

2 September 2020

2200205

Mr Jim Betts  
Department of Planning, Industry and Environment,  
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Parramatta  
NSW 2124  
pyrmont.peninsula@planning.nsw.gov.au

Dear Mr Betts,

## **RE: Submission to the Draft Pyrmont Peninsula Place Strategy (July 2020)**

### **88 Harris Street, Pyrmont**

We write on behalf of Citi 88 Pty Ltd (Citi 88), the landowners of 88 Harris Street, Pyrmont (the site). Citi 88 welcome the opportunity to engage with the Department of Planning, Industry and Environment as they formulate a Place Strategy for the Pyrmont Peninsula.

The development of a Place Strategy for Pyrmont represents an ideal opportunity to revitalise the precinct to facilitate the provision of jobs and tourism industries which will support NSW's recovery post COVID-19. Our submission demonstrates that our site is strategically located to play a critical role in the supply of high-quality tourist accommodation and commercial uses in a manner that is consistent with the Department's Draft Place Strategy (July 2020) and the 10 Directions. It is contextually appropriate and will provide significant public benefit to the immediate and broader area.

This submission follows our earlier submission dated 28 April 2020. It is lodged following a conversation between Clare Swan (Director Ethos Urban) and Mr Steve Driscoll on the 12 August 2020, where the specific opportunities of the site were discussed.

In this regard, we believe there is merit in reviewing and amending the existing statutory planning controls to enable the site to accommodate additional height and density. Our submission is supported by a conceptual design prepared by SJB (**Attachment A**) and economic analysis prepared by Ethos Urban (**Attachment B**), and a GFA study prepared by SJB (**Attachment C**).

## **1.0 The Site and its Context**

The site comprises 86-92 Harris Street, Pyrmont (being Lot 1 DP 791724) referred to herein as 88 Harris Street. It is approximately 2,760 sqm and located in the heart of Pyrmont, close to the intersection with John Street. The site currently accommodates an at grade car park, however, it has development consent (D/2018/875) for the construction of a new five storey commercial building with two basement levels of carparking. The approval grants 5,522 sqm of floorspace at an FSR of 2:1. An aerial image of the site is provided at **Figure 1**, and a photomontage of the approved development is provided at **Figure 2**.

Pyrmont is host to a range of building scales and taller buildings are dispersed across the review area. Harris Street is the central spine of Pyrmont and is topographically higher than the surrounding area. The immediate area around 88 Harris Street is characterised by a range of building typologies including warehouses, two storey terraces and contemporary four storey apartment buildings. Directly to the east of the site, on the opposite side of Pyrmont Street is the Star Casino which accommodates buildings up to approximately 65m in height. There are other clusters of buildings over 50m high to the south, and to the east and west edges of the north half of the peninsula. Pyrmont Peninsula's existing urban form is illustrated at **Figures 3 and 4**.



