anzac Bridge. Blackwattle Bay is directly south. As such the site is exposed to significant winds from the south to the northwest, and also to the noise and air from the passing traffic on the elevated roadway. A plan of the sites appears below at Figure 16 and Table 6 above describes the existing building and planning controls.

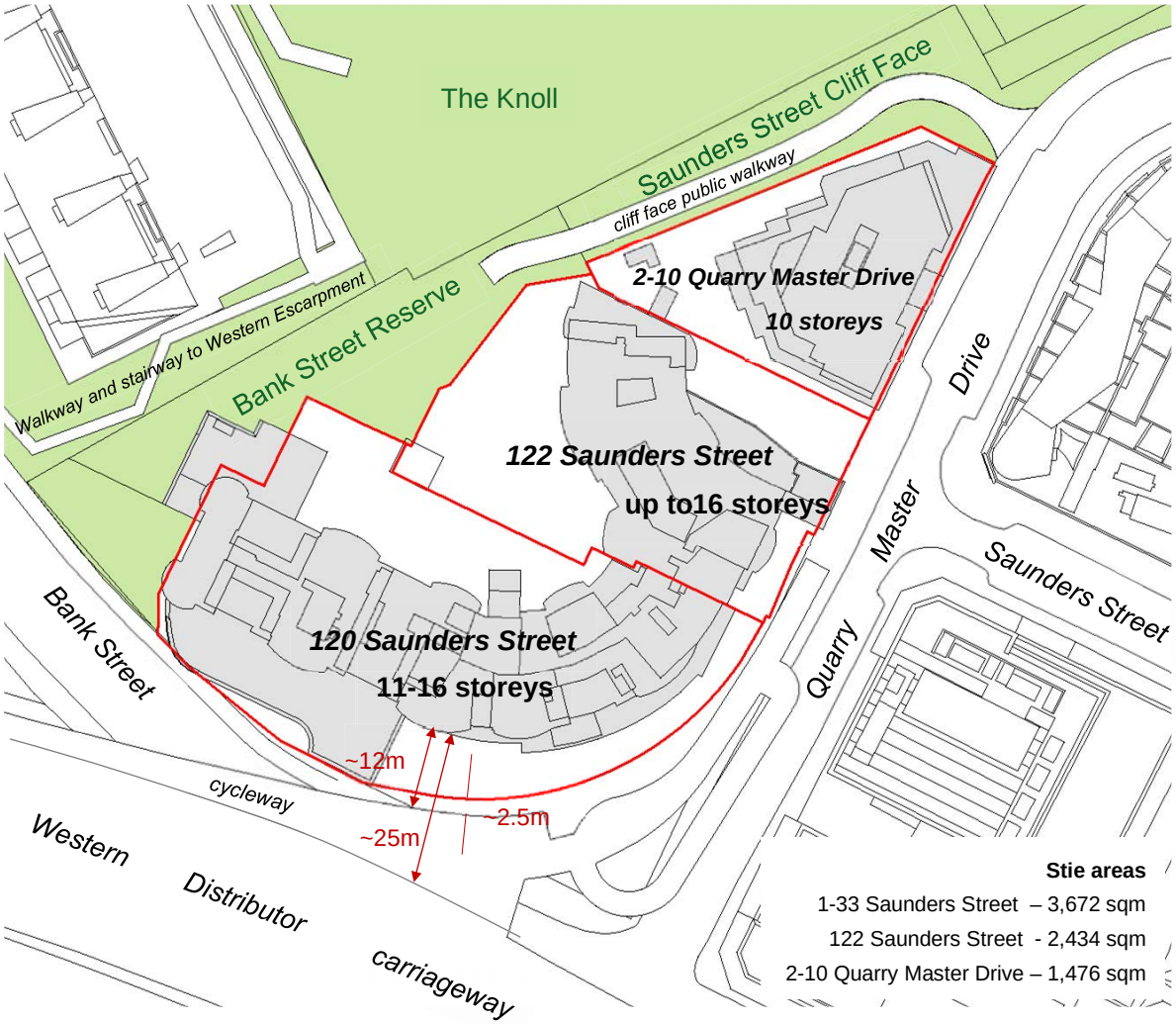



Figure 16. The existing development at 120-122 Saunders Street and 2-10 Quarry Master Drive

**Urban design principles**

In Stage 2 of the planning proposal, the changes proposed to the planning controls on this site were considered in relation to the objectives of the urban design principles outlined below.

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

The proposed building setback along the Bank Street and Quarry Master Drive boundaries allows for space to support additional tree canopy along the street. Similar setbacks along the rear boundaries of the site adjacent to the neighbouring reserves provide further opportunities, along with new areas of deep soil either side of the proposed through-site link.

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

The proposed site layout features a complex of podium and tower forms occupying 120-122 Saunders Street, and a separate building at 2-10 Quarry Master Drive. The two forms are separated to account for amenity requirements of the Apartment Design Guide. This allows for open space in between to accommodate the through-site link with areas of deep soil either side. The through site links gives access to the Bank Street Reserve and the Saunders Street Cliff Face from Saunders Street making these areas more accessible and more integrated with the surrounding streets.

**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

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

The higher street wall form along Bank Street protects the area from the noise of the Western Distributor. This steps down from 14 to 9/8 storeys as the site rounds the curve from Bank Street to Quarry Master Drive. The tower forms are set back from the street wall alignment to support the street wall form.

Along Bank Street Reserve and the Saunders Street Cliff Face there is a 3 metre setback to a street wall like building giving more space for trees that grow in the reserve and ensuring that the reserves are overlooked day and night from apartments to increase the perception of safety.

Conserve **heritage** values –

There are no heritage items in the vicinity of the site.

Good **design for wind and noise** –

The site is exposed to winds from the west, southwest, and south. The continuous building form along Bank Street accommodates non-residential uses at street level. Apartments in the tower above are located in a slim building floor plate that enables the living areas to be oriented away from the noise.

Effects of wind downdraft at street level are minimised by podium and upper level setbacks as well as modulation of the building line in plan. The tower has a horizontal slot that intercepts the downdraft directing the wind above the street rather than down on to it.

Match **land use** to place –

Non-residential uses at street level are in character with neighbouring sites along Bank Street and residential uses respond the context of land use around Quarry Master Drive.

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

The site is not constrained by view corridors.

**Maximise** development **within constraints** –

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

**Proposed controls**

The proposed scheme for the sites is for 2 buildings separated by a publicly accessible through-site link from Quarry Master Drive to the walkway along the base of the cliff face at the northern boundaries. The through site link increases access to the walkway and provides alternative paths to exit it improving its safety.

The building scheme is for mixed use with different FSRs and height limits for each building. At 120-122 Saunders Street, the FSR proposed is 4.74:1 plus provision for a Design Excellence bonus (up to 10%). The height limit for 120 Saunders Street is 60m., and for 122 Saunders Street, RL144. At 2-10 Quarry Master Drive, the FSR is 6.5:1 plus Design Excellence, and height limit of 95m.

Similar to the existing building, the scheme provides for 2 levels of non-residential floor space at street level in the building at 120-122 Saunders Street. These floors would not provide reasonable residential amenity. The building form comprises a street wall building following the curved boundary from Saunders Street around to Bank St, a similar building alignment as the existing development. It is 8 to 14 storeys in height. Further away from the noise and pollution of the western Distributor is a 37-storey tower and a rear wing of 4 to 8 storeys. The street wall building is a slim floor plate with a single loaded corridor and apartments facing away from boundary. This allows for a quieter aspect to living spaces and acts as a buffer to the interior of the site, protecting it from the noise and air of the roadway and winds coming off Blackwattle Bay. Similarly, the floor plate of the tower can be designed for apartments to face towards the northeast through to northwest, away from the noise and towards the sun. Windows for ventilation of habitable rooms should not be placed on the southern face of the tower

The second building is located on the site of 2-10 Quarry Master Drive, comprising a 27 storey tower with the floor plate orienting apartments towards the north and northwest.

Each of the buildings can achieve a deep soil area equal to 20% of the site area on which they sit.

Details of the controls such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described in Figure 17. The planning controls are summarised in Table 5 below.

Table 5. Proposed planning provisions for 120-122 Saunders Street and 2-10 Quarry Master Drive

| | 120-122 Saunders Street | | 2-10 Quarry Master Drive | |
|---|---|---|---|---|
| | Existing controls | Proposed controls | Existing controls | Proposed |
| Land use & zoning | R1 | MU1 | R1 | MU1 |
| Floor space ratio | 4.0 | 4.74 + D. Ex. | 4.0 | 6.5 + D. Ex. |
| Height of building | 45m | 60m<br>(120 Saunders)<br>RL144<br>(122 Saunders) | 30m | 95m |
| Height in storeys | 13 | 37 | 9 | 27 |
| Deep soil | - | 20%<br>(120 Saunders)<br>20%<br>(122 Saunders) | - | 20% |

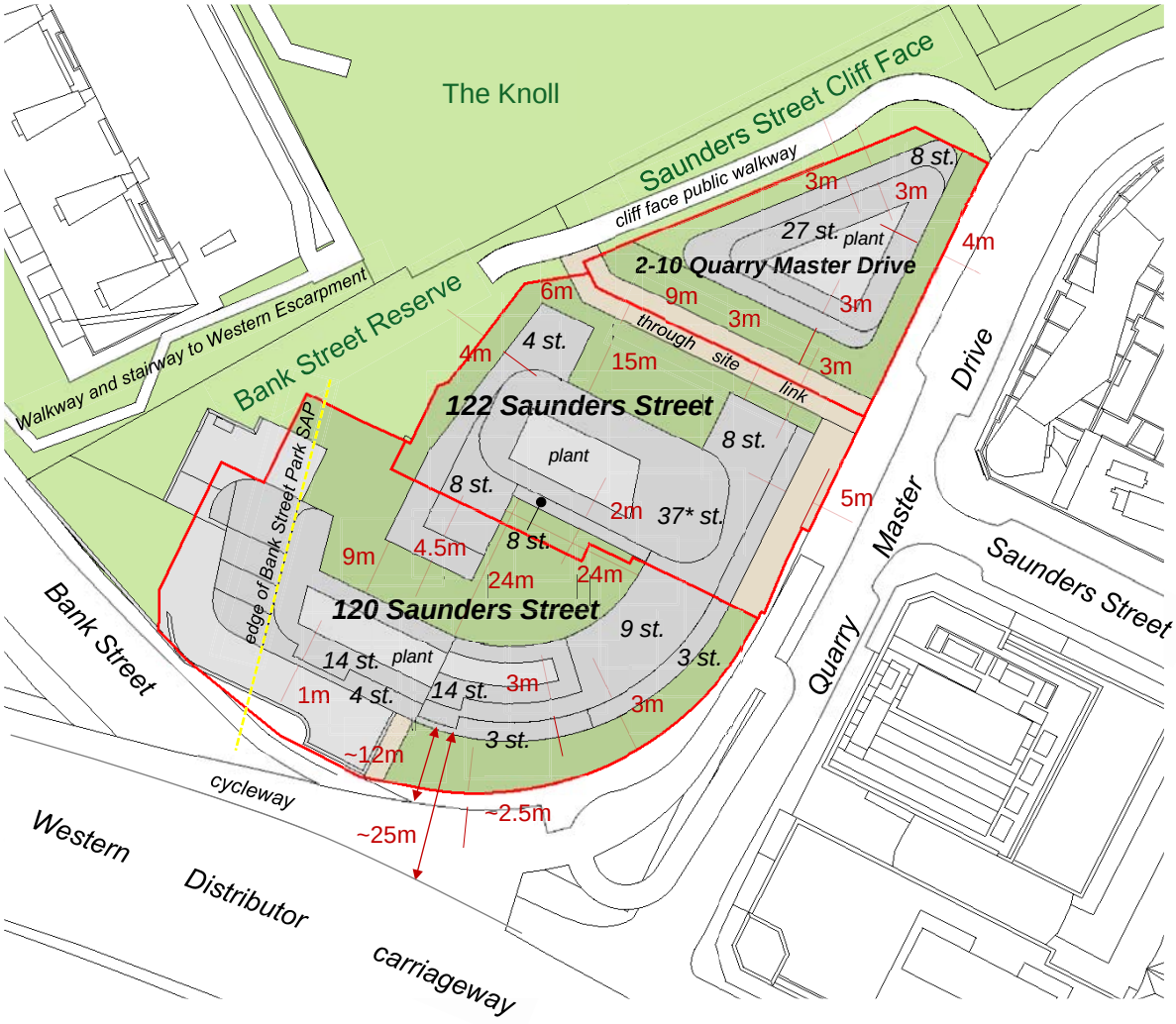



Figure 17. The proposed development at 120-122 Saunders Street and 2-10 Quarry Master Drive

**View studies**

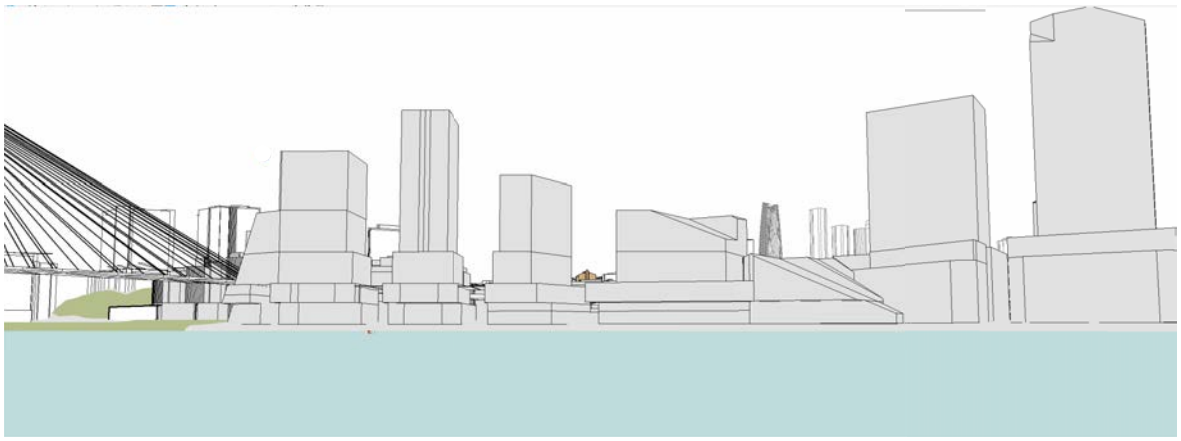


*View of Blackwattle Bay looking east from Glebe Foreshore Walk*

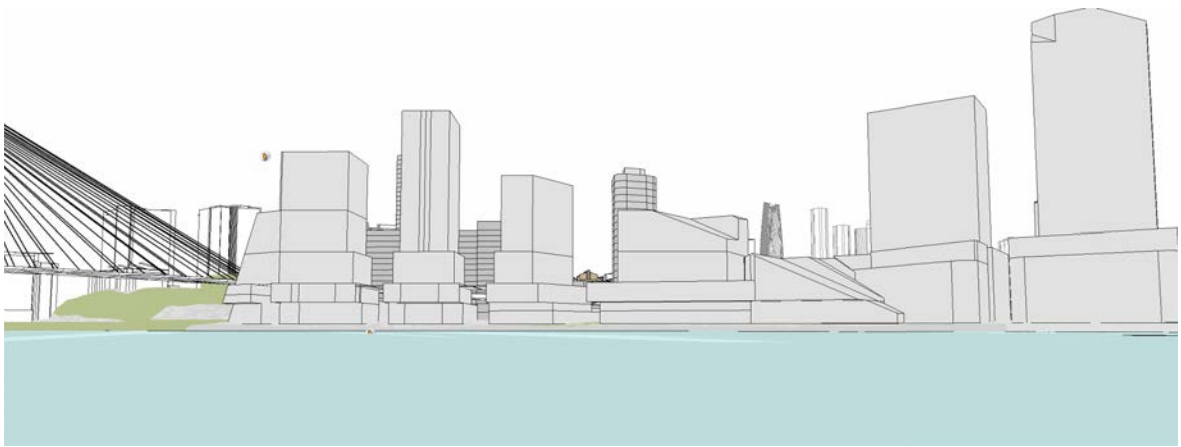
Figure 18. View study – comparison of existing and proposed controls viewed from Glebe Foreshore Walk



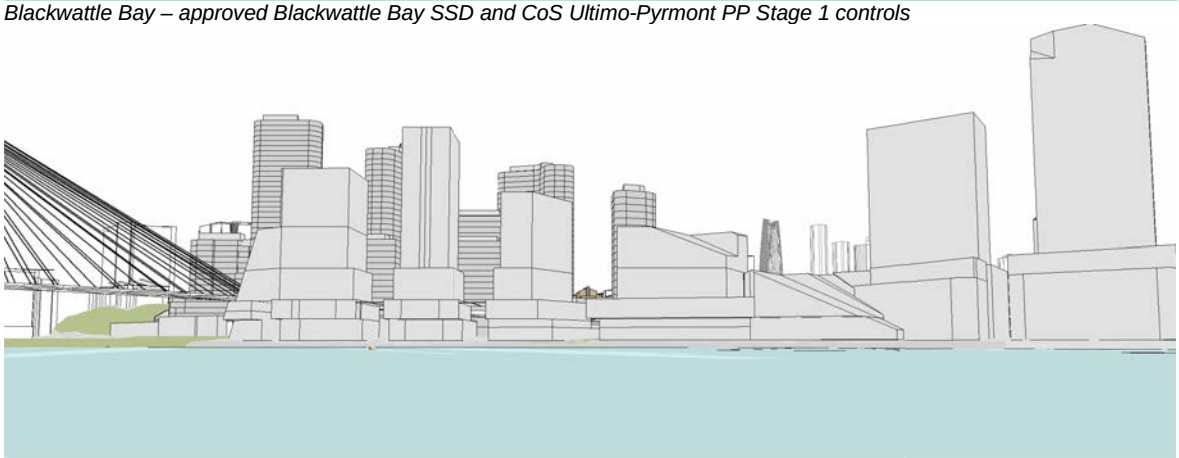
*Blackwattle Bay - existing development*



*Blackwattle Bay – approved Blackwattle Bay SSD built form envelopes*



*Blackwattle Bay – approved Blackwattle Bay SSD and CoS Ultimo-Pyrmont PP Stage 1 controls*

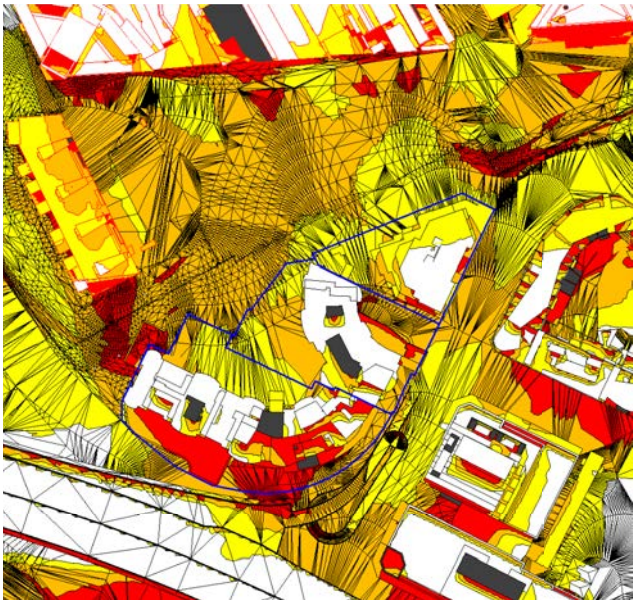


*Blackwattle Bay – approved Blackwattle Bay SSD and CoS Ultimo-Pyrmont PP Stage 2 controls*

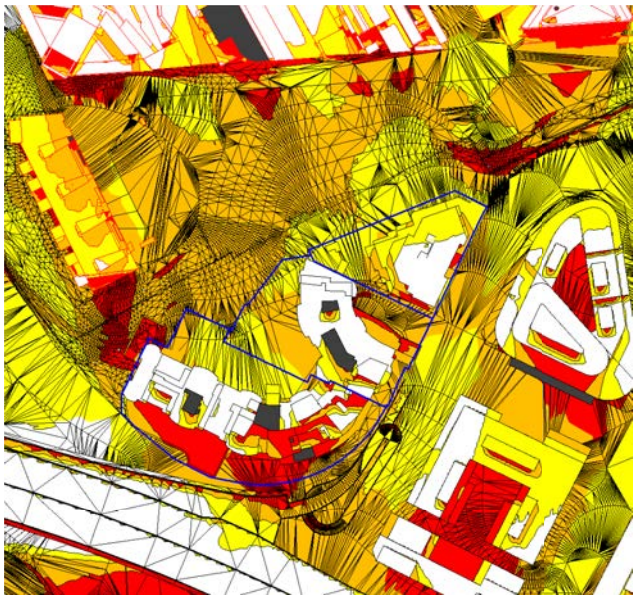
## Sunlight access to public spaces



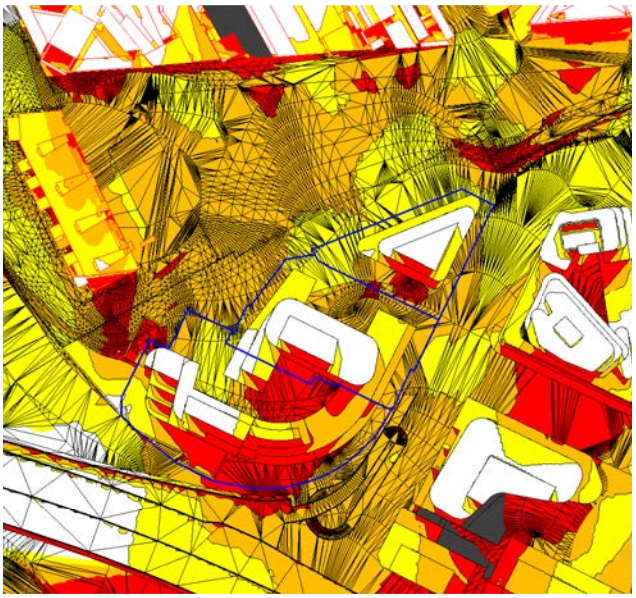
*Aerial view of sites at 120-122 Saunders Street and 2-10 Quarry Master Drive*



*Sunlight access to site surrounds - 21 June, 9am – 3pm Existing development*

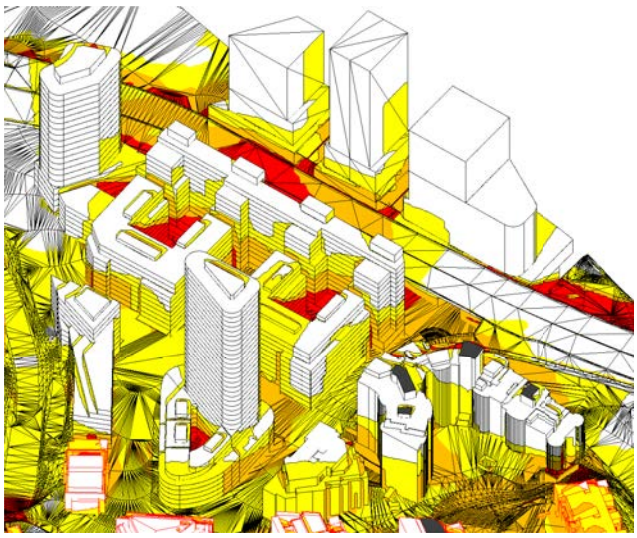


*Sunlight access to site surrounds - 21 June, 9am – 3pm Ultimo-Pyrmont Planning Proposal – Stage 1 approved controls*

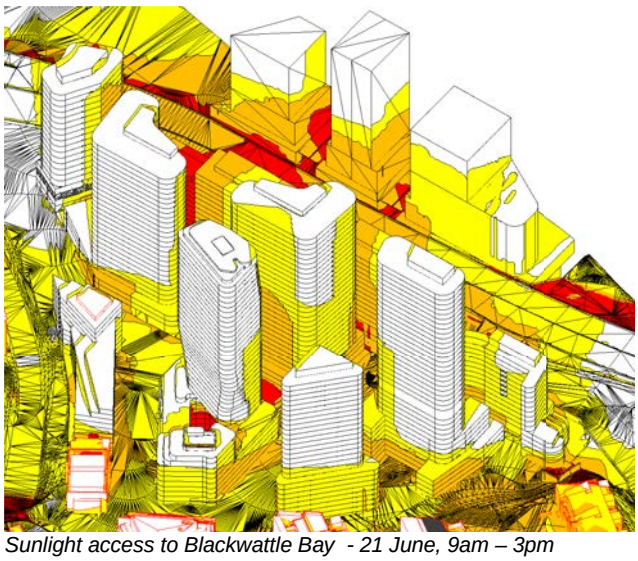


*Sunlight access to site surrounds - 21 June, 9am – 3pm Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls*

Figure 19. Plan diagrams comparing sunlight access to publicly accessible open spaces around the sites.



*Sunlight access to Blackwattle Bay LEP - 21 June, 9am – 3pm*
*Ultimo-Pyrmont Planning Proposal – Stage 1 approved controls*



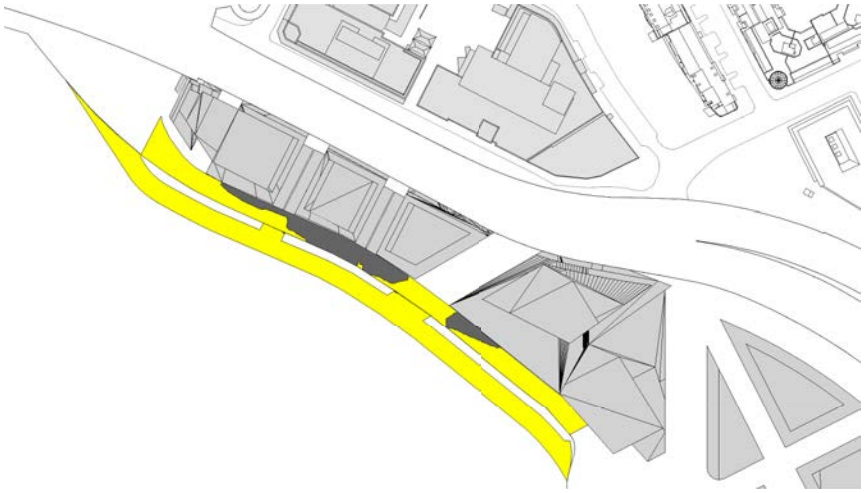
*Sunlight access to Blackwattle Bay - 21 June, 9am – 3pm*
*Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls*

Figure 20. Aerial views comparing sunlight access to Blackwattle Bay LEP planning envelopes.

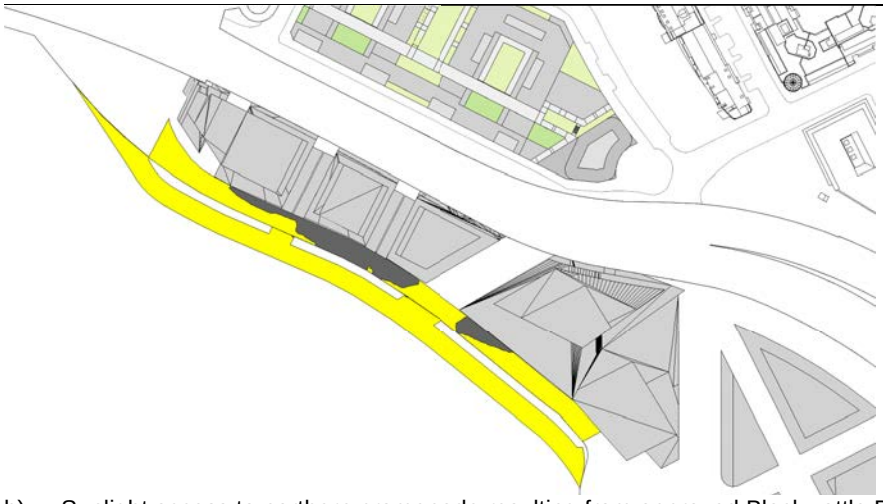
**Sunlight to Blackwattle Bay Foreshore Walk**

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). The three plan diagrams at Figure 10 below show the proposed scheme for 1-33 Saunders Street conform to this requirement.

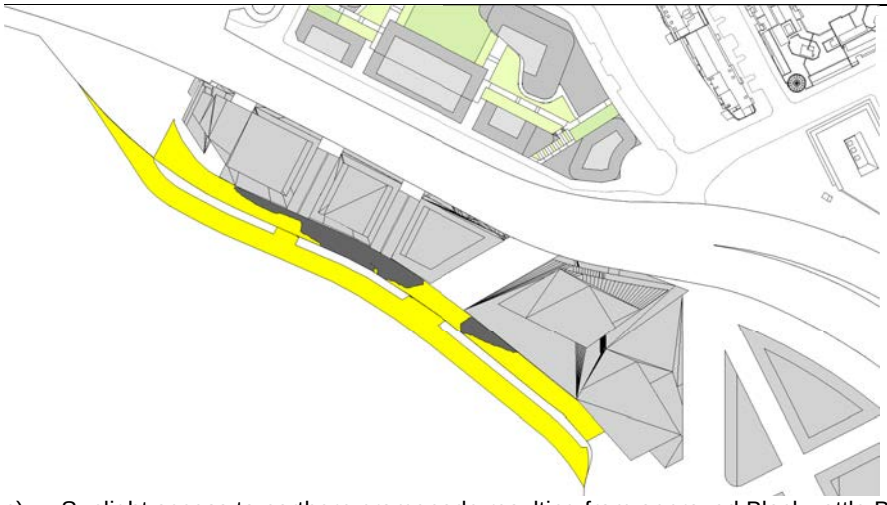
Diagrams comparing the outcomes for sunlight access in existing, approved and proposed planning schemes appear below at Figure 21.




a) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and existing development at 1-33 Saunders Street.




b) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and approved development at 1-33 Saunders Street (Stage 1 planning proposal).




c) Sunlight access to northern promenade resulting from approved Blackwattle Bay SSD controls and proposed development at 1-33 Saunders Street (Stage 2 planning proposal).

Figure 21. Plan diagrams showing no change to sunlight access to the Blackwattle Bay northern foreshore promenade resulting from approved and proposed controls at 1-33 Saunders Street.

**Managing wind and noise**

Due to the proximity to Blackwattle Bay foreshore and the Western Distributor, 120-122 Saunders Street is subject to the significant winds from the bay, and the noise and air quality associated with the elevated roadway of the Western Distributor. The site layout and design of the building forms respond to these conditions to ensure good amenity for the residents of the apartments and people in the public spaces surrounding the sites.

The street wall building facing onto Bank Street is designed as a slim floor plate, with the Bank Street frontage accommodating circulation and utility spaces and the living areas and bedrooms located on the opposite side, so that windows for ventilation open away from the noise and air of the elevated roadway.

The street wall height and the setbacks help to shield the site and its surrounds from the wind impacts of Blackwattle Bay so that comfortable and safe wind conditions are experienced on footpaths, crossings and in the surrounding parks and reserves. The outer curved face of the building close to the expressway is articulated to slow wind speeds that follow it around the corner. A 2-storey clear horizontal break in the tower also contributes to lower wind speeds at ground level by reliving the downdraft of winds that hit the tower. The placement and detail of these elements may vary provided a comfortable and safe wind environment is maintained in the surrounding public spaces. s. Figure 22 below illustrates these design principles, which also apply to other sites facing onto Bank Street.

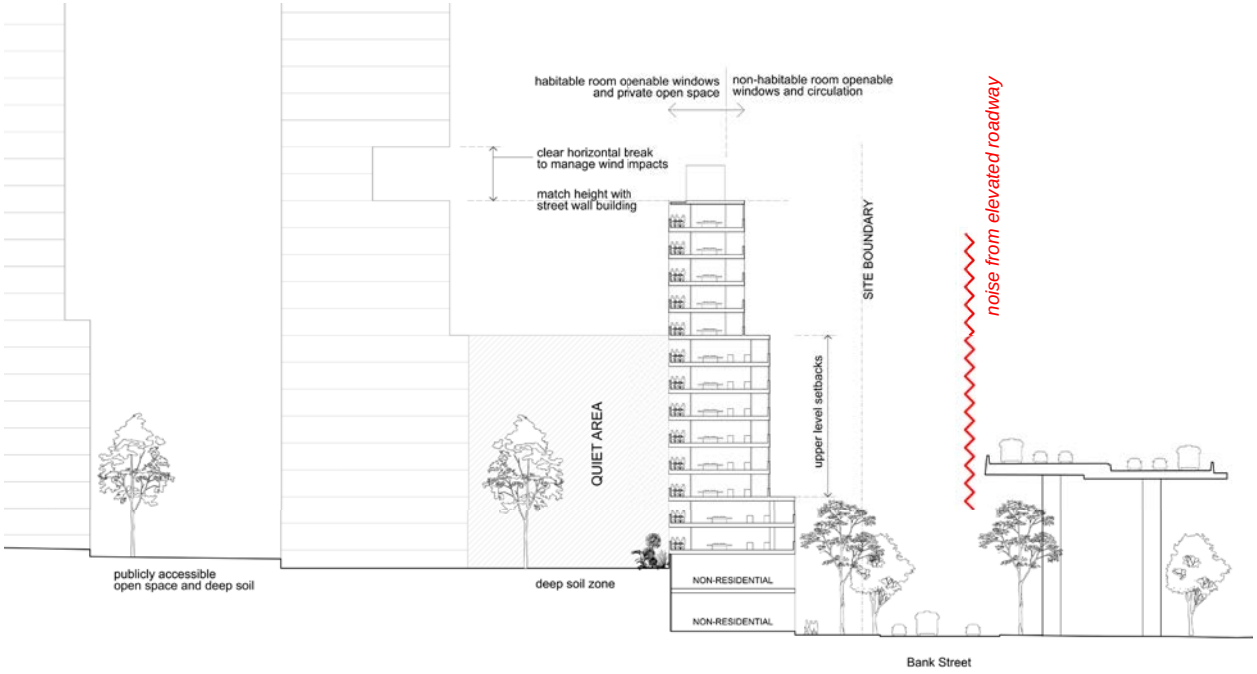
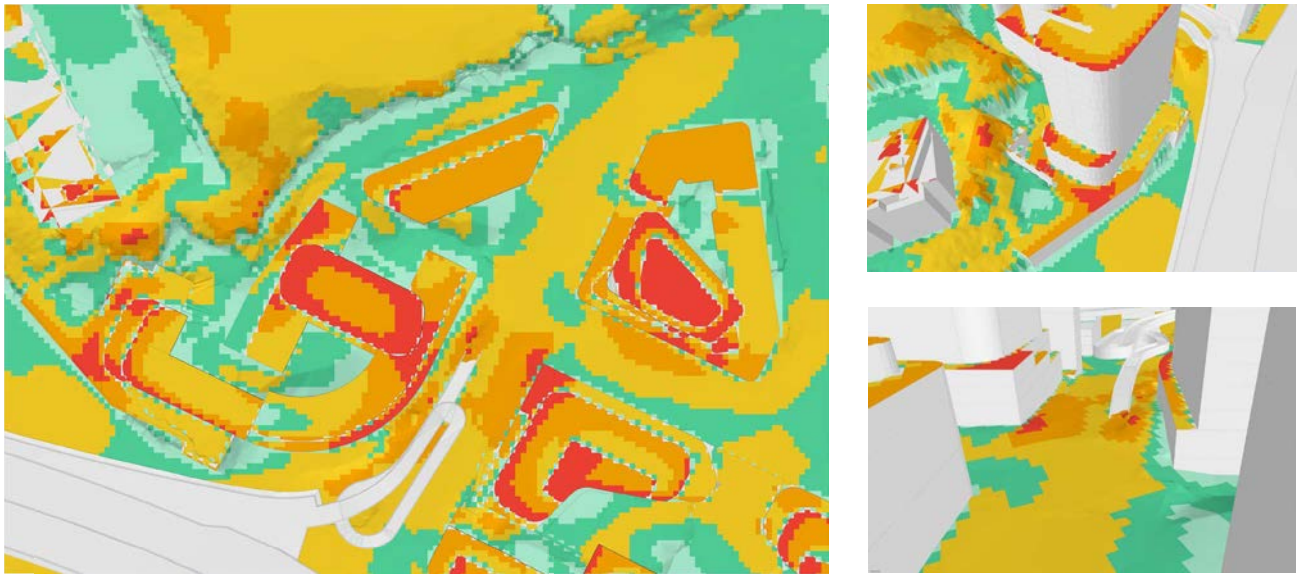



Figure 22. Section drawing showing design responses to the conditions of wind, noise and air quality associated with the elevated roadway and Blackwattle Bay.

**Wind testing**

To inform the design development of the built form controls for 120-122 Saunders Street, an iterative design process was used involving a desktop CFD wind modelling methodology. This methodology enables the prediction of likely wind comfort over and around the site, and how these change in response to changes in the building form. Where a proposed building form may lead to unsafe wind conditions at street level the design is adjusted to resolve the issue.

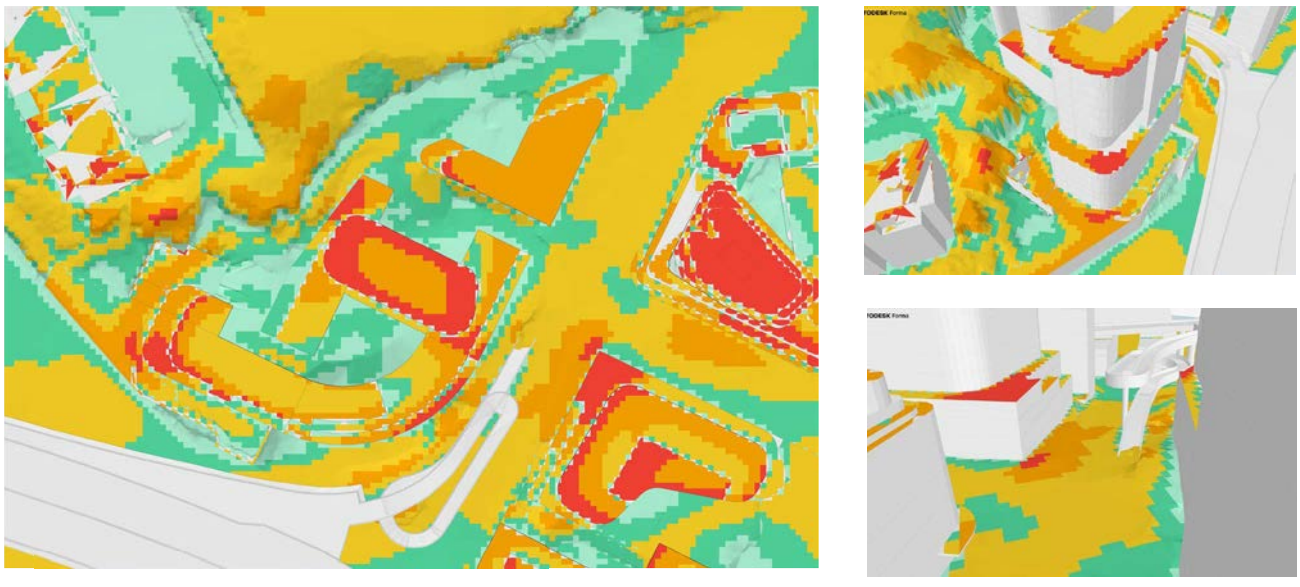
Below at Figure 23 and Figure 24 is a series of images illustrating the iterative design process used for these sites and how the challenge of wind can be resolved.



*Predicted wind speed (using Lawson LDDC scale)*

| | | | |
|---|---|---|---|
| Sitting | 2.5 – 4 m/s (< 5%) | Walking | 8 m/s (< 5%) |
| Standing | 6 m/s (< 5%) | Uncomfortable | 8 m/s (> 5% |

Design draft A

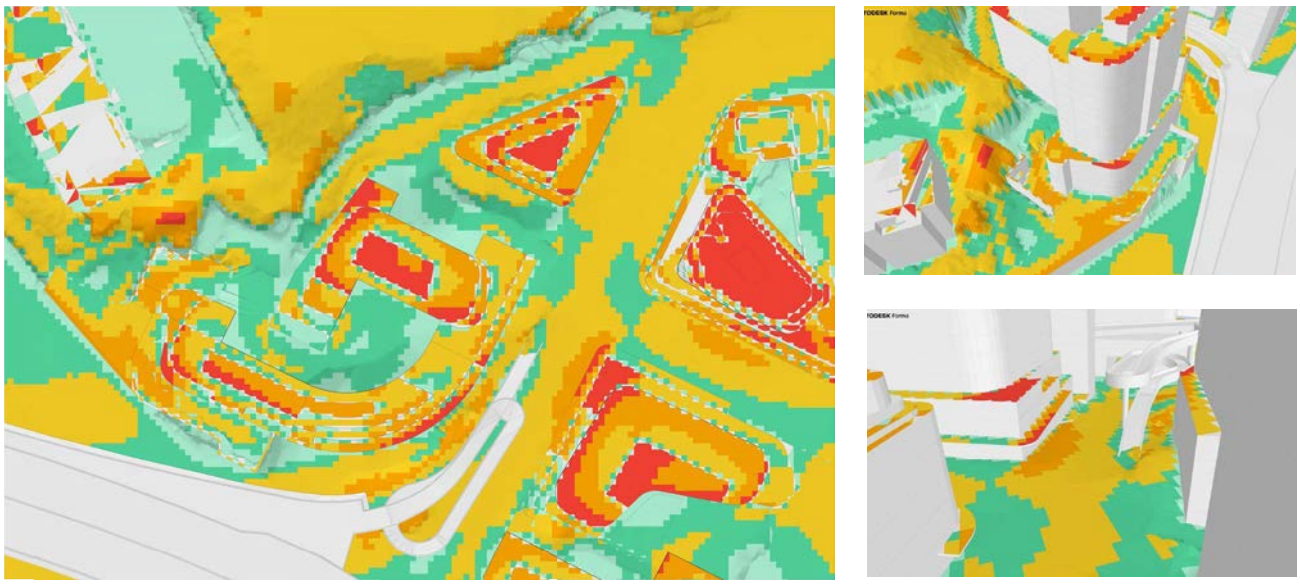


*Predicted wind speed (using Lawson LDDC scale)*

| | | | |
|---|---|---|---|
| Sitting | 2.5 – 4 m/s (< 5%) | Walking | 8 m/s (< 5%) |
| Standing | 6 m/s (< 5%) | Uncomfortable | 8 m/s (> 5% |

Design draft B

Figure 23. Plan and detail views of design iterations using desktop CFD wind testing – (A) and (B)

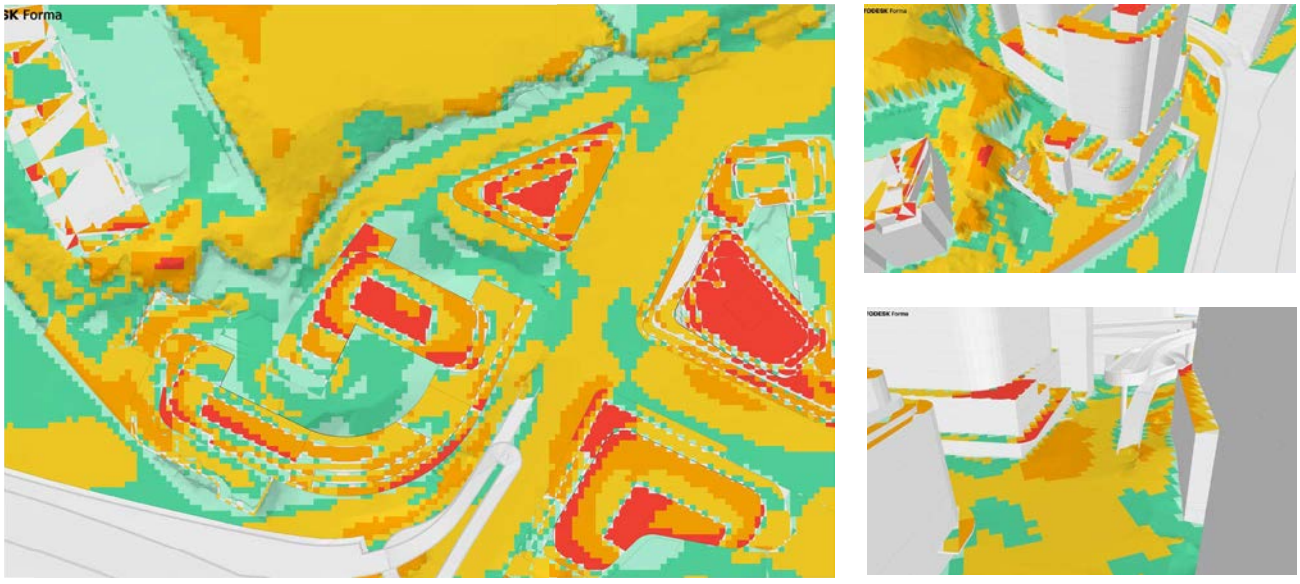


*Predicted wind speed (using Lawson LDDC scale)*

| | | | |
|---|---|---|---|
| Sitting | 2.5 – 4 m/s (< 5%) | Walking | 8 m/s (< 5%) |
| Standing | 6 m/s (< 5%) | Uncomfortable | 8 m/s (> 5% |

---

Design draft C



*Predicted wind speed (using Lawson LDDC scale)*

| | | | |
|---|---|---|---|
| Sitting | 2.5 – 4 m/s (< 5%) | Walking | 8 m/s (< 5%) |
| Standing | 6 m/s (< 5%) | Uncomfortable | 8 m/s (> 5% |

---

Final [A small area of uncomfortable wind remains on an inaccessible part of public space at the top of the cliff, away from the walkway to Knoll Park.]

Figure 24. Plan and detail views of design iterations using desktop CFD wind testing (C) and final design

**Visualisation**




Figure 25. Viewpoint locations for following view studies.

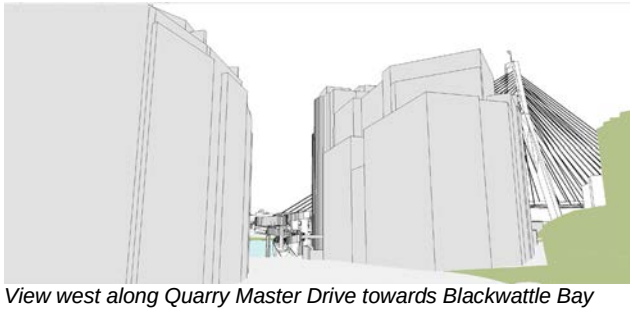
## Existing (35mm lens)



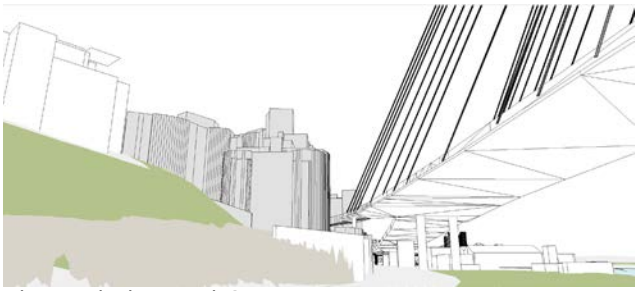
*View east looking up Quarry Master Drive from Bank Street*



*View north along Saunders Street towards The Knoll park*

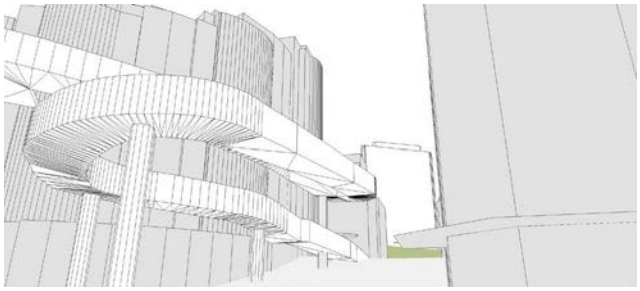


*View west along Quarry Master Drive towards Blackwattle Bay*

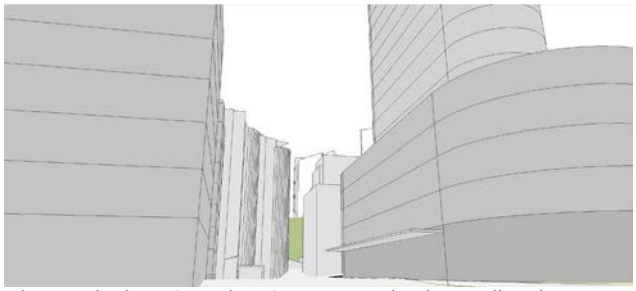


*View south along Bank Street*

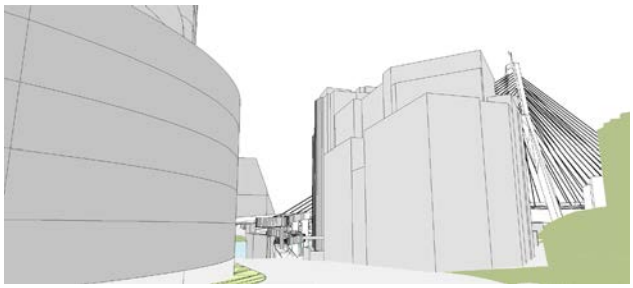
## Existing and approved controls (28mm lens)



*View east looking up Quarry Master Drive from Bank Street*



*View north along Saunders Street towards The Knoll park*

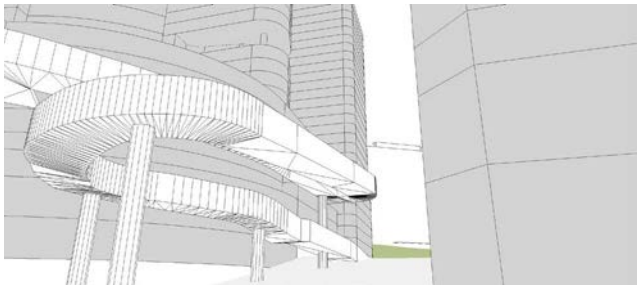


*View west along Quarry Master Drive towards Blackwattle Bay*

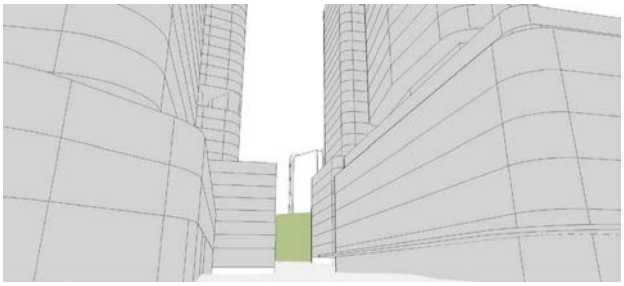


*View south along Bank Street*

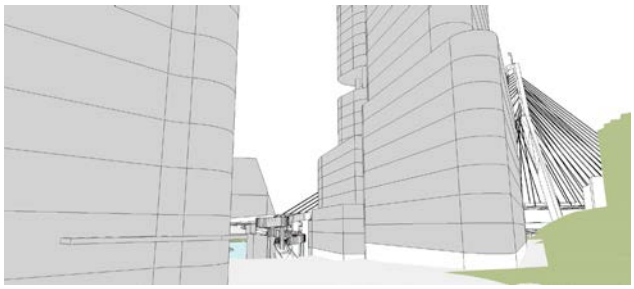
## Proposed controls (35mm lens)



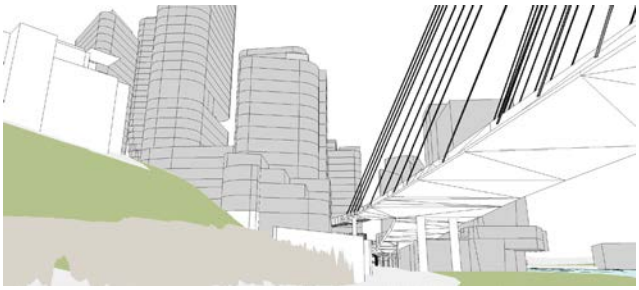
*View east looking up Quarry Master Drive from Bank Street*



*View north along Saunders Street towards The Knoll park*

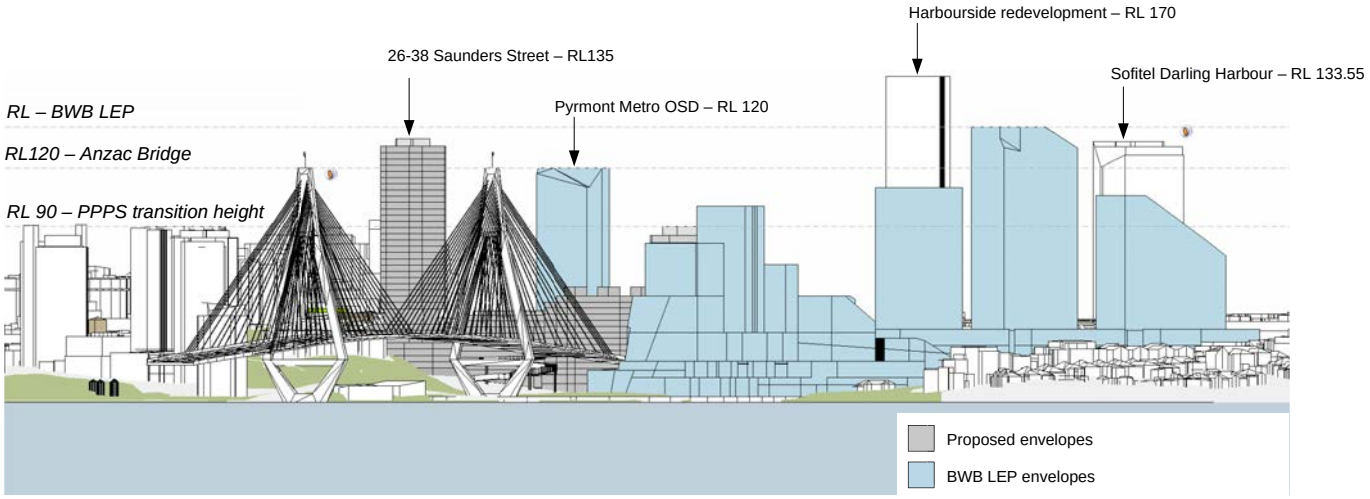


*View west along Quarry Master Drive towards Blackwattle Bay*

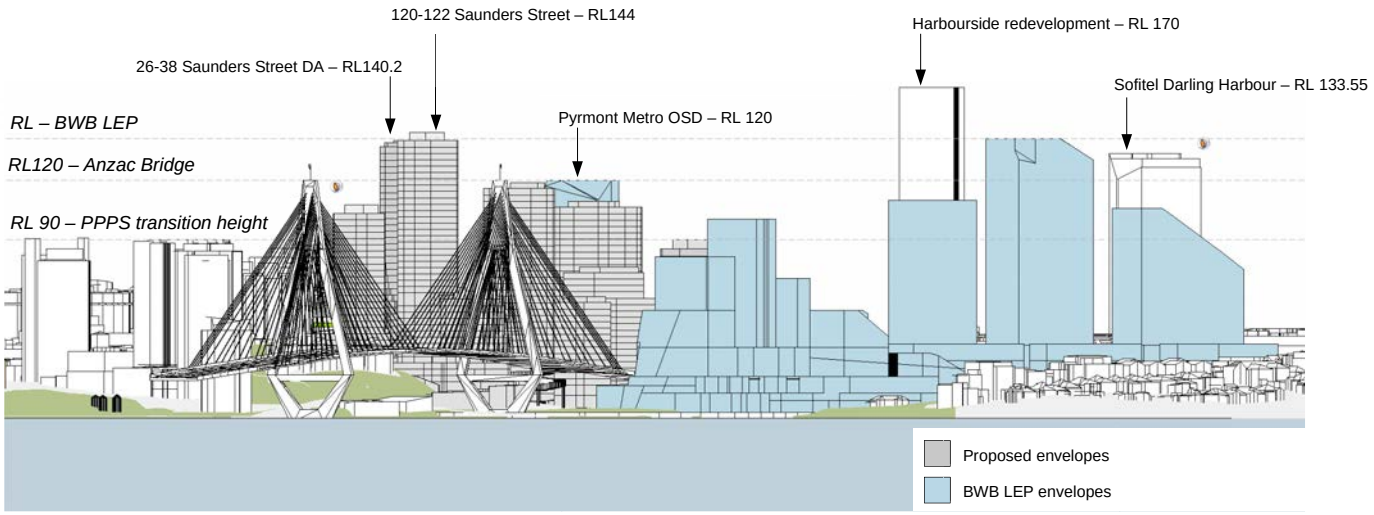


*View south along Bank Street*

## View comparison looking east from Blackwattle Bay




*View looking east showing approved planning controls for Blackwattle Bay LEP and Ultimo Pyrmont Stage 1 planning proposal*




*View looking east showing approved planning controls for Blackwattle Bay LEP and proposed planning controls for Ultimo Pyrmont Stage 2.*

# 56 Harris Street Pyrmont

**Overview**

The site known as 56 Harris Street (88 John Street; Lot 22, DP 878273) runs the full length of a street block. It has 3 frontages – Harris Street, John Street and Point Street, and it sits adjacent the light rail cutting located directly to the north. John Street light rail stop is 1 minute walk away. Refer Figure 26 and Figure 27 below.




Figure 26. Location plan showing 56 Harris Street highlighted in red




Figure 27. aerial view of 56 Harris Street

### Background

56 Harris Street was not identified as a site for investigation by the Department of Planning and was not considered by the City of Sydney in Stage 1. Subsequent to the Stage 1 exhibition period the City has considered possible changes to this site in response to submissions received. The proposed changes are focussed at the western end of the site, in response to optimising sunlight access to surrounding existing development. Aerial views of the site showing the existing development and proposed changes appear in Figure 28 below.

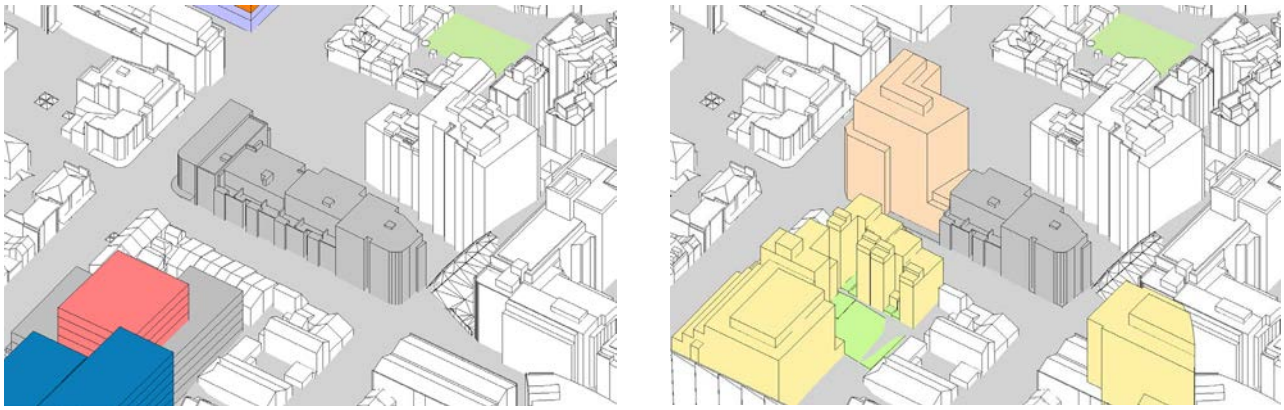


Figure 28. Aerial view of model showing the existing building at 56 Harris Street (at left, shown in grey), and the proposed scheme considered by the City of Sydney in Stage 2.

### Existing site and controls

56 Harris Street currently accommodates 81 apartments held by a community housing provider. It comprises 4 buildings of various heights built on top of a common basement carpark. The arrangement of the existing development is shown in Figure 29, and the existing development and planning controls are summarised in Table 6 below.

Table 6. Existing development and planning controls at 56 Harris Street

| | Existing building | Existing controls |
|---|---|---|
| Land use & zoning | Residential | MU1 |
| Floor space ratio | 2.84 | 4.0 |
| Height of building | 12m | 24m |
| Height in storeys | 5-7 | 7 |
| Deep soil | 0% | 10% |




Figure 29. Site plan showing the existing development at 56 Harris Street

**Urban design principles**

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

Open space proposed for the rear of the site along its northern boundary with deep soil areas can support the contribution to tree canopy within the site.

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

A 3-metre setback to the building from the northern boundary allows for outdoor uses that could be associated with the street level commercial floor space uses, and potentially able to be used by the public.

**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 30).

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

The building envelope presents an 8-storey street wall height to Harris Street and John Street. Additional height of up to 12 storeys is set back 3 metres from the street wall alignment.

Conserve **heritage** values –

The site is not located within a heritage conservation area. The nearest heritage item is located on Pyrmont Street and is separated from the proposed building changes by the existing 7-8 storey development that would remain on the site.

Good **design for wind and noise** –

The site is generally protected from winds by neighbouring development and setbacks to the upper levels will assist in minimising any impacts of down draft at street level.

Match **land use** to place –

The proposed mixed use for the site is in keeping with the current character of the street and is consistent with the existing land use pattern on the site.

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

The site is not constrained by view corridors.

Other issues –

The proposed new building form and the existing sit on top of an existing underground carpark. It is assumed the carpark would be retained with some internal reconfiguration to accommodate the proposed changes above.

**Maximise** development **within constraints** –

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

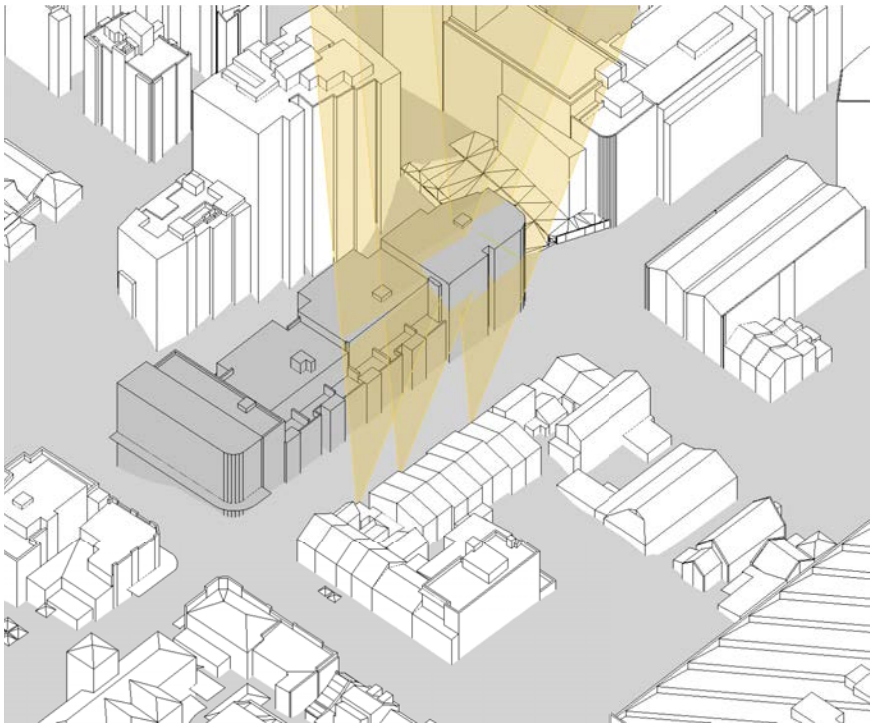


Figure 30. Aerial view of 56 Harris Street showing sunlight protection controls to John Street terraces opposite

**Proposed controls**

The controls proposed for 56 Harris Street provide for uplift in floor space and height to the western half of the site only. This is in order to optimise available sunlight to existing development on the southern side of John Street.

The scheme accommodates mixed use with a total FSR of 4:1 plus a Design Excellence bonus across the whole site, a maximum height limit of 45 metres and 12 storeys, and a deep soil area equal to 15% of the area of the site that accommodates the proposed changes. Additional controls such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described below. The planning controls are summarised in Table 7 below and a plan describing the site arrangement and building form appears at Figure 31.

Table 7. Planning provisions for 56 Harris Street – existing and proposed controls.

| | Existing | Existing controls | Proposed |
|---|---|---|---|
| Land use and zoning | Residential | MU1 | Mixed use |
| Floor space ratio | 2.84 | 4.0 | 4.0 + Des. Ex. |
| Height of building | 12m | 24m | 45m |
| Height in storeys | 5-7 | 7 | 12 |
| Deep soil | Residential | - | 15% |




Figure 31. Plan view of proposed changes to planning controls for 56 Harris Street.

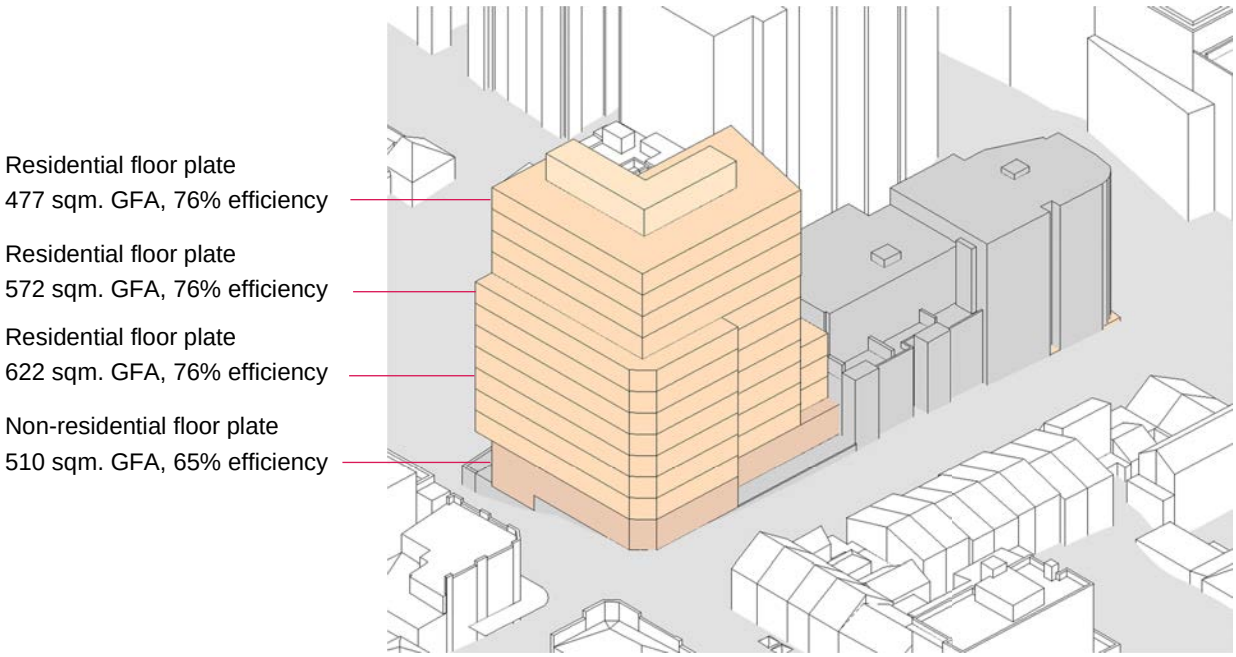



Figure 32. Aerial view showing floor plate arrangement of new addition to 56 Harris Street.

**Visualisation**




Figure 33. Aerial view of 56 Harris Street with view locations indicated by blue arrows.

## Existing environment

*View north along Harris Street*



*View south along Harris Street*



*View west along John Street*



*View east along John Street*



## Existing environment and approved controls

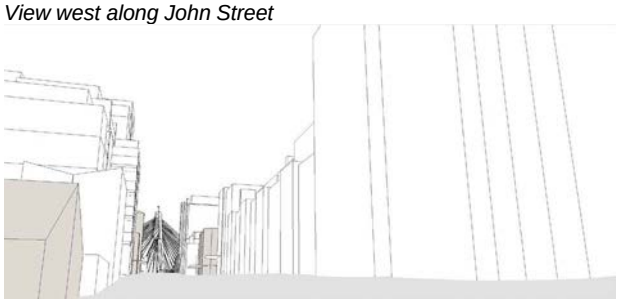
*View north along Harris Street*



*View south along Harris Street*



*View west along John Street*

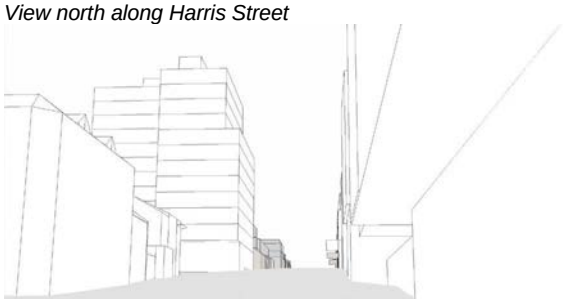


*View east along John Street*



## Existing environment and proposed controls

*View north along Harris Street*



*View south along Harris Street*



*View west along John Street*



*View east along John Street*



# 26-52 Mount Street Pyrmont

**Overview**

26-52 Mount Street (Lot 1 DP 633390) is located on the rock outcrop that extends east from McCaffrey's Cliff Walk, above the Maybanke Community Centre. The site is split over two levels between Harris Street and Mount Street. A rock face runs roughly north-south through the site, creating a height difference of approximately 5 metres from Harris Street to Mount Street. It features a 3-storey row of flats fronting onto Harris Street, a heritage listed manor house behind (the former CSR Manager's House), and a group of 2 storey 1980s town houses fronting onto Mount Street. There are currently 39 dwellings across a mix of family and pensioner units, town houses and the youth accommodation located in the Manager's House. Total GFA is approximately 3,700 sqm. Refer to aerial views at Figure 34 and Figure 35 below.

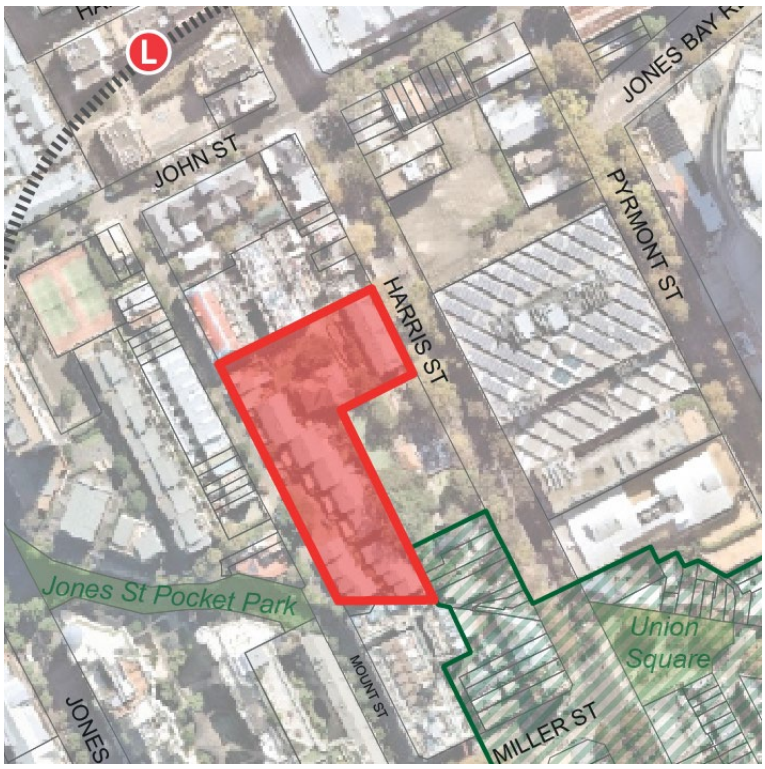



Figure 34 – location plan showing 26-52 Mount Street Pyrmont



Figure 35 – aerial view showing 26-52 Mount Street Pyrmont

**Background**

26-52 Mount Street was included in the Department of Planning's initial study. In this review the Manager House and Harris Street row were retained and the 2-storey townhouses replaced with new built forms. The resulting FSR was 1.4:1 including a Design Excellence bonus and buildings of 4 to 8 storeys in height were considered. This study is shown at left in Figure 52 below. Aside from the topography and heritage items on the site, other constraints include sun access to neighbouring development to the south, and servicing access to the site from Mount Street. The proposal shown at right in Figure 36 below accounts for these constraints. Table 8 shows the corresponding controls for this scheme.

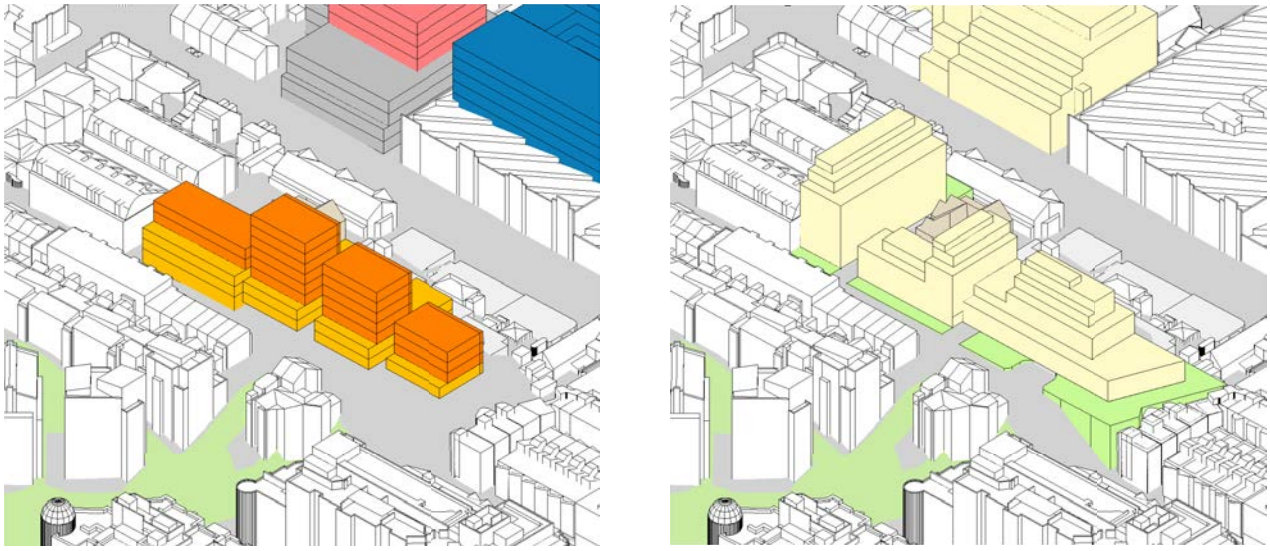


Figure 36 – studies for 26-52 Mount Street, the Department of Planning's initial study (at left), and the scheme proposed in Stage 2 (at right)

Table 8 – Comparison of proposed planning controls for 25-52 Mount Street – Dept. of Planning initial study and controls proposed by the City of Sydney.

| | Dept. of Planning – initial study | City of Sydney - proposed controls |
|---|---|---|
| Gross floor area | 8,745 sqm | 8,810 sqm |
| Floor space ratio | 1.7 | 1.7 |
| Height of building | 30 m | 26 m |
| Height in storeys | 9^ | 7^ |
| Deep soil | - | 25% of site area |

^ Storey count is taken from Mount Street. Allowance for plant room is additional.

**Existing development and controls**

Of the 3,700 sqm. of floor space on the site, approximately 1,500 sqm. is accommodated in the Harris Street flat building and the former CSR manager's house. These two buildings would remain in any proposal to renew the site. There is a stepped pathway through the site providing access from Harris Street to Mount Street, however this does not provide universal access through the site. Details of the existing development and planning controls are appear in Table 9 below. The site layout and positioning of buildings is shown in Figure 37.

Table 9 – existing development and existing planning controls for 26-25 Mount Street

| | *Existing building* | Existing controls |
|---|---|---|
| Land use & zoning | *Residential* | *R1 - Residential* |
| Floor space ratio | *0.7 approx.* | 1.0 |
| Height of building | *10m* | *12m* |
| Height in storeys | *3* | 3 |
| Deep soil | - | 10% |




Figure 37 – existing site plan for 26-25 Mount Street

**Proposed controls**

The proposed scheme for this site replaces the 2 storey townhouses along Mount Street with a series of buildings between 6 and 7 storeys. The buildings are set back from the Mount Street frontage to provide appropriate separation and retain existing tree canopy along the street. A turning bay is provided to allow service vehicles to enter and exit Mount Street. Accessible through site access is provided by ramps, a lift and a stairway. Site arrangement and positioning of buildings can be seen in Figure 38 below and proposed controls appear in Table 13

Table 10 – proposed planning controls for 26-52 Mount Street

| | *Existing building* | Existing controls | Proposed controls |
|---|---|---|---|
| Land use & zoning | *Residential* | *R1 - Residential* | Residential |
| Floor space ratio | *0.7 approx.* | 1.0 | 1.7 |
| Height of building | *10m* | *12m* | 26 m |
| Height in storeys | *3* | 3 | 7^ |
| Deep soil | - | 10% | 25% of site area |

^ Storey count is taken from Mount Street. Allowance for plant room is additional.




Figure 38 – plan showing proposed changes for 26-52 Mount Street

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

The proposed building forms are set back from Mount Street and side boundaries allowing for deep soil areas that could support tree canopy.

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

The proposed site layout provides for a series of walkways, stairways and a lift that would support an accessible through-site link from Mount Street down to Harris Street, exiting adjacent to the Maybanke Community Centre site.

**Minimise overshadowing** of existing residential properties –

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

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

The 5-6 storey street wall form along Mount Street responds to the scale of the adjacent site to the north. The building height decreases toward to the south in response to sunlight access and is of similar height to residential development opposite.

Conserve **heritage** values –

The new building forms are set back from the existing heritage item of the CSR Manager residence. The alignment of the 6-7 storey building to the north responds to the eastern building line of the house.

Good **design for wind and noise** –

The site sits on top of the ridge and so would be exposed to some wind. However lower street wall heights upper level setbacks will be beneficial in minimising wind impacts.

Match **land use** to place –

The site maintains its current use for social housing and provides an opportunity to add to this housing type.

Consider **views** to and from public places

The site is not effected by view corridors.

**Maximise** development **within constraints** –

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

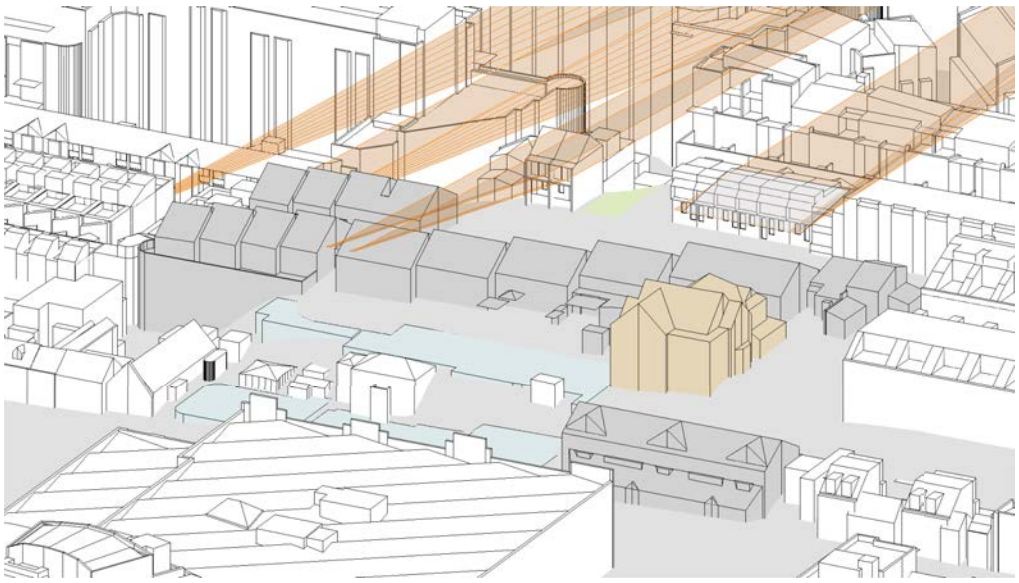


Figure 39 – solar access to neighbouring residential properties around 26-52 Mount Street

**Visualisation**




Figure 40 – view locations

## Existing

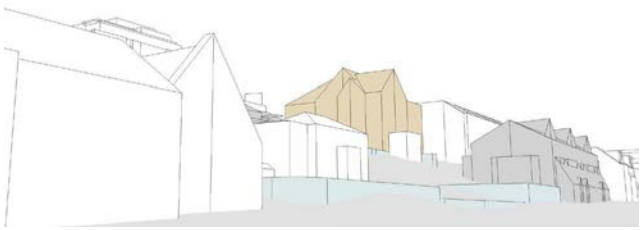
*View north along Mount Street*



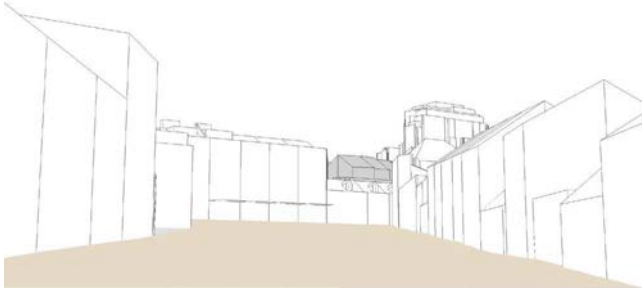
*View south along Mount Street*



*View north along Harris Street*



*View east towards Union Square*



## Existing + approved

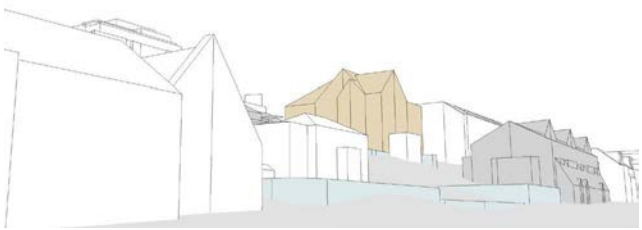
*View north along Mount Street*



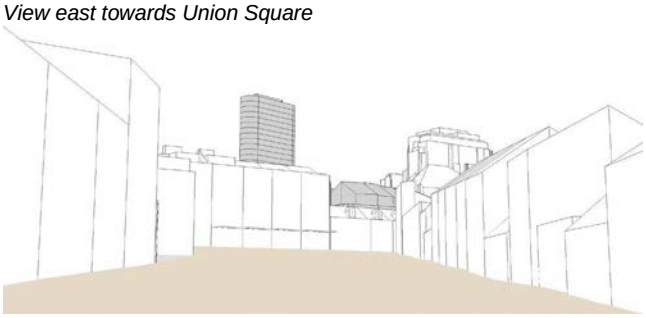
*View south along Mount Street*



*View north along Harris Street*

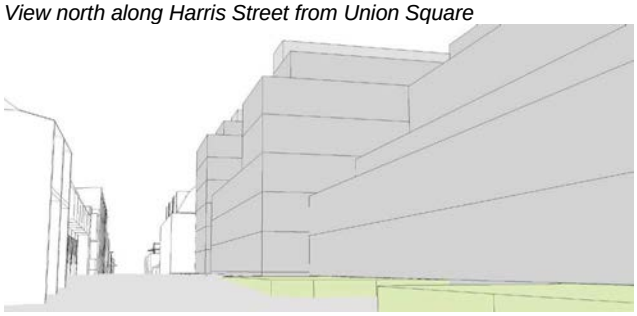


*View east towards Union Square*

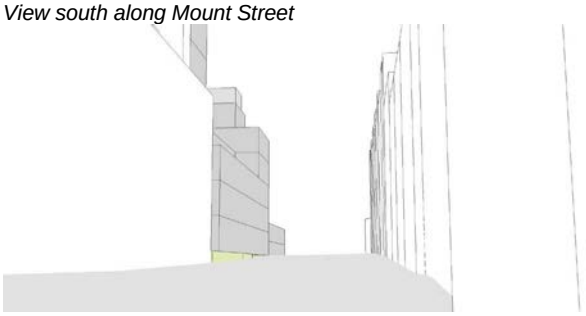


## Proposed

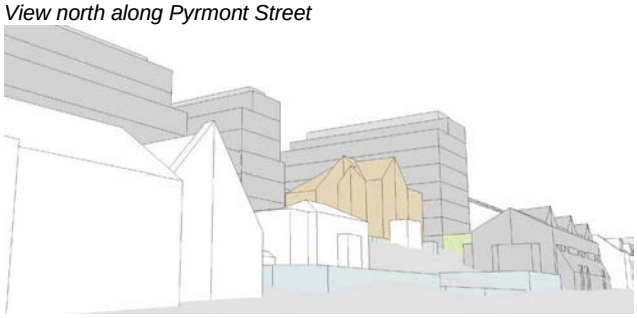
*View north along Harris Street from Union Square*



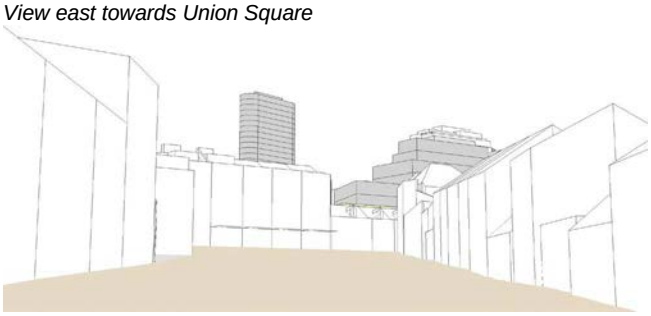
*View south along Mount Street*



*View north along Pyrmont Street*



*View east towards Union Square*



# 100 Harris Street

**Overview**

100 Harris Street (Lot 100 DP 1219280) is located between Harris Street and Pyrmont Street, north of Union Square. There are two buildings on the site. A refurbished Federation warehouse at the northern end comprises 24,677 sqm. of commercial floor space. The building at the southern end comprises 6 levels of carparking and 2,177 sqm. commercial floor space above. Refer to Figure 41 and Figure 42 below. The southern building (shaded in blue below) is the subject of the proposed planning changes.




Figure 41 – location plan of 100 Harris Street




Figure 42 – oblique aerial of 100 Harris Street

**Background**
In Stage 1 of the Ultimo-Pyrmont planning proposal, new controls were implemented for the site that maintain the existing warehouse as is and provide for a new building at the south end with 10 storeys of commercial floor space. New controls provide for an FSR of 3.32 plus Design Excellence and height controls of 39 metres. The approved Stage 1 building envelope is shown below in Figure 43 at left. In this Stage 2 of the planning proposal, new planning controls are proposed, shown at right in Figure 43.



Figure 43 – studies for 100 Harris Street, approved Stage 1 (at left), and proposed Stage 2 (at right)

Table 11 – Comparison of planning controls for 100 Harris Street – approved Stage 1, and proposed Stage 2

| | Stage 1 (approved) | Stage 2 (proposed) |
|---|---|---|
| Gross floor area | 28,470 sqm | 35,670 sqm |
| Floor space ratio | 3.32 + Des. Ex. | 4.16 + Des. Ex. |
| Height of building | 38 m | 40 m |
| Height in storeys | 10^ | 12^ |
| Deep soil | 600 sqm of green roof | 450 sqm of green roof |

^ Storey count is taken from Pyrmont Street and assumes the retention of the existing floor levels in the first 8 storeys. The plant room is additional.

**Existing controls**

The majority of 100 Harris Street is currently occupied by the heritage-listed Federation Warehouse style former woolstore of "Schute, Bell, Badgery and Lumby Woolstore". The former woolstore has been recently restored and refurbished as a commercial office space. To the south of the heritage building is a multi-storey carpark, with two levels of commercial above. This building occupies an area of approximately 1,551 sqm. The existing controls, along with the layout and position of the site can be seen in Table 12 and Figure 44, respectively.

Table 12 – existing building and existing planning controls for 100 Harris Street

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




Figure 44 – existing site plan for 100 Harris Street

**Urban design principles**

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

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

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

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

**Minimise overshadowing** of existing residential properties –

The upper level setbacks are located to minimise 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 –

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

Conserve **heritage values –**

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

Good **design for wind and noise –**

The site is protected from winds surrounding development.

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

Match **land use** to place **–**

The proposed tourist and visitor accommodation use is consistent with the zoning.

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.

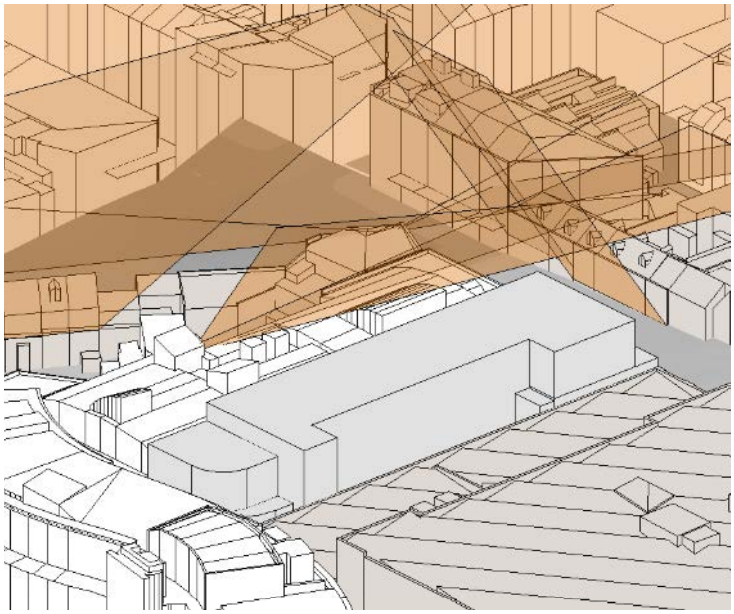


Figure 45 – solar access to neighbouring residential properties and Union Square

**Proposed controls**

For 100 Harris Street, the proposed controls are for a hotel use with an FSR of 4.16:1 with a Design Excellence clause; a height limit of 39 metres and 10 storeys; and 450 sqm of green roof, as shown in Table 13 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed, as can be seen in Figure 46.

Table 13 – proposed planning controls for 100 Harris Street

| | *Existing building* | Existing controls | Proposed controls |
|---|---|---|---|
| Land use & zoning | *Commercial* | E2 – CC | Hotel |
| Floor space ratio | *1.4 approx.* | 3.5 | 4.16 + Des. Ex. |
| Height of building | *26m* | 24m | 38 m |
| Height in storeys | *8* | 5 | 12 |
| Deep soil | *0%* | 10% | 450 sqm of green roof |
| NOTE: height standards and controls apply only to the southern component of 100 Harris Street (all land south of the heritage listed 'Former Woolstore). The floor space ratio applies to the whole site, including the existing floor space in the former woolstore and the proposed floor space in the new built form to the south | | | |




Figure 46 – proposed controls for 100 Harris Street

**Visualisation**

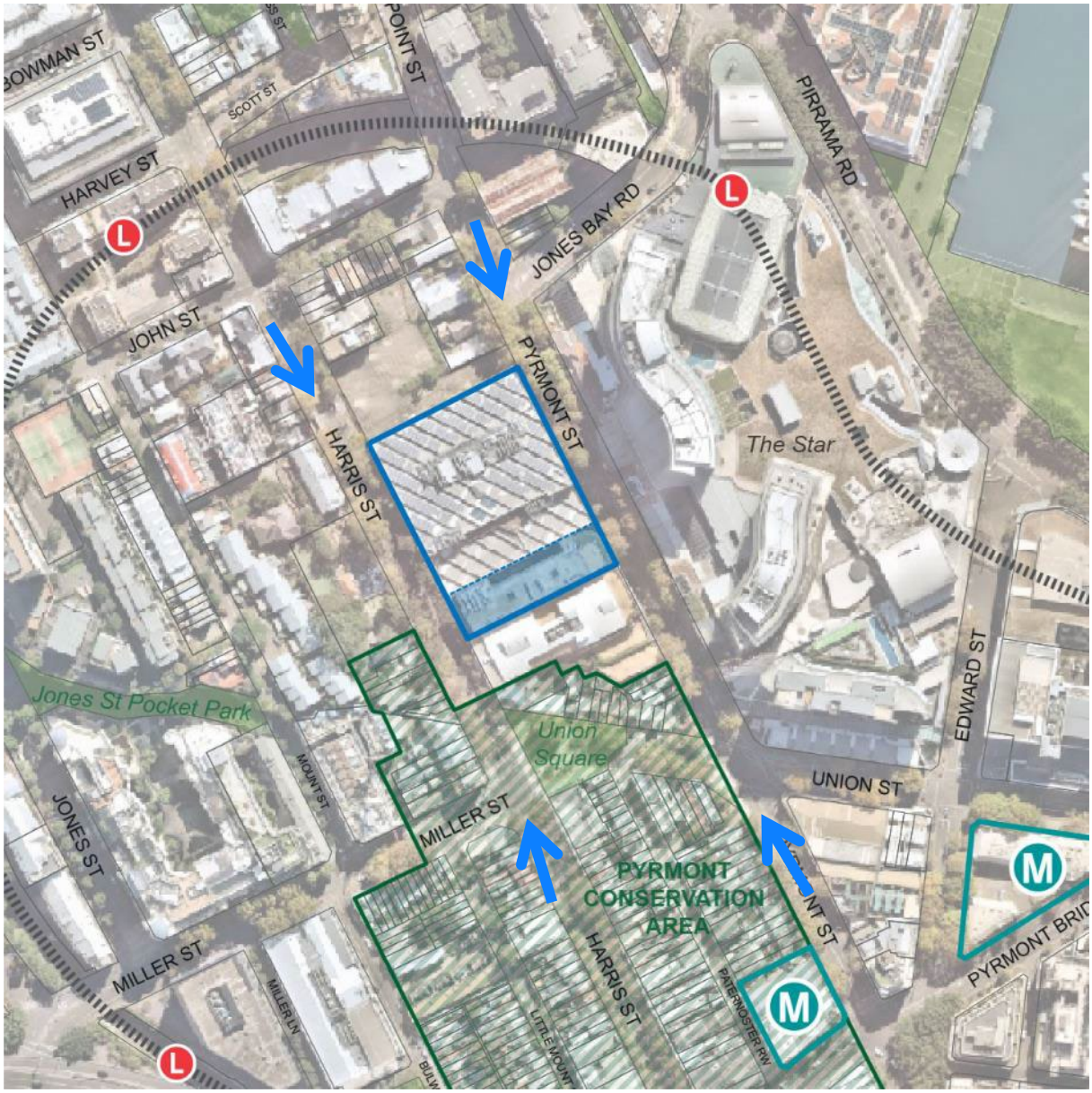
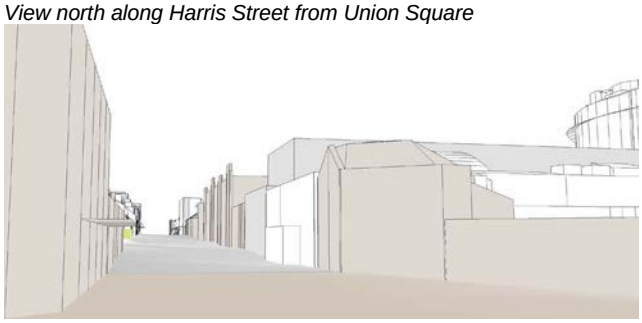


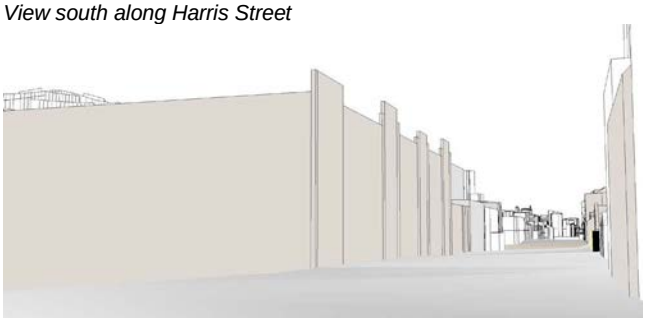

Figure 48 – location plan

## Existing

*View north along Harris Street from Union Square*



*View south along Harris Street*



*View north along Pyrmont Street*

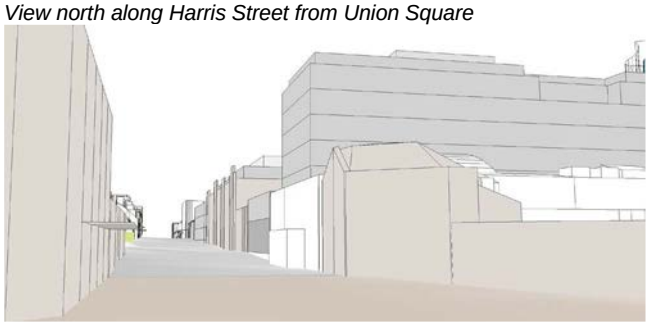


*View south along Pyrmont Street*

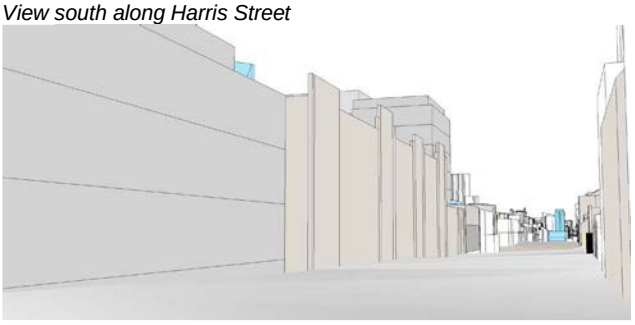


## Existing + approved

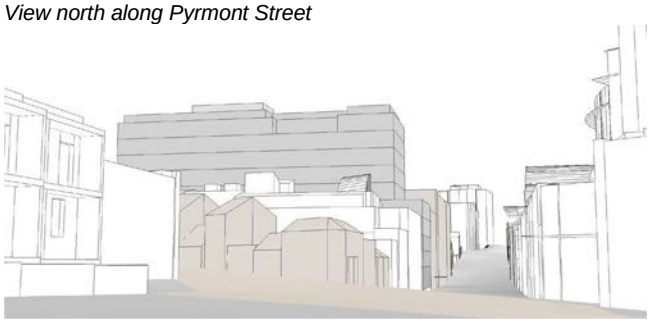
*View north along Harris Street from Union Square*



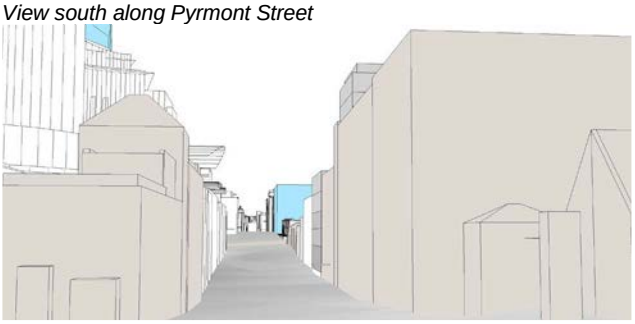
*View south along Harris Street*



*View north along Pyrmont Street*

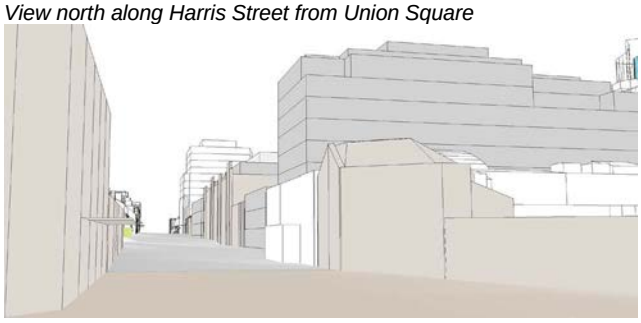


*View south along Pyrmont Street*



## Proposed

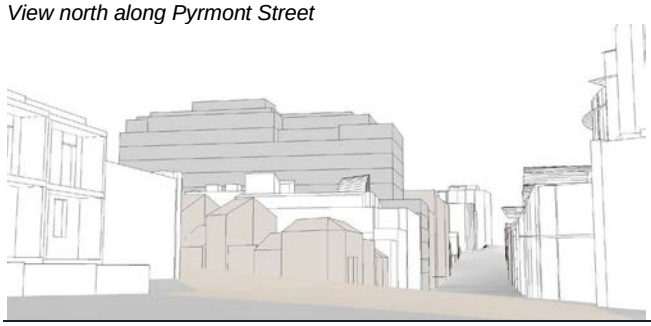
*View north along Harris Street from Union Square*



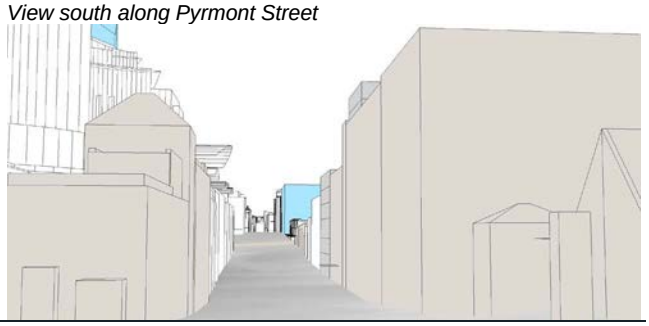
*View south along Harris Street*



*View north along Pyrmont Street*



*View south along Pyrmont Street*



# 1-19 Allen Street and 313-319 Harris Street Pyrmont

**Overview**

1-19 Allen Street (Lot 100 DP 711434, Lots 1-78 SP 301560) and 313-319 Harris Street (Lot 100 DP 613788, Lots 1-156 SP 18021) are adjacent sites located either side of Ada Place, running the full length of the block between Allen Street and Fig Street in Pyrmont. They lie along the ridge line of Pyrmont peninsula. The elevated expressway of the Western Distributor runs past their south and western boundaries. The sites are a 5 minute walk to either Wentworth Park or Convention light rail stations. Refer Figure 49 and Figure 50 below.

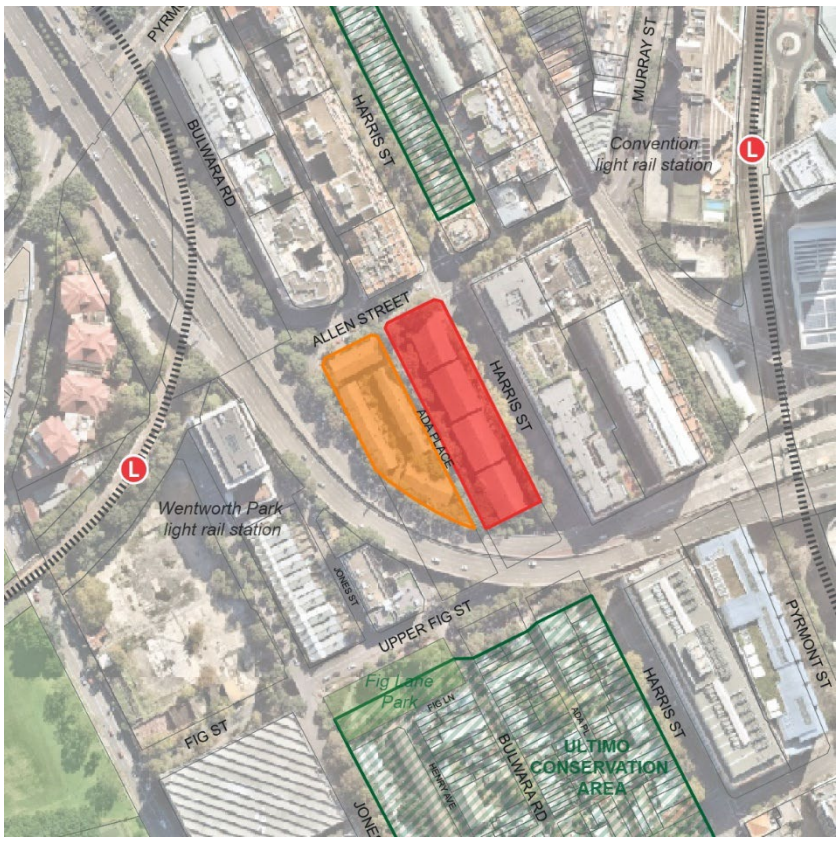



Figure 49. Plan view showing 1-19 Allen Street (orange) and 313-319 Harris Street (red)



Figure 50. Aerial view of 1-19 Allen Street (orange outline) and 313-319 Harris Street (red outline)

**Background**

These two sites were not identified for investigation by the Department of Planning and were not considered by the City of Sydney in Stage 1. The City considered possible changes to these sites in response to submissions received during Stage 1 exhibition. The proposed changes account for existing tree cover, noise impacts of the nearby Western Distributor, and optimising sunlight access to surrounding development. The existing and proposed development controls for the site appear at Figure 51.

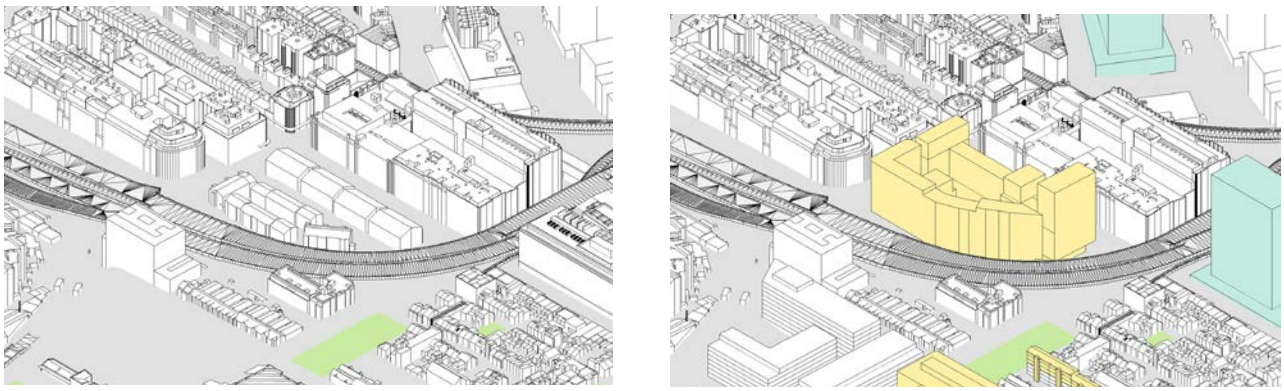


Figure 51. Existing development at 1-19 Allen Street and 313-319 Harris Street (shown at left) and proposed planning controls (shown at right).

**Existing site and controls**

1-19 Allen Street comprises a single storey enclosed carpark at ground level with four 3-storey apartment buildings above arranged around the perimeter of the lot. It is solely a residential strata scheme comprising 78 lots. 313-319 Harris Street comprises a partially underground carpark, commercial tenancies at street level fronting onto Harris Street, and 4 residential levels above. There are 26 business lots and 136 residential lots in the strata scheme.

Table 14 below summarises the existing building, planning controls, and proposed controls for each site. A plan view of the existing development follows at Figure 52.

Table 14. Existing development and planning provisions for 1-19 Allen Street and 313-319 Harris Street

| | Existing development | Existing controls |
|---|---|---|
| **1-19 Allen Street** | | |
| Land use and zoning | Residential | R1 |
| Floor space ratio | 1.2 | 2.0 |
| Height of building | 18m | 15m |
| Height in storeys | 4 | - |
| Deep soil | - | - |
| **313-319 Harris Street** | | |
| Land use and zoning | Residential | R1 |
| Floor space ratio | 1.2 | 2.0 |
| Height of building | 18m | 15m |
| Height in storeys | 4 | - |
| Deep soil | - | - |

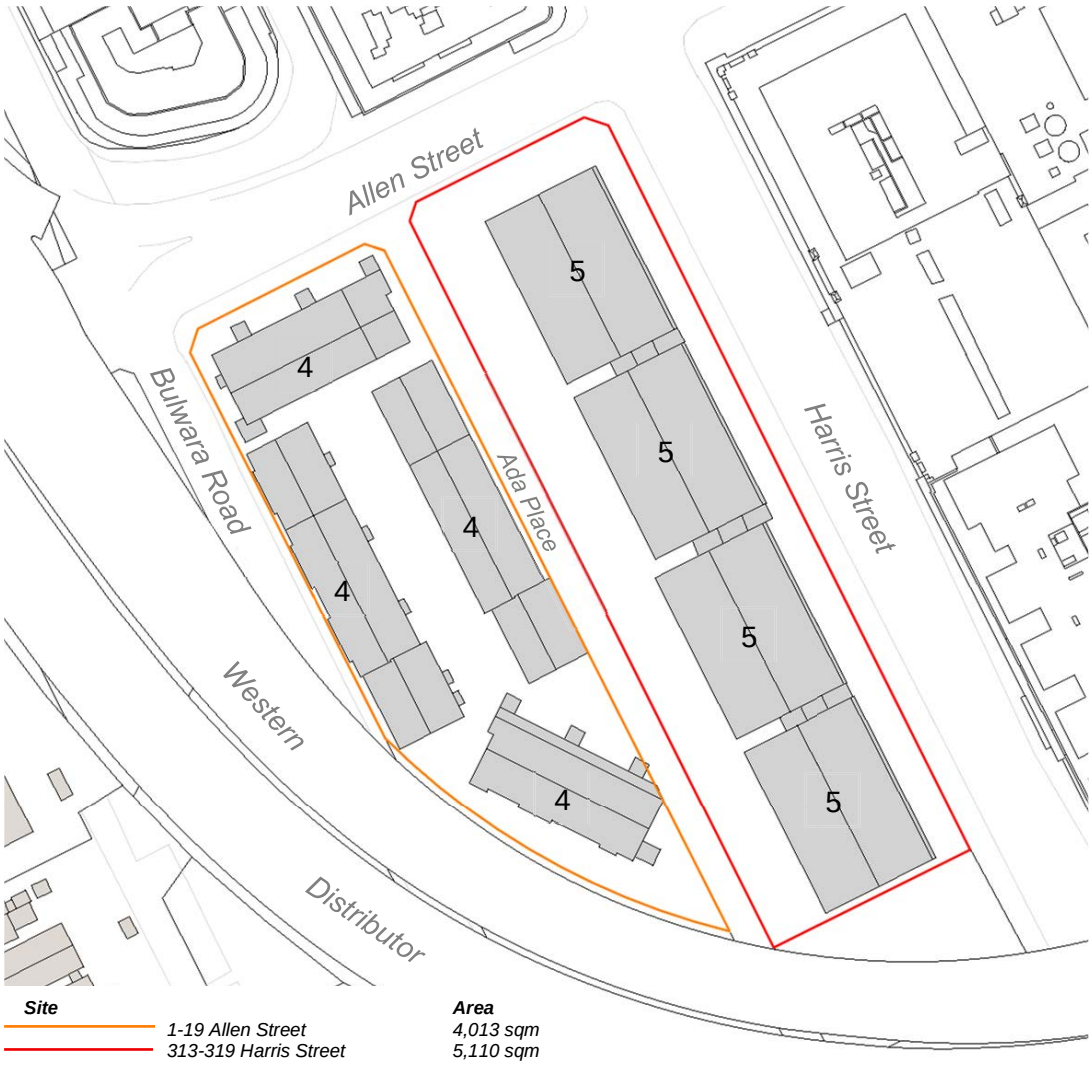



Figure 52. Site plan showing the existing development at 1-19 Allen Street (site boundary in orange) and 313-319 Harris Street (site boundary in red).

**Urban design principles**

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

Setbacks along Ada Place are designed to support the existing tree canopy and further opportunities for street tree canopy are provided in the setbacks along Allen Street and Harris Street. Both sites able to accommodate up to 20% of their site area as deep soil areas that could be publicly accessible. Refer Figure 57.

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

A 6-metre setback along Harris Street frontage allows for more space for people along this high street. Ground floor retail and small commercial uses are located along the frontage and are sheltered by awnings and colonnades provisions.

**Minimise overshadowing** of existing residential properties –

The buildings height and modelling has been designed to minimised overshadowing to the living rooms and private open space of apartments at 209 Harris Street, following the design guidance of the Apartment Design Guide (refer Figure 53).

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

The street wall height along the length of Harris Street is 8 storeys, with tower forms at either end located at the street intersections. Higher street wall forms are located along the Bulwara Road frontage and are constrained by sun access controls that minimise overshadowing to neighbouring properties

Conserve **heritage** values –

The site is separated from the nearby Ultimo heritage conservation area by the elevated roadway of the Western Distributor. Heritage items on Jones Street to the west also lie on the other side of the motorway.

Good **design for wind and noise** –

The site would experience some exposure to wind from the west and south. However, the elevated roadway and its height above street level in this vicinity contribute to the protection of the areas surrounding the site.

The elevated roadway of the Western Distributor is a significant source of noise. On the Allen Street site, the building form is designed to respond to these conditions. A slim floor plate allows for a single loaded corridor configuration with circulation and utility uses adjacent to the motorway, and the windows for ventilation to living spaces and bedrooms located on the opposite side, oriented away from the noise and towards the north east.

Match **land use** to place –

The existing land use pattern of mixed use with street level residential/commercial and residential above is maintained. Retail uses at street level along Harris Street will support the preferred place outcomes of the Pyrmont Peninsula Place Strategy for Harris Street..

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

The site is not constrained by view corridors.

**Maximise** development **within constraints** –

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

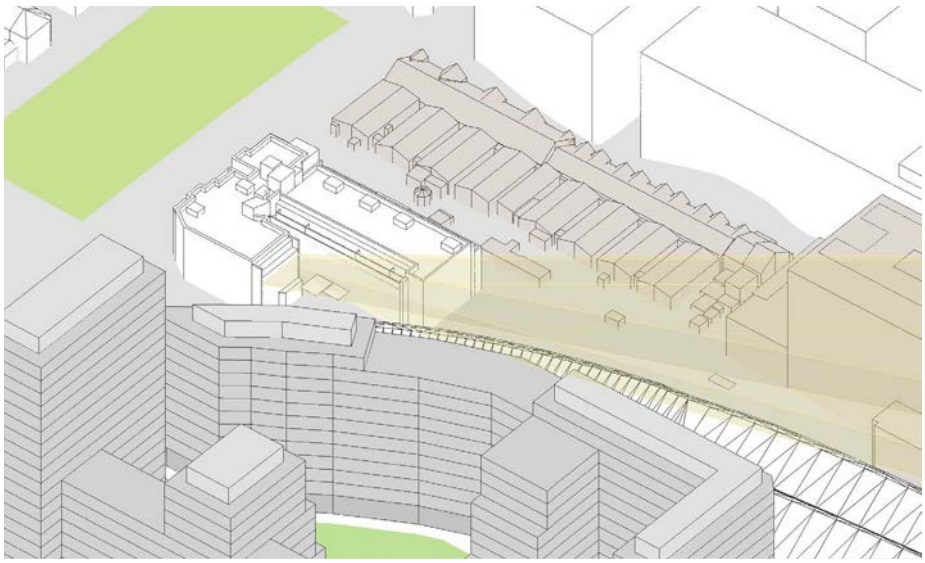


Figure 53. Aerial view of 1-19 Allen Street showing sunlight protection controls to existing development at 80-89 Fig Street.

**Proposed controls**

The controls proposed for 1-19 Allen Street provide for a mixed use outcome with non-residential uses at street level and residential above. The scheme accommodates an FSR of 4.13:1 plus a Design Excellence bonus, a maximum height limit of 45 metres and 12 storeys, and a deep soil area equal to 15% of the site area.

For 313-319 Harris Street, proposed controls provide for a mixed use outcome, with non-residential uses at street level fronting onto Harris Street and residential above. The scheme accommodates an FSR of 4.16 plus a Design Excellence bonus, a maximum height limit of 65 metres and 18 storeys, and a deep soil area equal to 15% of the site area.

The controls are summarised in Table 15 below and additional detail such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described in Figure 54.

Table 15 . Planning provisions for 1-19 Allen Street and 313-319 Harris Street– existing and proposed controls

| | Existing development | Existing controls | Proposed |
|---|---|---|---|
| **1-19 Allen Street** | | | |
| Land use and zoning | Residential | R1 | R1 with additional permitted uses |
| Floor space ratio | 1.2 | 2.0 | 4.13 + Des. Ex. |
| Height of building | 18m | 15m | 45m |
| Height in storeys | 4 | - | 12 |
| Deep soil | - | - | 15% |
| **313-319 Harris Street** | | | |
| Land use and zoning | Residential | R1 | R1 with additional permitted uses |

| | Existing development | Existing controls | Proposed |
|---|---|---|---|
| Floor space ratio | 1.2 | 2.0 | 4.16 + Des. Ex. |
| Height of building | 18m | 15m | 65m |
| Height in storeys | 4 | - | 18 |
| Deep soil | - | - | 15% |

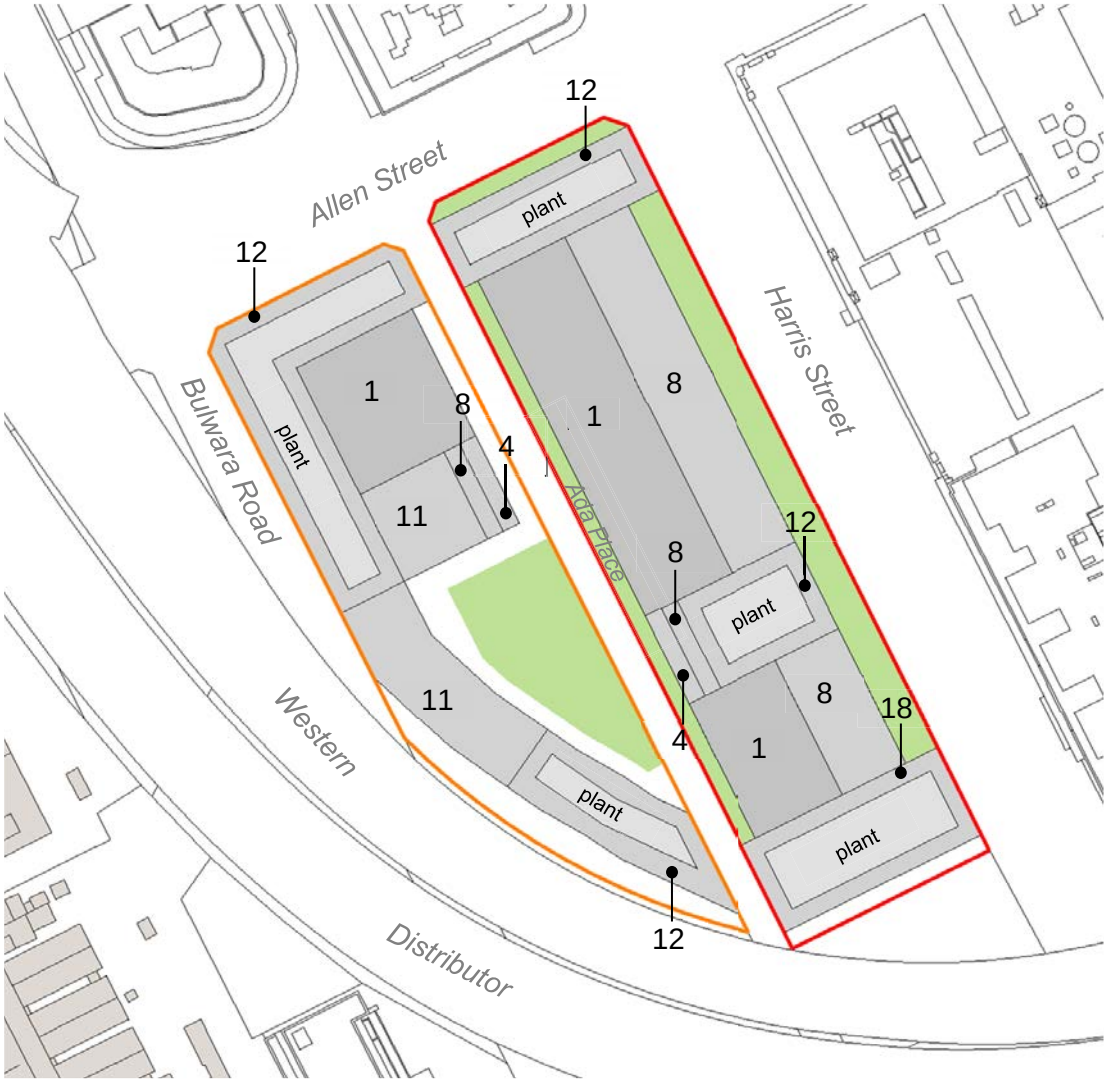



Figure 54. Site plan showing proposed planning controls at 1-19 Allen Street (site boundary in orange) and 313-319 Harris Street (site boundary in red).

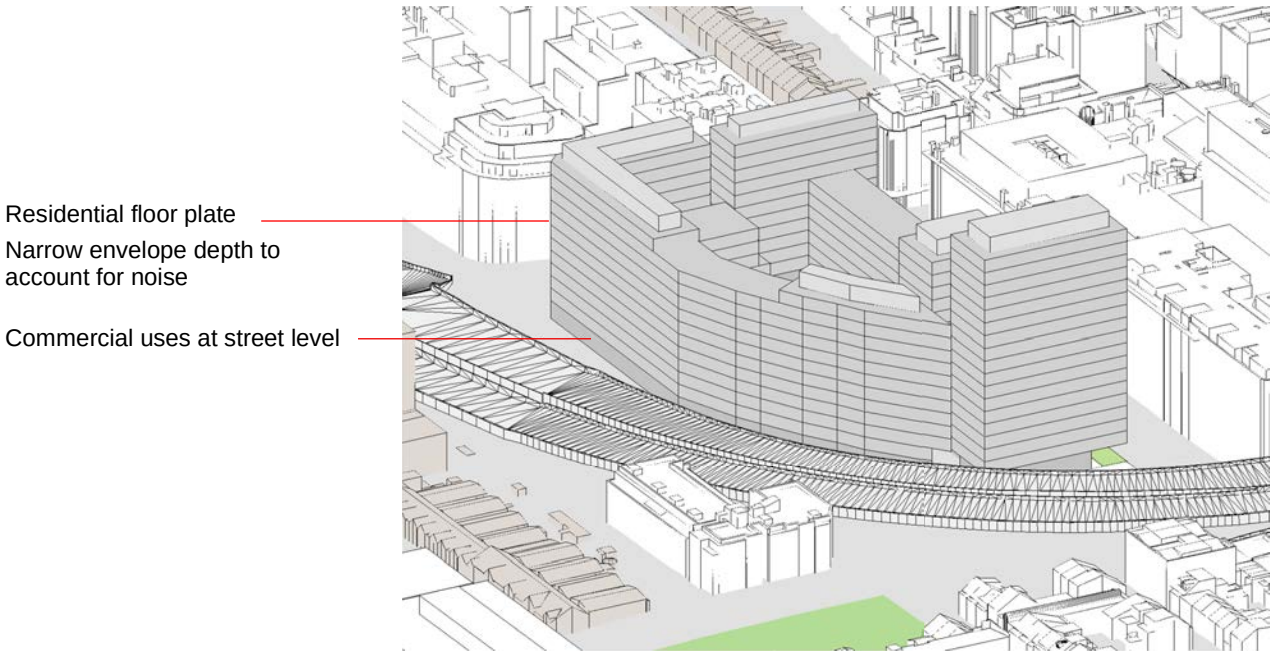



Figure 55. Aerial view looking from south west: 1-19 Allen Street in the foreground.

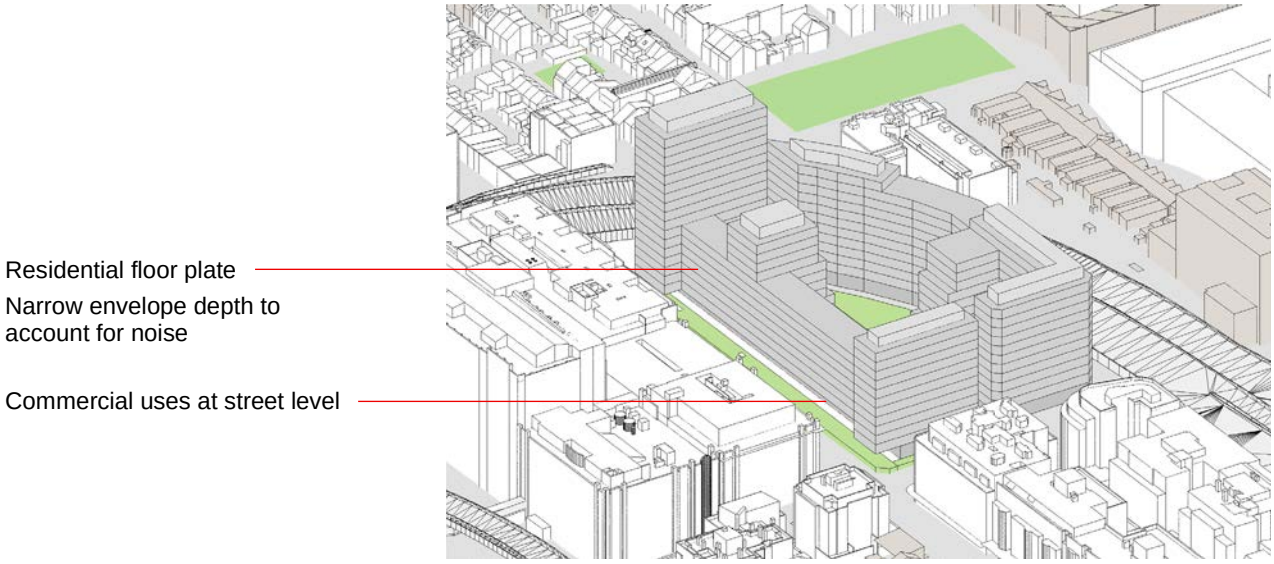



Figure 56. Aerial view from north east. 313-319 Harris Street in foreground.

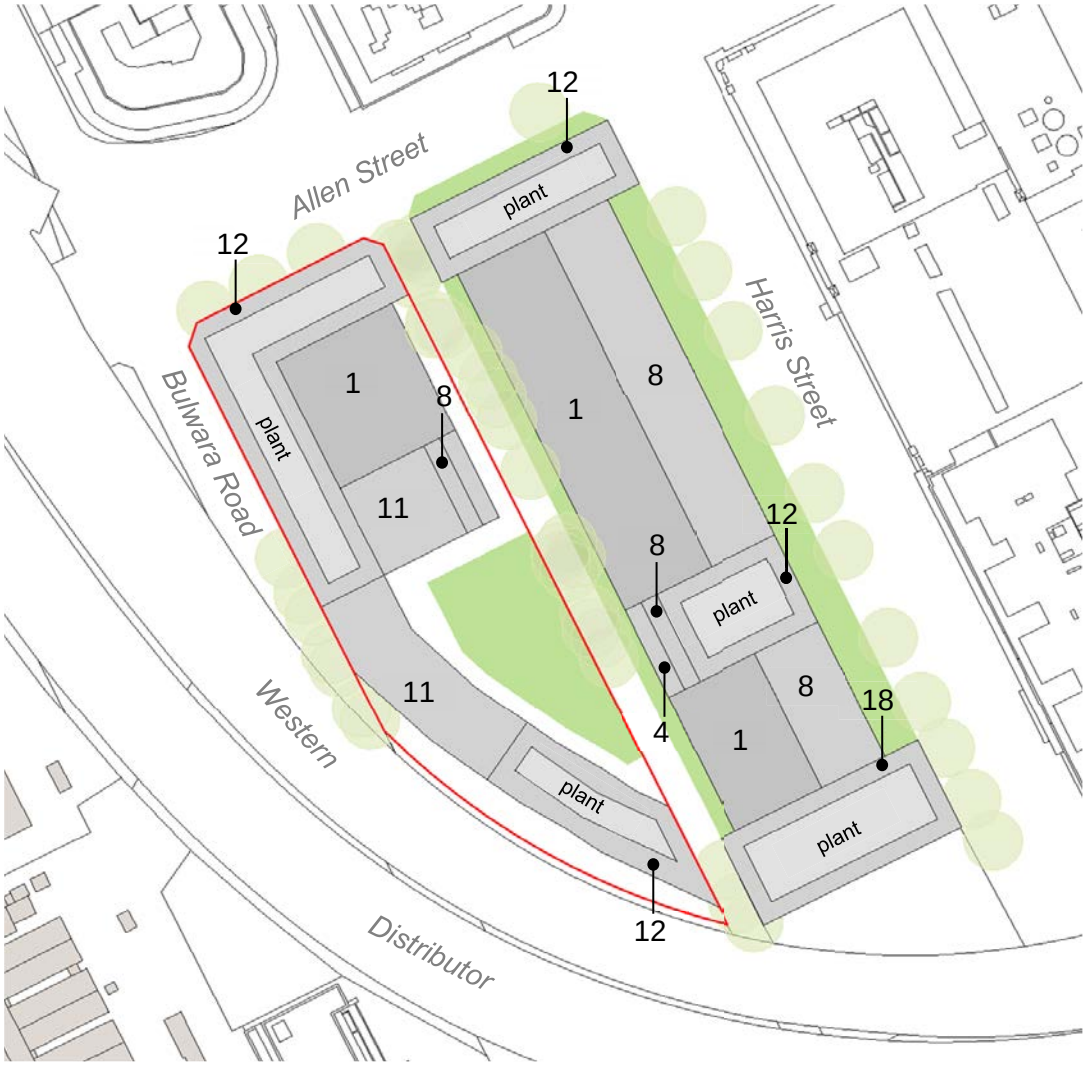



Figure 57 Plan view showing how the site layout responds to the location of existing tree canopy around the site.

**Visualisation**

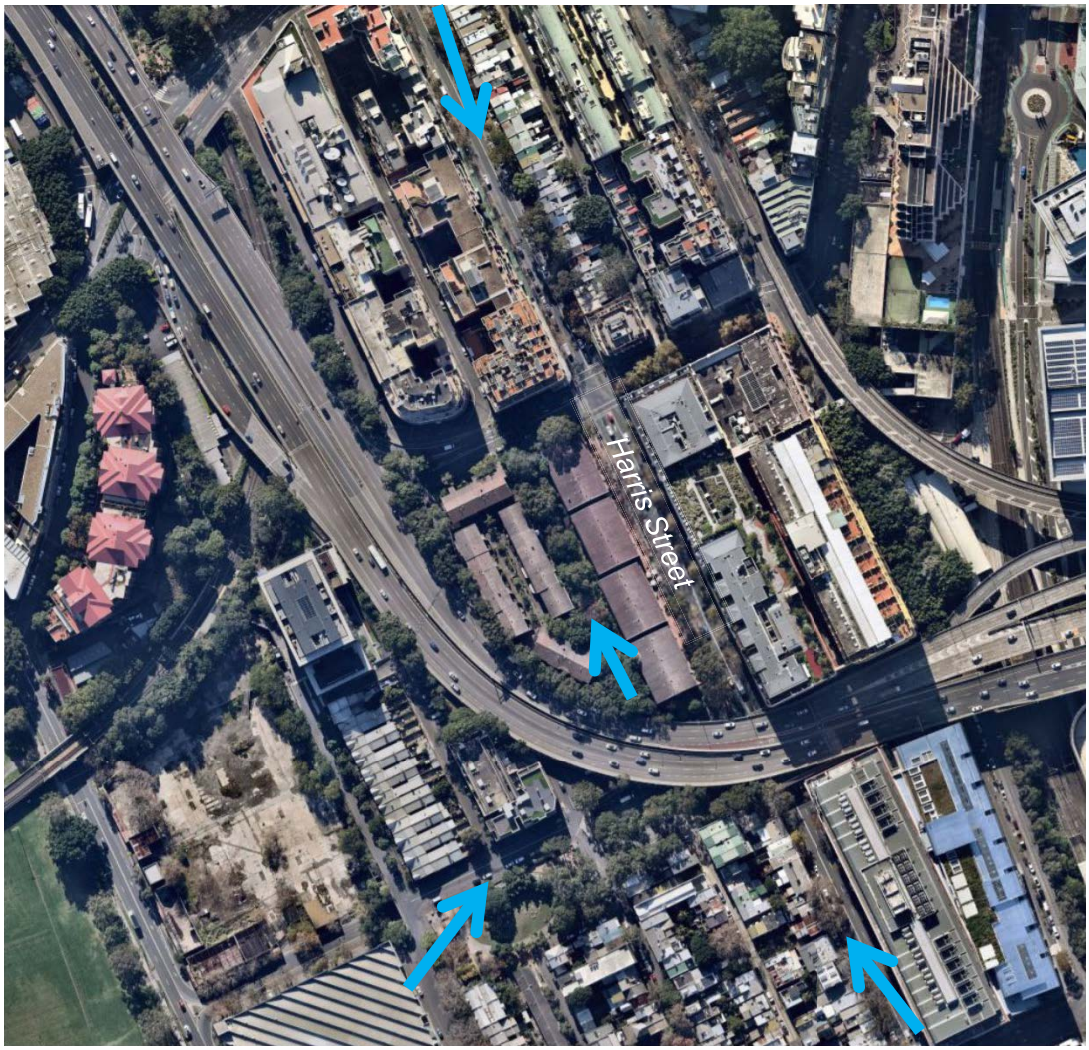


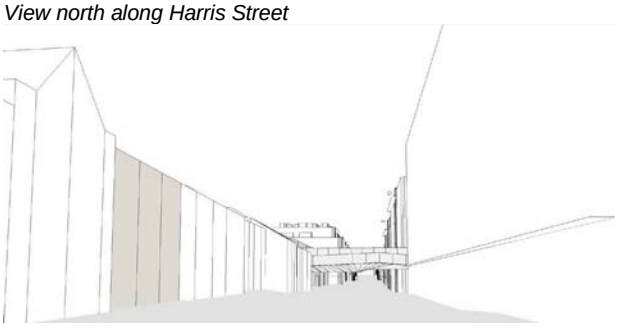

Figure 58. Aerial view of 1-19 Allen Street and 313-319 Harris Street with view locations indicated by blue arrows.

## Existing environment

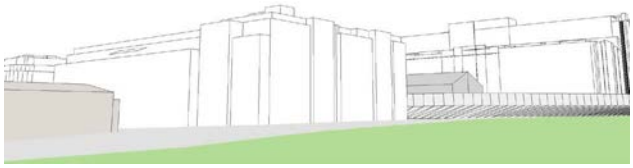
*View south along Harris Street*



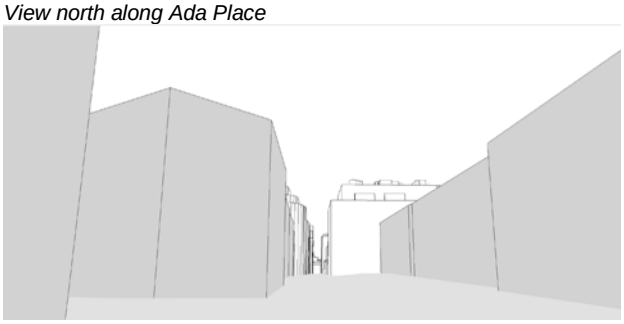
*View north along Harris Street*



*View north east across Fig Lane park*



*View north along Ada Place*

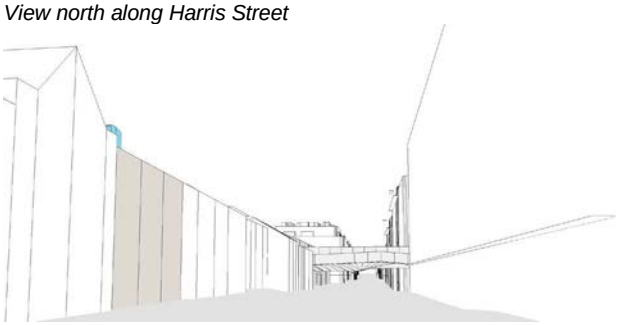


## Existing environment and approved controls

*View south along Harris Street*



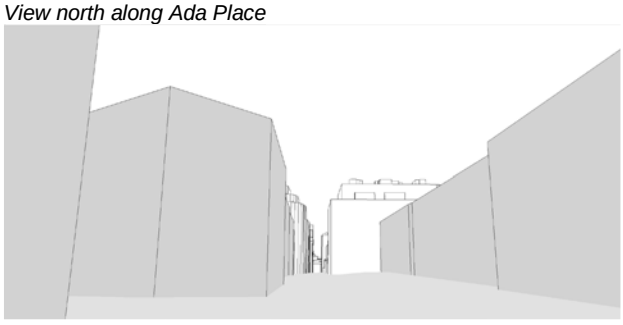
*View north along Harris Street*



*View north east across Fig Lane park*



*View north along Ada Place*

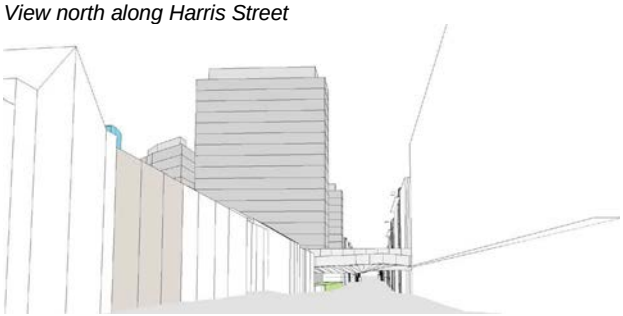


## Existing environment and proposed controls

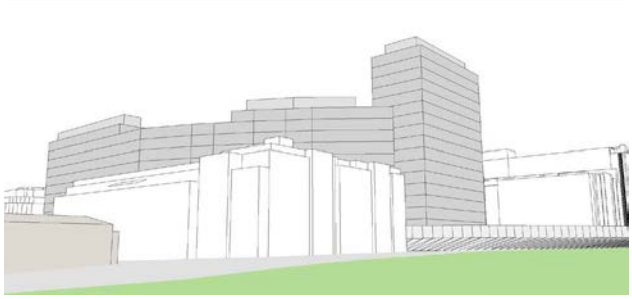
*View south along Harris Street*



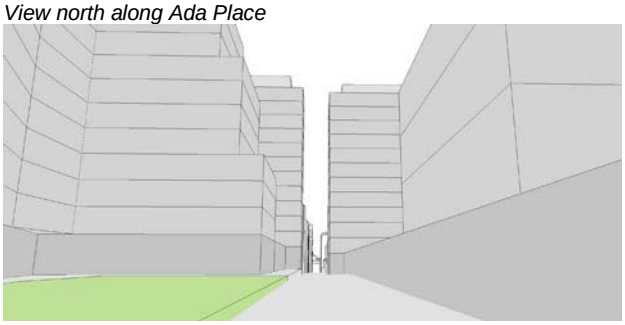
*View north along Harris Street*



*View north east across Fig Lane park*



*View north along Ada Place*



# 1-7 Henry Avenue and 336-368 Jones Street & 370-374 Jones Street

**Overview**

The site at 1-7 Henry Avenue and 336-368 Jones Street (Lot 1 DP 829164) runs the full length of the block between Fig Lane and Quarry Lane. Fig Lane Park is situated directly to the north. At the southern end lies Quarry Lane Streetscape, a small, mainly paved public space occupying 370-374 Jones Street (Lot 2 DP 829164). Refer to Figure 59 and Figure 60 for location details.




Figure 59. Location plan showing 1-7 Henry Avenue and 336-368 Jones Street highlighted in red.




Figure 60. Aerial view of 1-7 Henry Avenue and 336-368 Jones Street.

**Background**

1-7 Henry Avenue and 336-368 Jones Street were not identified by the Dept. of Planning in their initial study. The site is owned by Homes NSW and was not included Stage 1 of City's planning proposal for Ultimo/Pyrmont. Subsequent to Stage 1 after consultation with relevant state government agencies, this site is now included for consideration the provision of additional social housing.

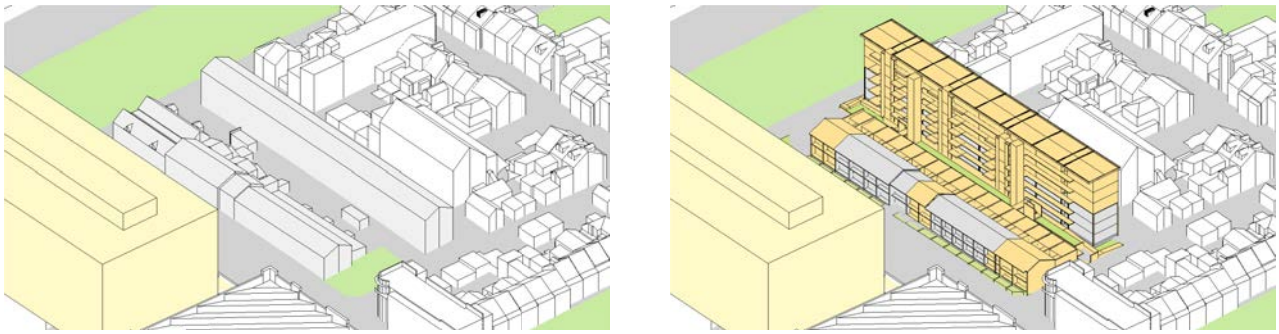


Figure 61. Existing development at 463-467 Harris Street with planning changes for adjacent sites proposed in Stage 1 (shown at left) and proposed planning controls for 463-467 Harris Street (shown at right).

**Existing development and controls**

The existing development on the site comprises four 2-storey townhouses (1990s) at 336-342 Jones Street (8 homes), a row of 2-storey terrace houses at 344-368 Jones Street (13 homes), and a 3-storey flat building comprising 28 homes in 1-bedroom and bed-sit format. Table 16 below summarises the existing building and planning controls, and Figure 63 shows a plan view of the existing site.

Table 16. Existing development and planning controls at 1-7 Henry Avenue and 336-368 Jones Street

| | Existing development | Existing controls |
|---|---|---|
| Land use and zoning | Residential | R1 |
| Floor space ratio | ~ 1.0 | 1.5 |
| Height of building | 12m | 12m |
| Height in storeys | 2 and 3 | 2 |
| Deep soil | - | 10% |




Figure 62. Site plan - 1-7 Henry Avenue and 336-368 Jones Street and 370-374 Jones Street.

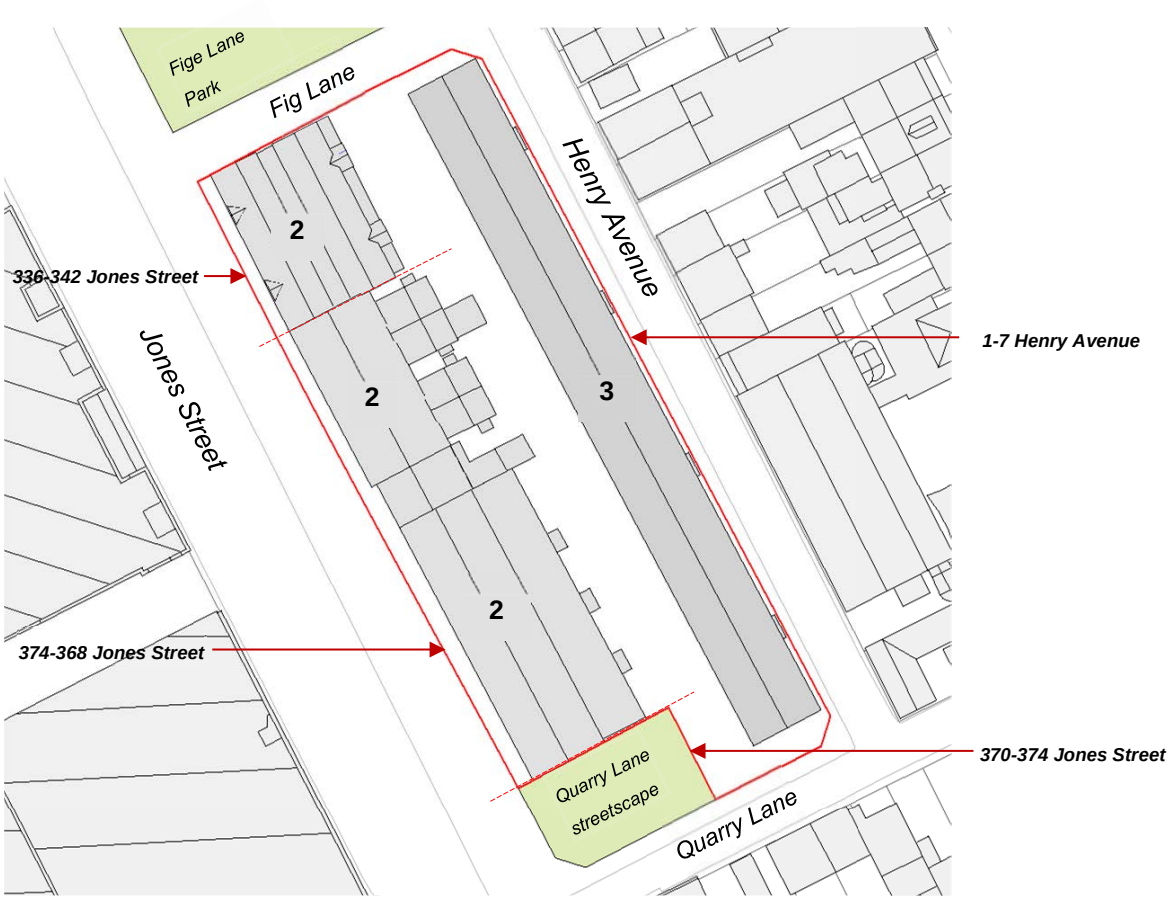



Figure 63. Plan view of 1-7 Henry Avenue and 336-368 Jones Street (red boundary) showing existing development. Quarry Lane streetscape at 370-374 Jones Street shaded in green.



Figure 64. Views of 3-storey flat building at 1-7 Henry Avenue: from Fig Lane Park (left), and from Henry Avenue street frontage (right).



Figure 65. View of terrace row and reserve at 336-374 Jones Street: viewed from corner of Jones Street and Quarry Lane (left); and detail view of Quarry Lane Streetscape reserve (right).

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

The proposed relocation of the small reserve to the northern end of the street block allows for an open space with better sunlight access and connection to Fig Lane Park adjacent. Existing setbacks and soft landscape areas along Jones Street are retained. The open space currently occupied by hardscape surfaces in the middle of the site is to be converted to deep soil areas.

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

The relocation of the small reserve to be next to Fig Lane Park will provide for a more enjoyable open space with a better connect to the existing park.

**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 to Figure 66. Sunlight to the private open spaces of the residential development to the south, fronting onto Quarry Street, is maintained.

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

The existing 2-storey building forms along Jones Street are retained. The eastern side of Henry Avenue is a mix of rear 2 and 3-storey warehouse forms, with some lots fronting Bulwara Road having their rear access off this street. The block is not characterised by a consistent street wall height. The additions on Henry Avenue maintain the street wall form.

Conserve **heritage** values –

The 2 storey warehouse on Henry Avenue opposite the site, at the corner of Quarry Lane, is a heritage item. The proposed changes to the Henry Avenue building maintain the current street setback along this frontage.

Good **design for wind and noise** –

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

The site is sheltered from winds by surrounding development. The scale of the proposed building forms will not result in adverse wind conditions at street level.

Match **land use** to place –

The existing land use for social housing is maintained and provides an opportunity to increase this provision on the site.

Consider **views** to and from public places

The sites are not affected by view corridors. The buildings are separated from Fig Lane Park at the northern end by Fig Lane.

**Maximise** development **within constraints** –

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

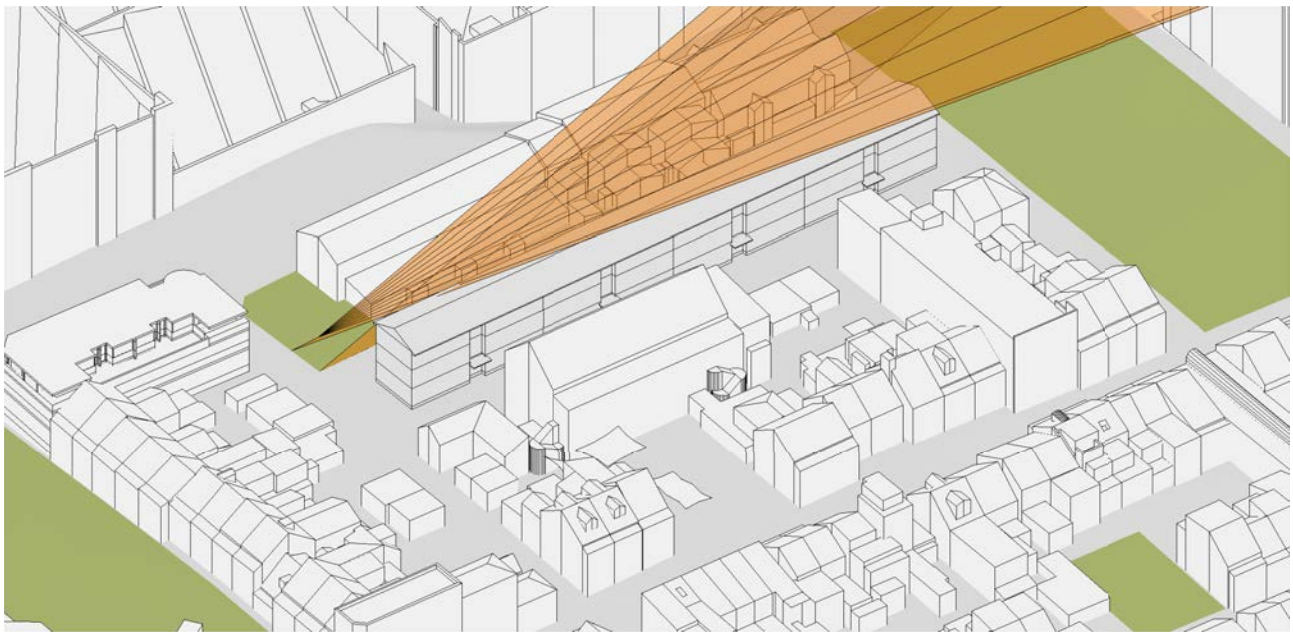


Figure 66. Height control planes required to maintain existing sunlight access to Quarry Lane streetscape.

**Proposed controls**

Quarry Lane streetscape at the southern end of the block imposes height limitations on the site if its sunlight is to be protected in its current location (refer Figure 66 above). This limits the ability of the site to provide for more social housing.

The proposed changes for this block consider removing the four 1990s townhouses at the northern end of the block, the relocation of Quarry Lane streetscape from the southern end of the block (370-374 Jones Street) to the northern end to front onto Fig Lane, and the addition of 2 two-storey terrace forms on the remnant land at 370-374 Jones Street. This allows for the public open space of the small park to be connected to Fig Lane Park and, situated at the northern end, will enjoy good access to sunlight year round.

For the existing terrace row at 344-368 Jones Street, the rear wings of the terraces are removed and new 2-storey rear additions arranged with courtyards for each lot are proposed. The houses are converted from a single 2-storey house into two single storey apartments, one above the other. On the remnant land at 370-374 Jones Street, this type is repeated in 2 new terrace forms similar to the existing.

At 1-7 Henry Avenue the 3-storey flat building is maintained, and 3 additional storeys are added. The additional storeys can be designed as pre-fabricated units built off-site, craned into location and supported on a structural frame that sits over and outside the existing building on independent foundations.

New circulation ways are located in the middle of the site between the two developments, providing for universal access to all levels.

The proposed controls for the block maintain the current use as residential. The new configuration of housing can accommodate a floor space equal to 1.6:1, with a new height limit of 20 metres and 6 storeys, and a deep soil area equal to 15% of the site area.

The controls are summarised in Table 17 below. A plan and aerial diagram of the site reconfiguration appear at Figure 67 and Figure 68. Drawings of indicative floor plan layouts appear at Figure 69 to Figure 71.

Table 17 . Planning provisions for 463-467 Harris Street– existing and proposed controls

| | Existing development | Existing controls | Proposed |
|---|---|---|---|
| Land use and zoning | Residential | R1 | Residential |
| Floor space ratio | ~ 1.0 | 1.5 | 1.6 |
| Height of building | 12m | 12m | 20m |
| Height in storeys | 2 and 3 | 2 | 6 |
| Deep soil | - | 10% | ~15% |




Figure 67. Site plan showing proposed planning controls and reconfiguration of site at 336-374 Jones Street and 1-7 Henry Avenue.

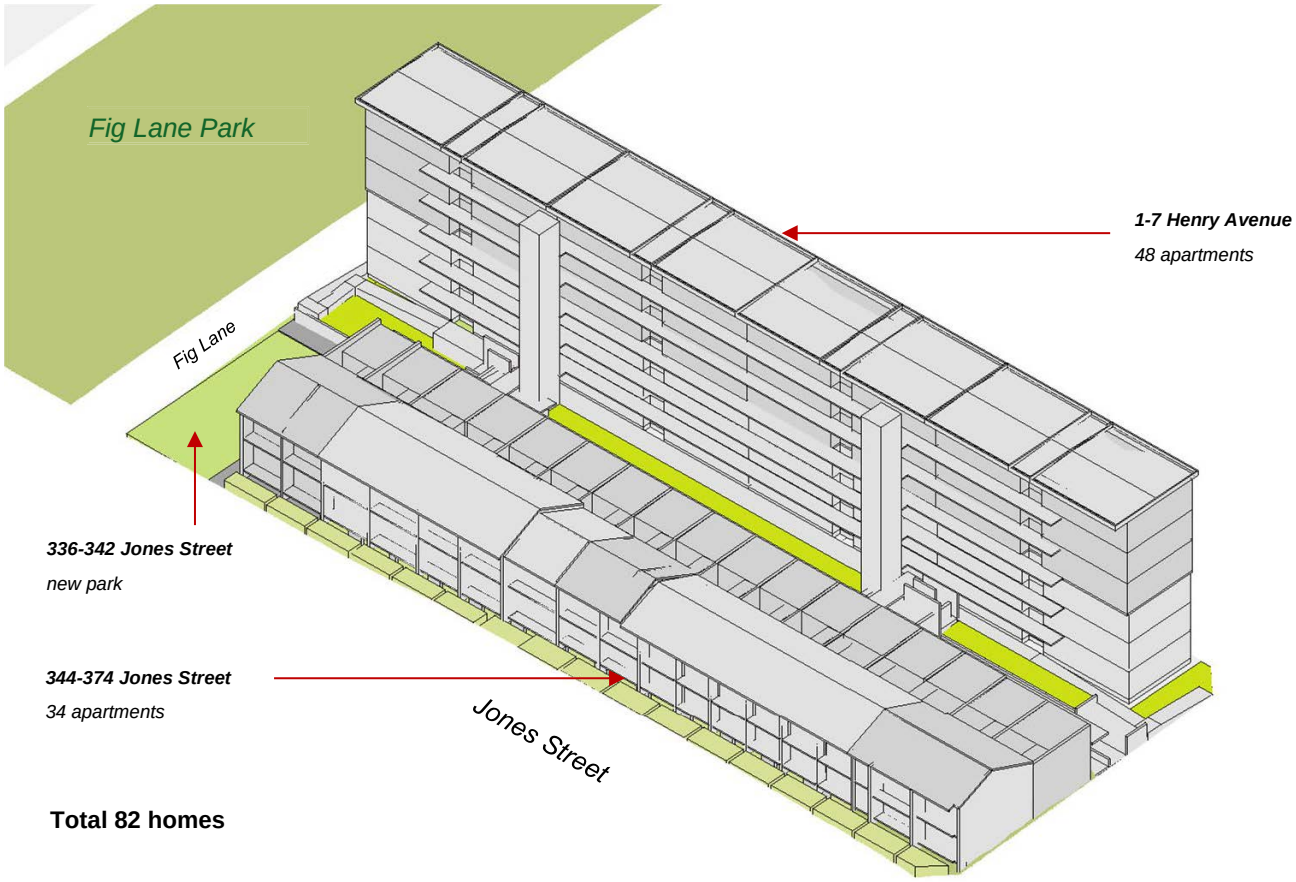



Figure 68. Diagrammatic aerial view showing proposed planning controls and reconfiguration of site at 336-374 Jones Street and 1-7 Henry Avenue.




Figure 69. Indicative floor plans at 336-374 Jones Street and 1-7 Henry Avenue.

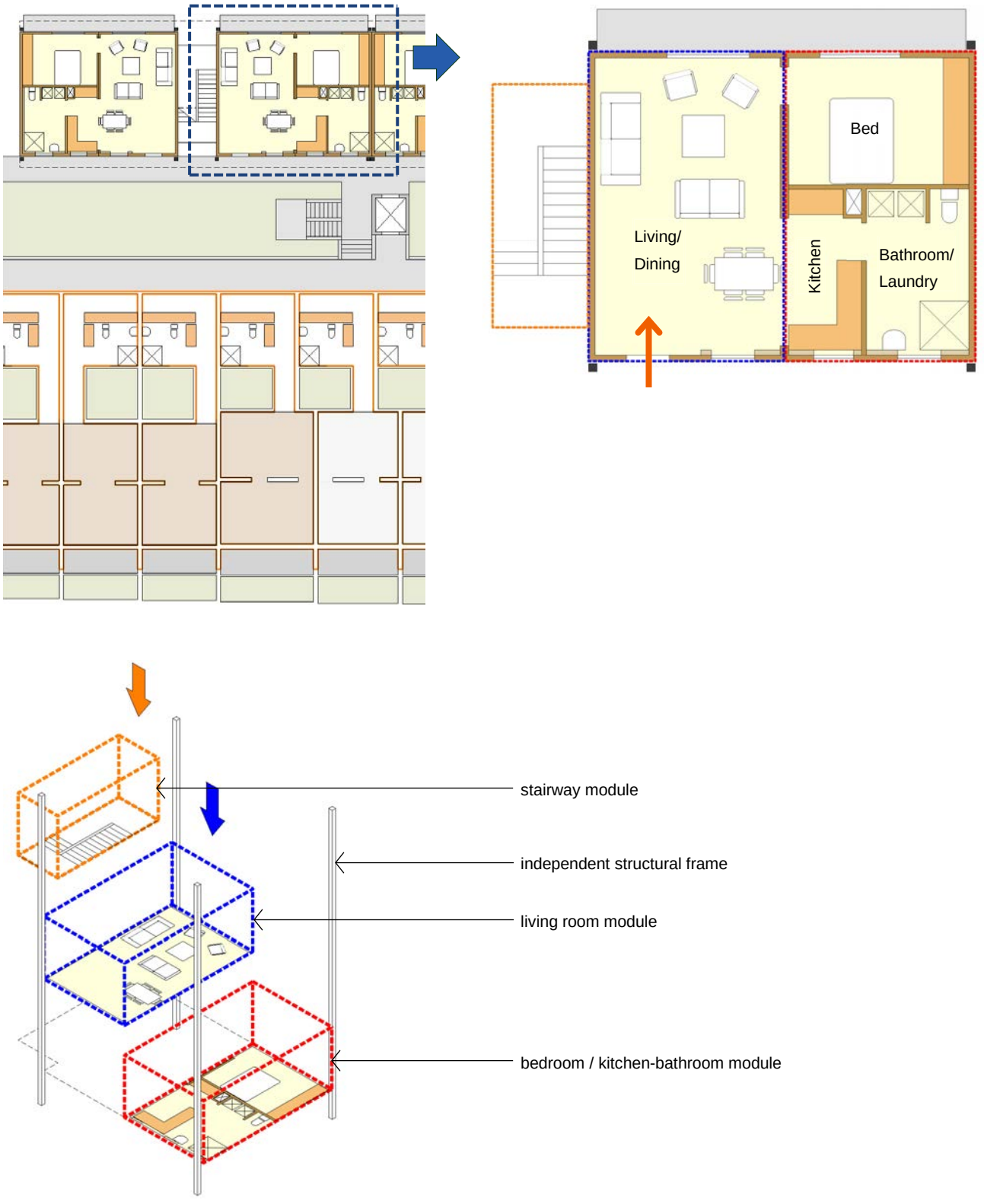
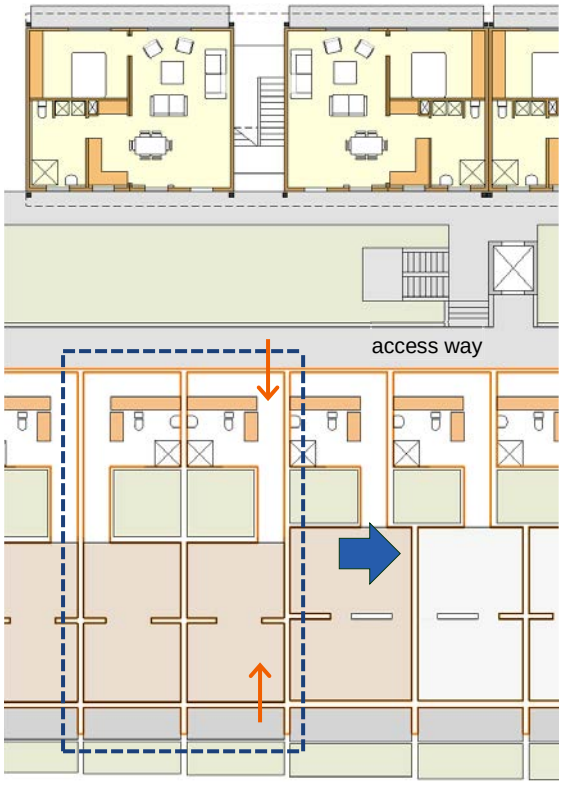
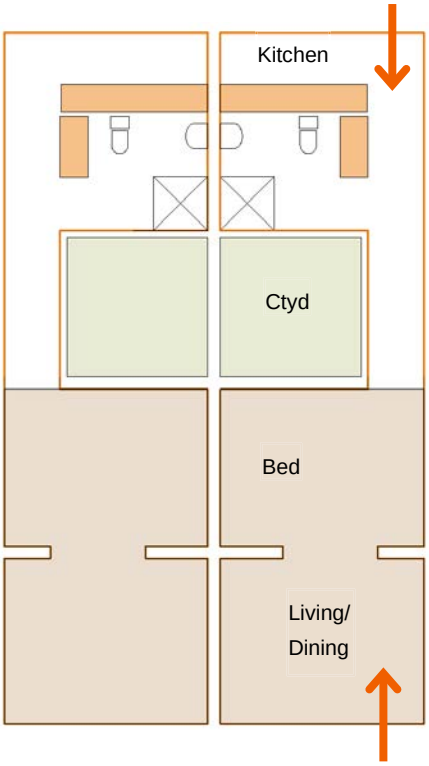



Figure 70. Floor plans and configuration diagram for new apartments at 1-7 Henry Avenue.



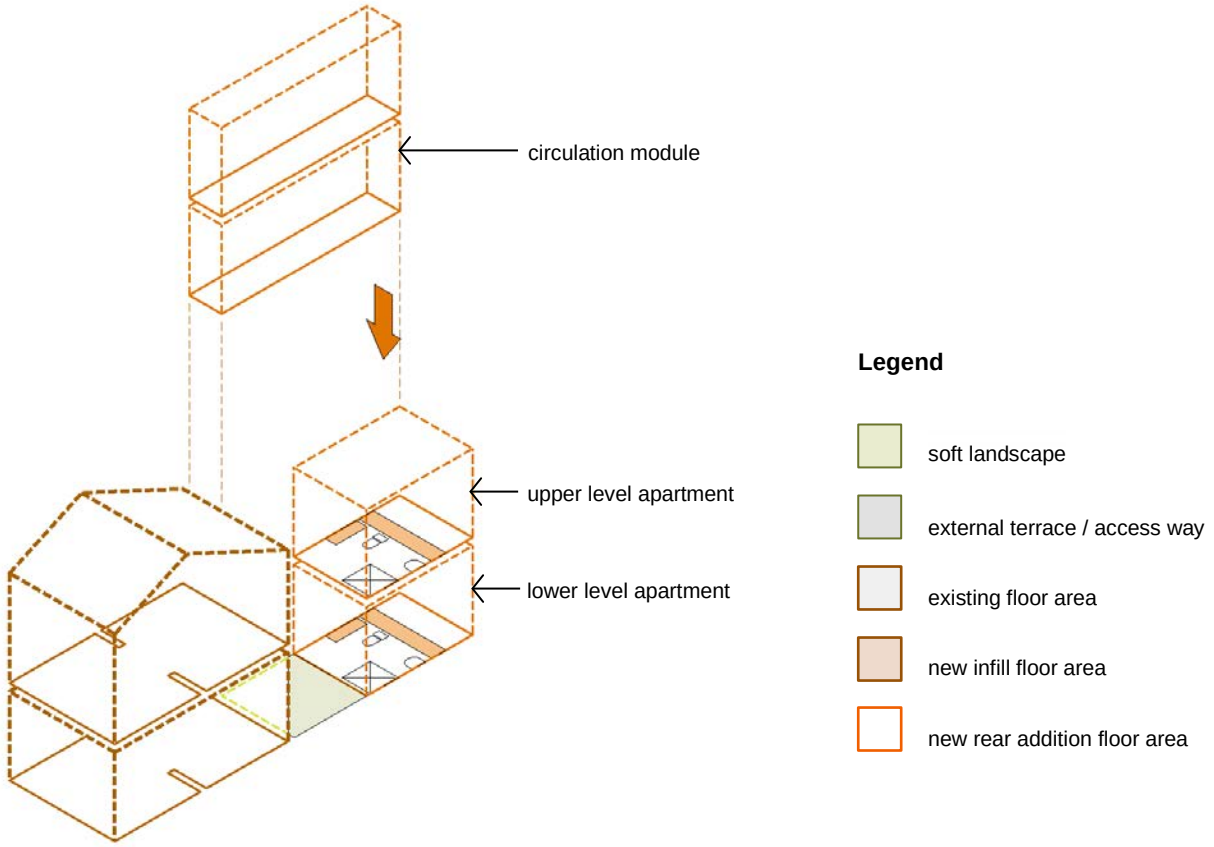



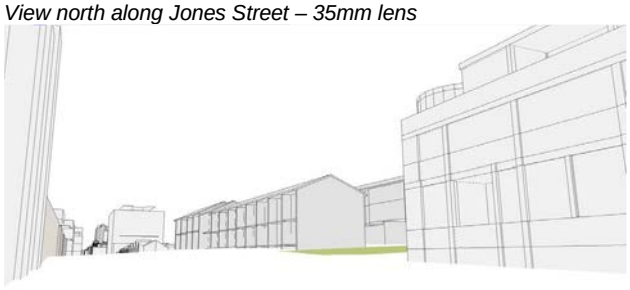

Figure 71. Floor plans and configuration diagram for new apartments at 336-374 Jones Street.

**Visualisation**



## Existing development

*View north along Jones Street – 35mm lens*



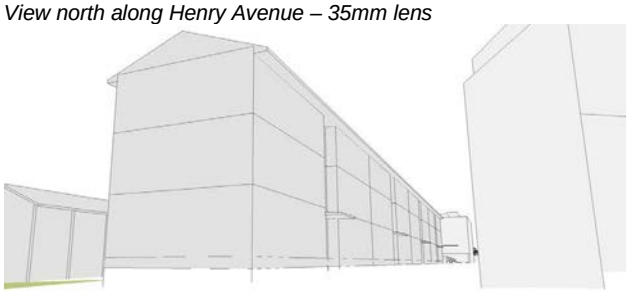
*View south along Jones Street – 35mm lens*



*View south across Fig Lane Park – 35mm lens*

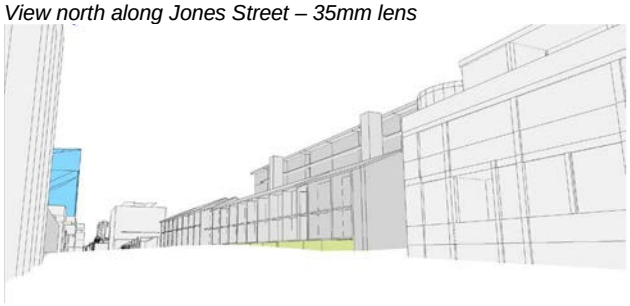


*View north along Henry Avenue – 35mm lens*

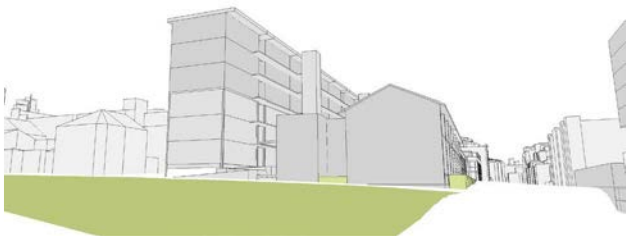


## Existing development with proposed changes

*View north along Jones Street – 35mm lens*



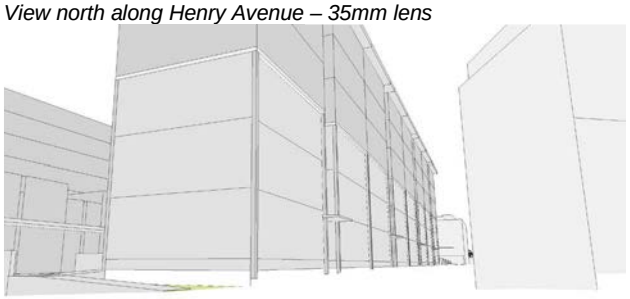
*View south along Jones Street – 35mm lens*



*View south across Fig Lane Park – 35mm lens*



*View north along Henry Avenue – 35mm lens*



# 463 – 467 Harris Street Ultimo

**Overview**

463-467 Harris Street, Ultimo (Lot 1 DP80155) is a corner site with frontages onto Harris Street, Quarry Street and Kirk Street. Refer to Figure 72 and Figure 73 for detail.




Figure 72. Location plan showing 463-467 Harris Street highlighted in red.




Figure 73. Aerial view from north east showing 463-467 Harris Street outlined in red.

**Background**

463-467 Harris Street was not identified by the Dept. of Planning in their initial study. During Stage 1 of City's planning proposal for Ultimo/Pyrmont, the sites adjacent were considered for change. In response to submissions received during exhibition, this site is now included.



Figure 74. Existing development at 463-467 Harris Street with planning changes for adjacent sites proposed in Stage 1 (shown at left) and proposed planning controls for 463-467 Harris Street (shown at right).

**Existing development and controls**

The existing development at 463-467 Harris Street is a three storey building containing commercial uses, with carpark and loading entry off Quarry Street. Table 18 below summarises the existing building and planning controls, and Figure 75 shows a plan view of the existing site.

Table 18. Existing development and planning controls at 463-467 Harris Street

| | Existing development | Existing controls |
|---|---|---|
| Land use and zoning | Commercial | MU1 |
| Floor space ratio | 2.5 | 2.5 |
| Height of building | 12m | 12m |
| Height in storeys | 3 | 2 |
| Deep soil | - | - |

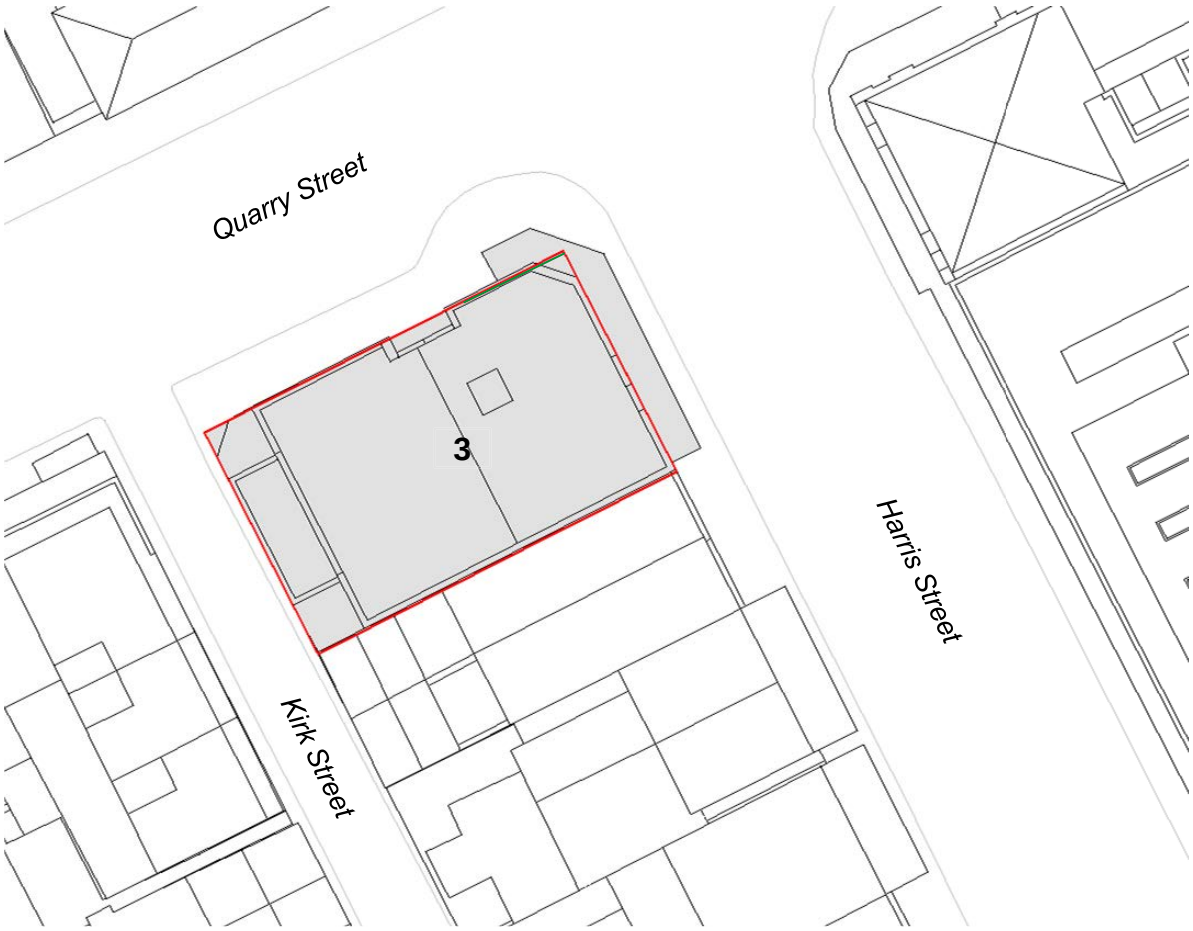



Figure 75. Plan view of 463-467 Harris Street site (red boundary) showing existing development.

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

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

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

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

**Minimise overshadowing** of existing residential properties –

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

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

**Maximise** development **within constraints** –

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

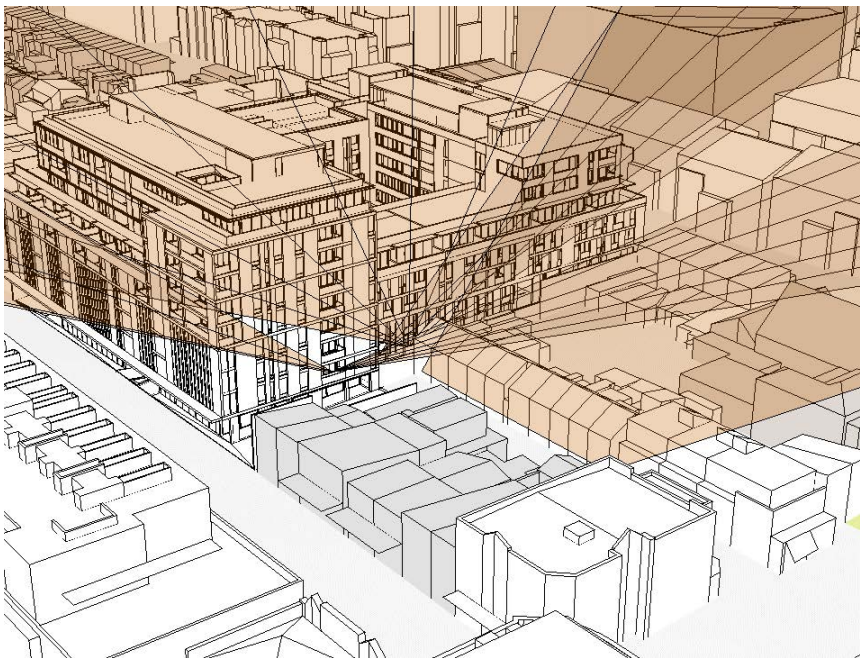


Figure 76. Height control planes to maintain sunlight access to neighbouring residential development.

**Proposed controls**

The controls proposed for 463-467 provide for street level commercial use fronting onto Harris and Quarry Streets, and residential development above. The scheme accommodates an FSR of 3:1, a maximum height limit of 27 metres and 7 storeys, and a deep soil area equal to 15% of the site area.

The controls are summarised in Table 19 below and additional detail such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described in Figure 77.

Table 19 . Planning provisions for 463-467 Harris Street– existing and proposed controls

| | Existing development | Existing controls | Proposed |
|---|---|---|---|
| Land use and zoning | Commercial | MU1 | Mixed use |
| Floor space ratio | 2.5 | 2.5 | 3.0 |
| Height of building | 12m | 12m | 27m |
| Height in storeys | 3 | 2 | 7 |
| Deep soil | - | - | 15% |



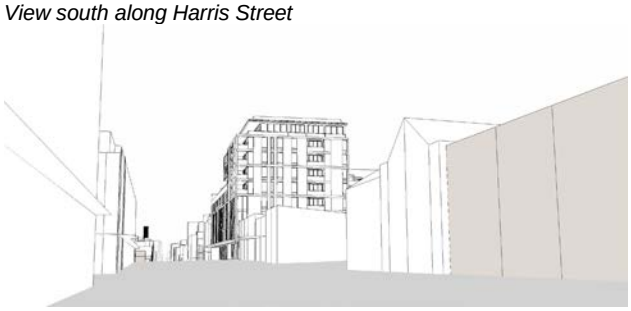

Figure 77. Site plan showing proposed planning controls at 463-467 Harris Street

**Visualisation**



## Existing environment

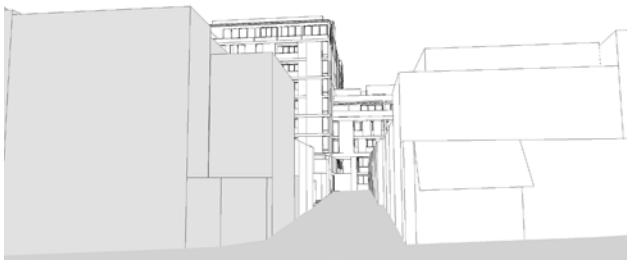
*View south along Harris Street*



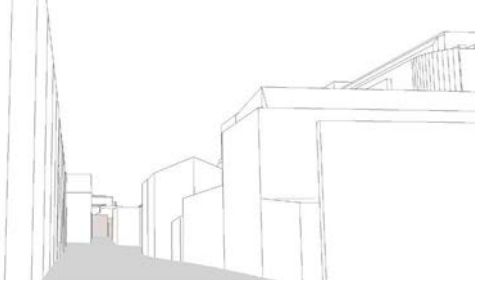
*View north along Harris Street*



*View south along Kirk Street*

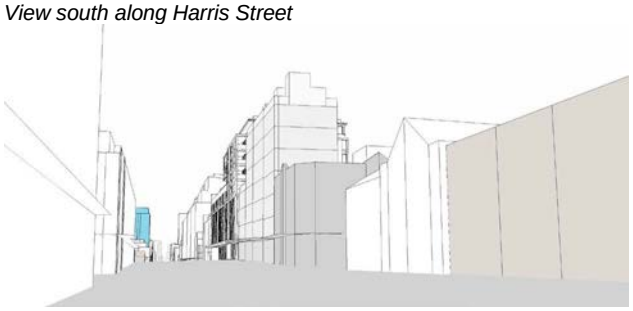


*View north along Kirk Street*



## Existing environment with approved controls from Stage 1

*View south along Harris Street*



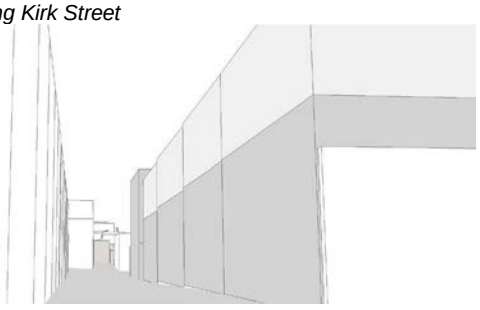
*View north along Harris Street*



*View south along Kirk Street*

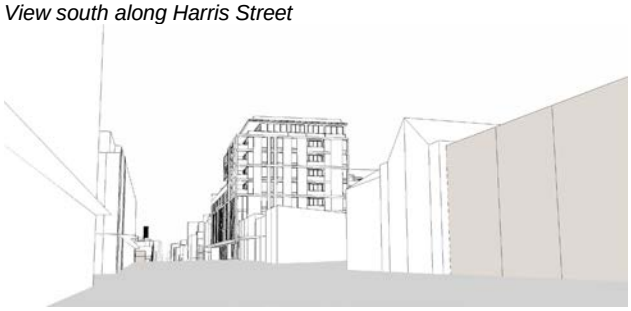


*View north along Kirk Street*



## Existing environment

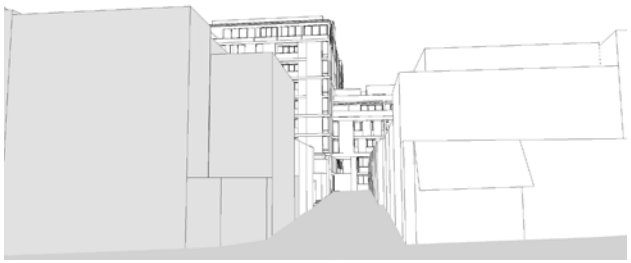
*View south along Harris Street*



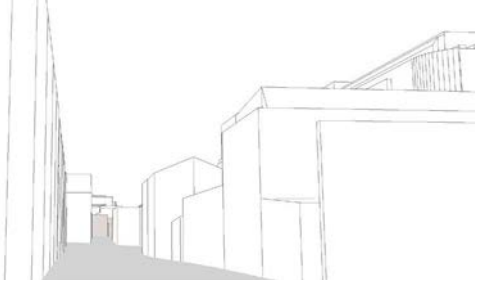
*View north along Harris Street*



*View south along Kirk Street*

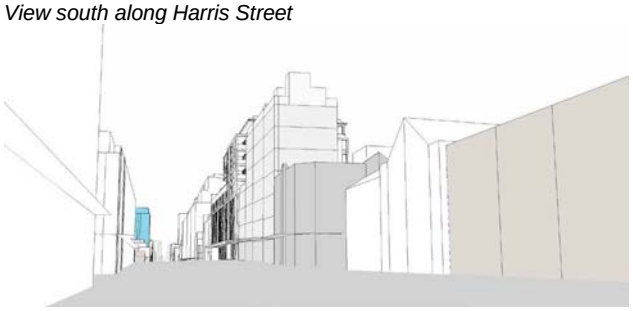


*View north along Kirk Street*



## Existing environment with approved controls from Stage 1

*View south along Harris Street*



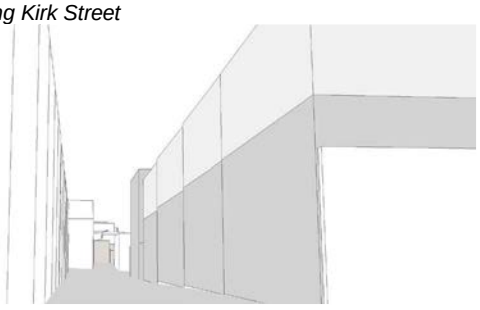
*View north along Harris Street*



*View south along Kirk Street*

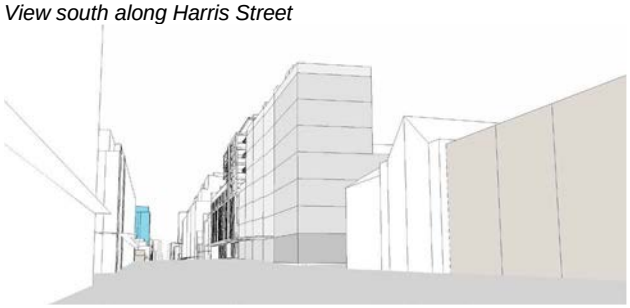


*View north along Kirk Street*



## Existing environment, approved controls, and proposed controls for 463-467 Harris Street

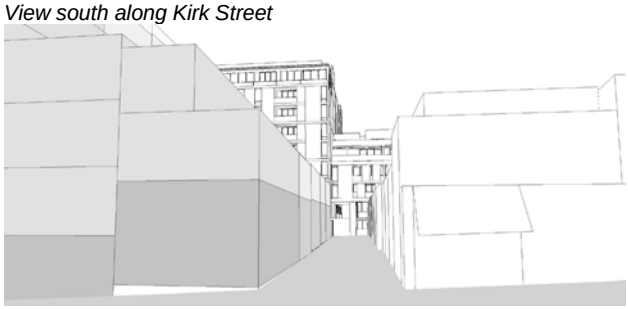
*View south along Harris Street*



*View north along Harris Street*



*View south along Kirk Street*



*View north along Kirk Street*



# 344 Bulwara Road Ultimo

**Overview**

344 Bulwara Road, Ultimo (Lot 101 DP 736100, Lots 1-102 SP 31316) sits opposite Mary Ann Street Reserve, with frontages onto Bulwara Road, Macarthur Street and Hackett Street. The terrain falls 4.5m. from the north west corner to the south east corner of the site. The southern site boundary is bordered by a through site link located within the two neighbouring sites to the south, linking Bulwara Road and Hackett Street. The footpath along Bulwara Road is narrow at only 1 metre, often obstructed by trees and services. The Refer to Figure 78, Figure 79 and Figure 80 for detail.




Figure 78. Location plan showing 344 Bulwara Road highlighted in red.




Figure 79. Aerial view with 344 Bulwara Road outlined in red.



Figure 80. Street views showing footpath to Bulwara Road frontage (left) and through site link at southern boundary of site (right).

**Background**

344 Bulwara Road was not identified by the Dept. of Planning in their initial study. During Stage 1 of City's planning proposal for Ultimo/Pyrmont the site opposite, 383-389 Bulwara Road, was considered for change. In response to submissions received during exhibition, 344 Bulwara Road is now included.

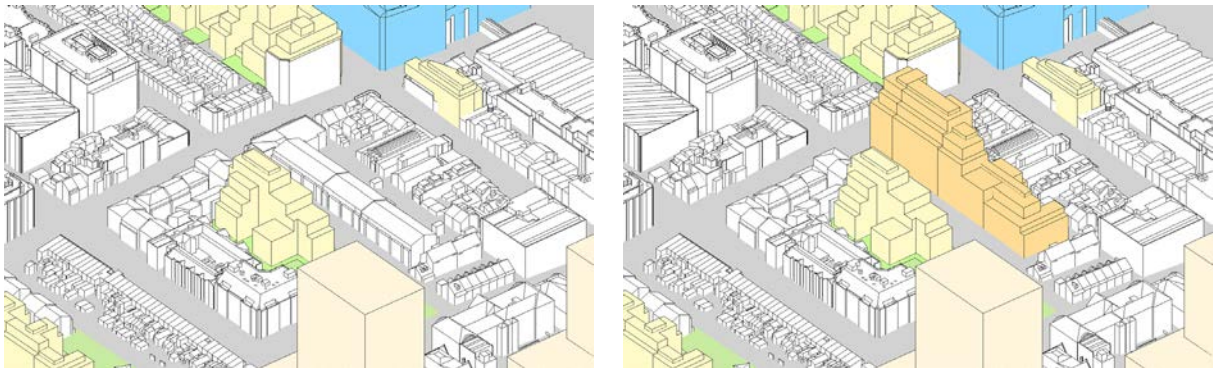


Figure 81. Existing development at 344 Bulwara Road (shown at left) and proposed planning controls (shown at right).

**Existing development and controls**

The existing development at 344 Bulwara Road is a mixed use development. It comprises 3 storeys along Macarthur Street with street level commercial and residential above, and 4 storeys of multi-unit residential along Bulwara Road sitting atop a partially submerged car park.
Table 20 below summarises the existing building and planning controls, and Figure 82 shows a plan view of the existing site and surrounds.

Table 20. Existing development and planning controls at 344 Bulwara Road

| | Existing development | Existing controls |
|---|---|---|
| Land use and zoning | Mixed use | MU1 |
| Floor space ratio | 2:1 | 2:1 |
| Height of building | 15.5m | 15m |
| Height in storeys | 4 | 4 |
| Deep soil | - | - |

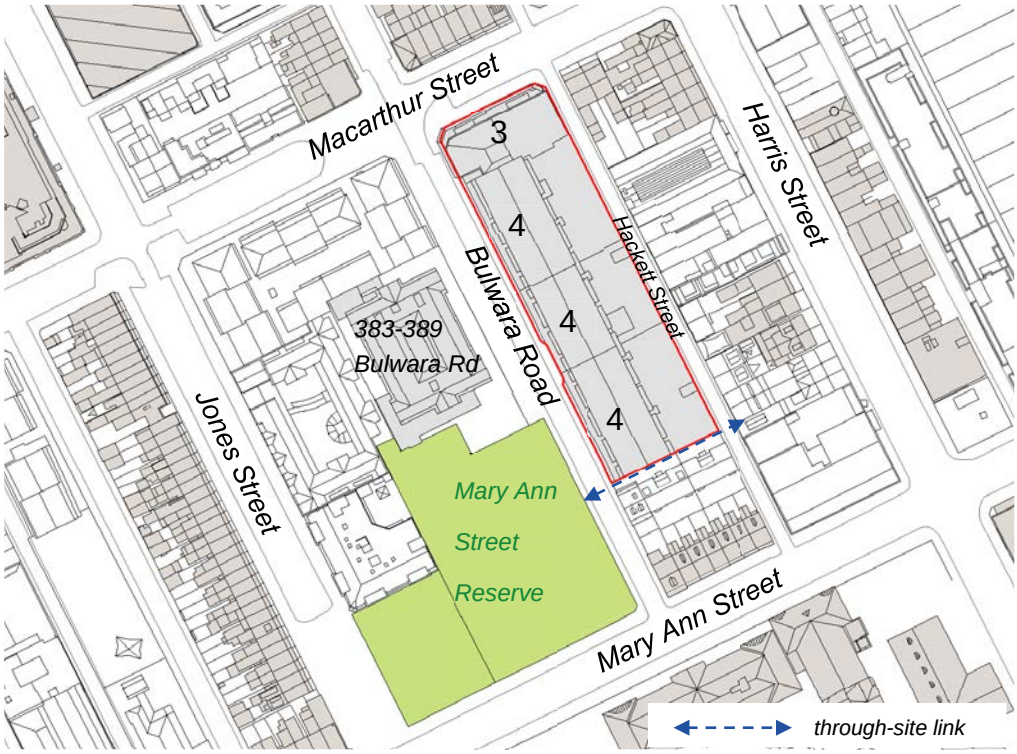



Figure 82. Plan view of 344 Bulwara Road site (red boundary) showing existing development.

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

The courtyard arrangement along the eastern side of the site fronting onto Hackett Street allows for contribution to tree canopy on the site.

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

The building setback along Bulwara Road and proposed dedication of a 3-metre strip of land for footpath widening will improve the amenity at street level for people.

**Minimise overshadowing** of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties has been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 83). The building also minimises overshadowing to nearby Mary Ann Street Park by responding to the proposed sun access controls that are part of the Stage 2 planning proposal.

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

Residential land use extends the existing surrounding residential land use.

Consider **views** to and from public places

The sites are not affected by view corridors.

**Maximise** development **within constraints** –
Within the limits set by other urban design principles described above the potential floor area is maximised.

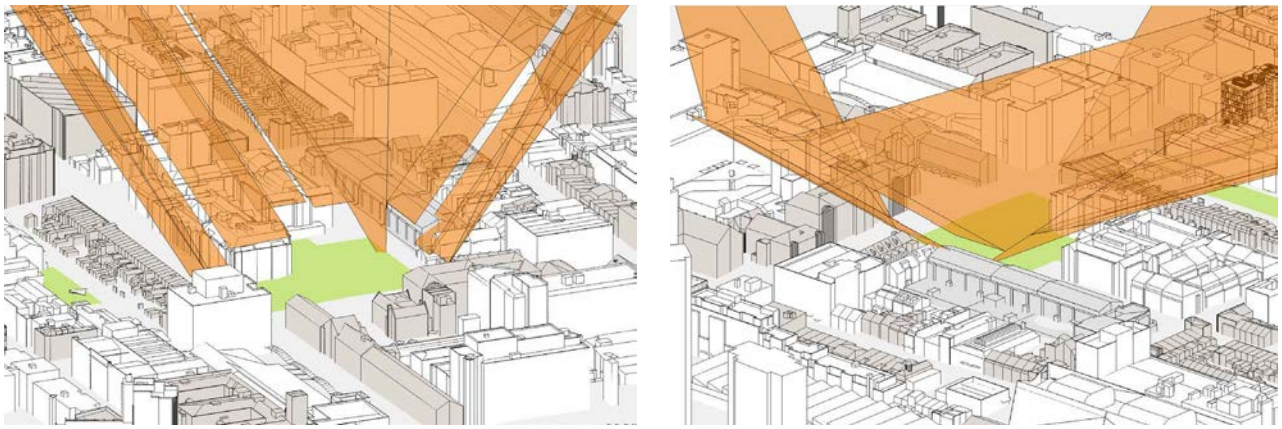


Figure 83. Height control planes maintain sunlight access to Mary Ann Street Reserve

(left – viewed from south west; right – viewed from north east).

**Proposed controls**

The controls proposed for 344 Bulwara Road provide for street level commercial use along Macarthur Street and Bulwara Road frontages with residential development above. Carparking is accessed from Hackett Street. The scheme accommodates an FSR of 3.18 plus a Design Excellence bonus, a maximum height limit of 44 metres and 12 storeys, and a deep soil area equal to 15% of the site area.

The controls are summarised in below Table 21 . Planning provisions for 344 Bulwara Road – existing and proposed controlsand additional detail such as street-level and upper-level setbacks, street wall height, site layout requirements, access and streetscape improvements are described in Figure 84.

Table 21 . Planning provisions for 344 Bulwara Road – existing and proposed controls

| | Existing development | Existing controls | Proposed |
|---|---|---|---|
| Land use and zoning | Mixed Use | MU1 | Mixed use |
| Floor space ratio | 2.0 | 2.0 | 3.18 + Des. Ex. |
| Height of building | 15m | 15m | 44m |
| Height in storeys | 4 | 4 | 12 |
| Deep soil | - | - | 15% |

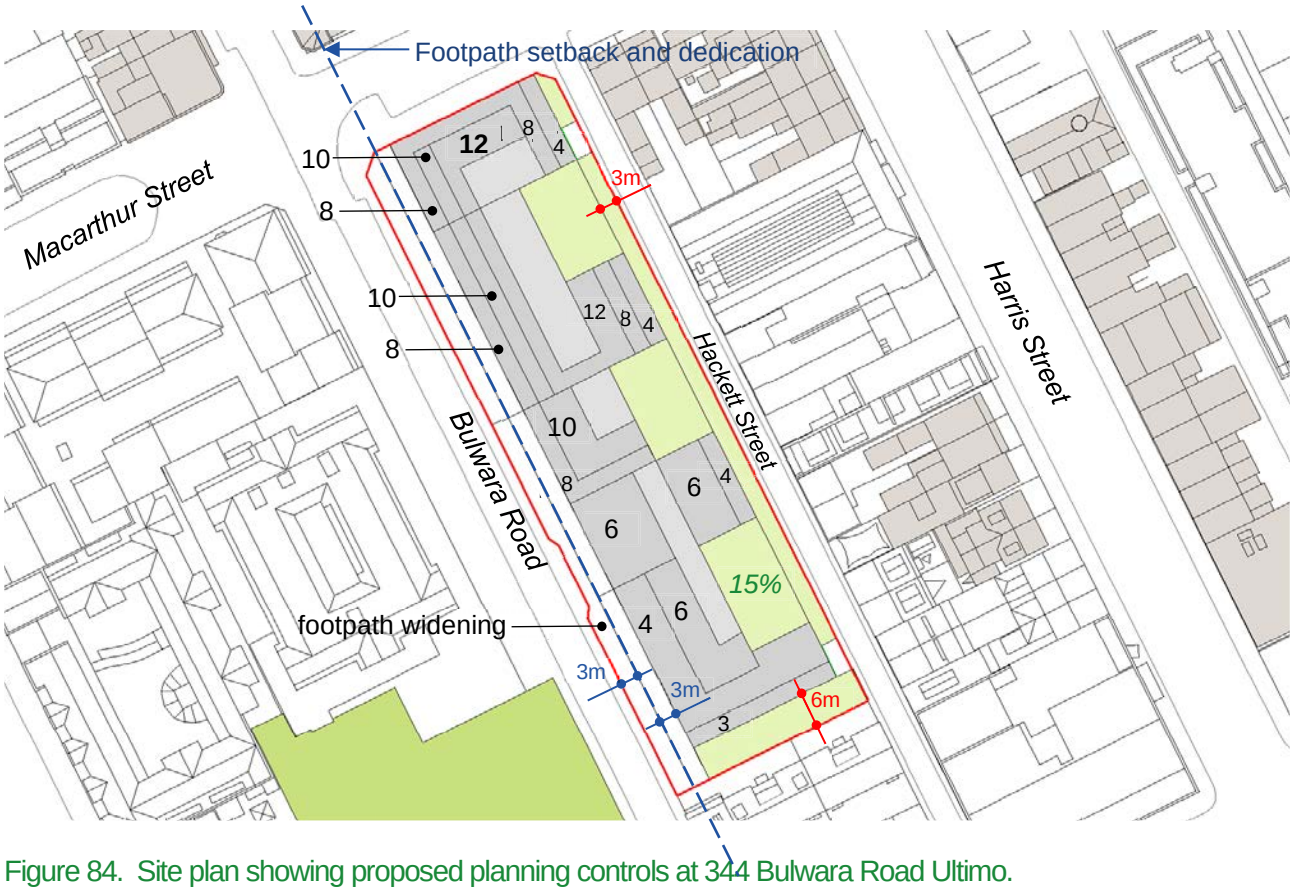



Figure 84. Site plan showing proposed planning controls at 344 Bulwara Road Ultimo.

**Visualisation**



## Existing environment

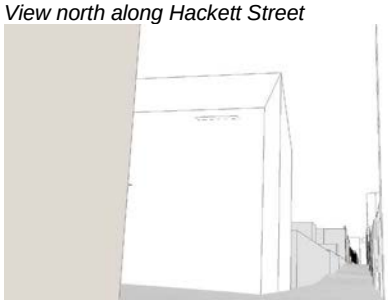
*View north east across Mary Ann Street Reserve*



*View north along Bulwara Road*



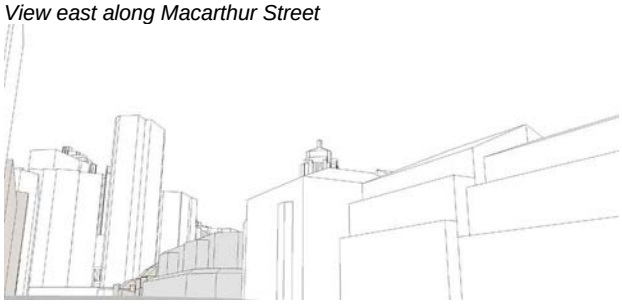
*View north along Hackett Street*



*View south west along Macarthur Street*

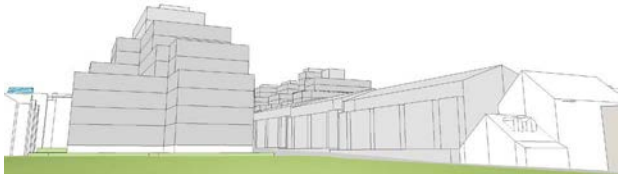


*View east along Macarthur Street*



## Existing environment with approved controls from Stage 1

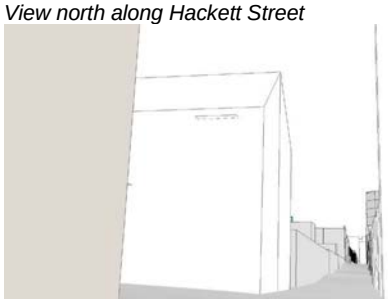
*View north east across Mary Ann Street Reserve*



*View north along Bulwara Road*



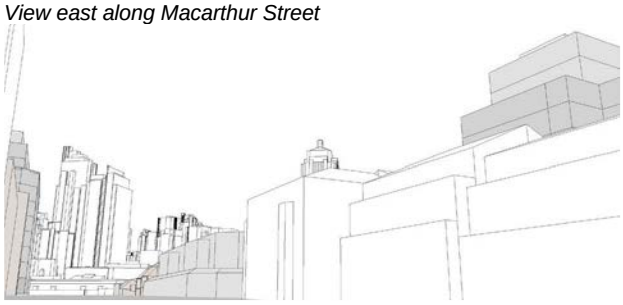
*View north along Hackett Street*



*View south west along Macarthur Street*

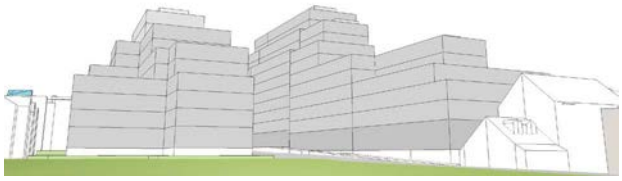


*View east along Macarthur Street*



## Existing environment with approved controls, and proposed controls for 344 Bulwara Road

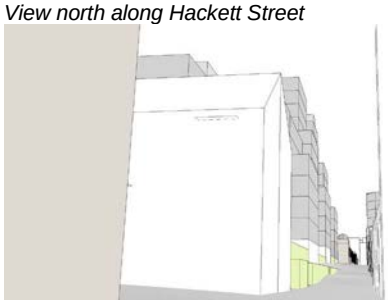
*View north east across Mary Ann Street Reserve*



*View north along Bulwara Road*



*View north along Hackett Street*



*View south west along Macarthur Street*



*View east along Macarthur Street*