**Figure 1: Site Aerial**

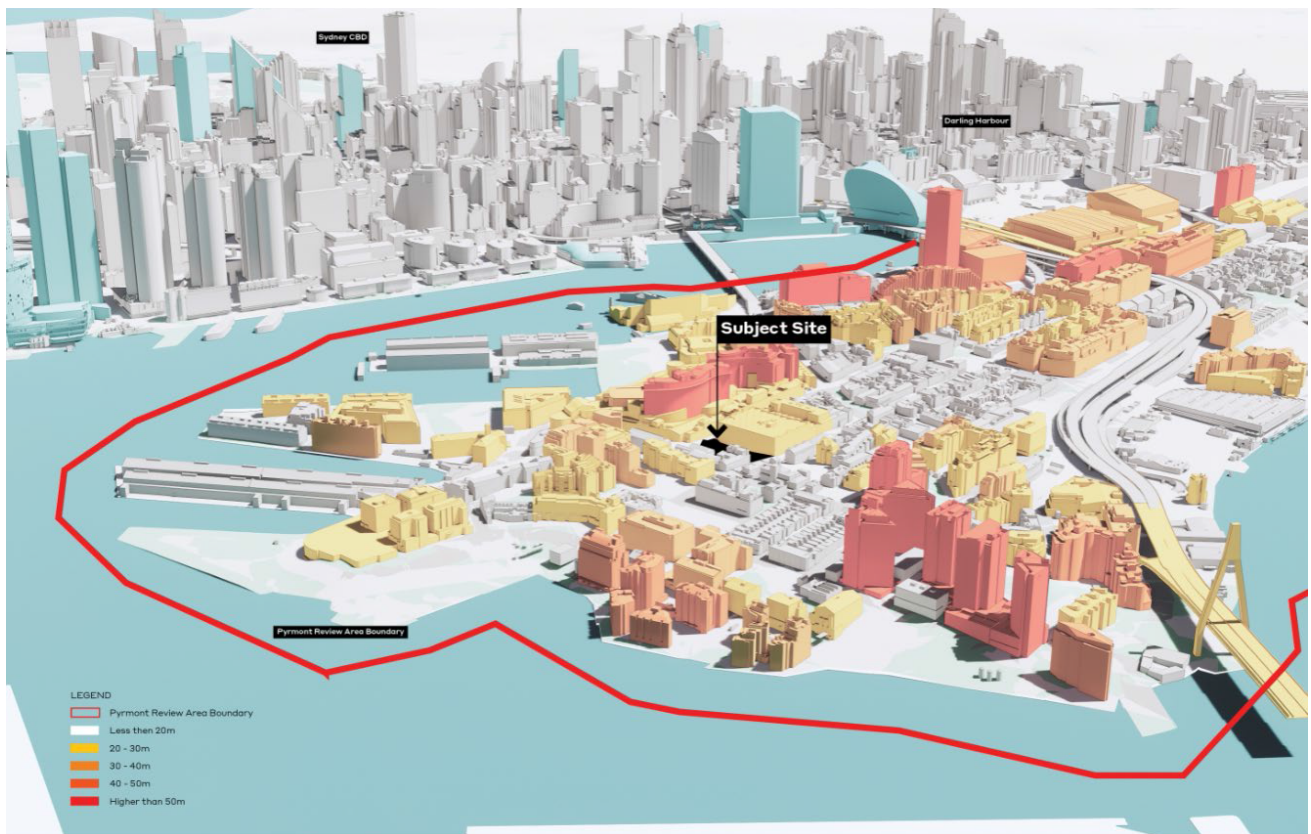
Source: Nearmap + Ethos Urban



**Figure 2: 88 Harris Street – Photomontage of approved development**

Source: SJB Architects





**Figure 3: Pyrmont Peninsula - Existing Urban Context**

Source: Ethos Urban



**Figure 4: Pyrmont Peninsula - Existing Topography and Building Height Context**

Source: Ethos Urban  
Source: Ethos Urban

## 1.1 Current Planning Framework

Notwithstanding the approved development, the site is subject to the following key planning controls under the Sydney Local Environmental Plan 2012.

- B3 Commercial Core zoning.
- A maximum height limit of 15m.
- A maximum FSR of 2:1.
- The Sydney Development Control Plan identifies a maximum three storey height limit for the site.

## 2.0 The Site Opportunity

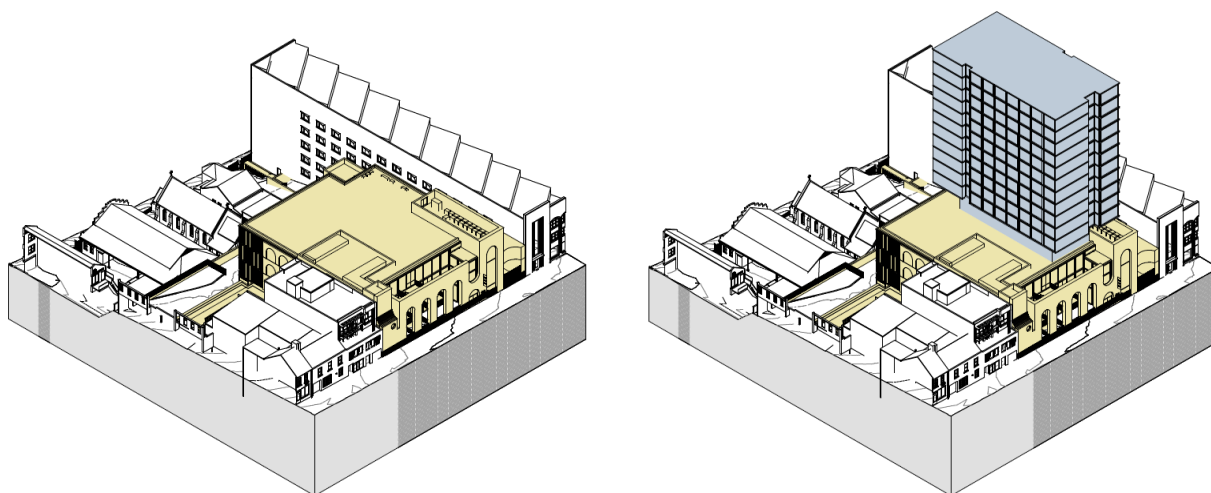
The site is a reasonably large landholding of almost 3,000 sqm. and is strategically located between the tall buildings at the Star Casino to the east, and the tall buildings at the Jacksons Landing/Distillery Drive development to the north-west. It is in the heart of the Pyrmont Peninsula within walking distance of the John Street Square and The Star light rail stations. The size and context of the site lends itself to an improved development outcome than that currently approved, and there is an opportunity to connect taller, higher density development across the peninsula by increasing the current planning control parameters.

To this end, 88 Citi have engaged SJB to undertake a concept design exercise to understand the development capacity of the site. The analysis has identified that the site and current approval can accommodate further levels of development, namely that of an additional 11 storey hotel (refer **Figure 5**). Importantly, the construction design for the approved development has built in tolerance to accommodate the additional hotel storeys. At any point in time during construction or post construction, the project would be capable of accommodating further levels of development, namely that of the 11-storey hotel.

The addition of this development potential would add an estimated further 260 FTE jobs during construction and a further 95 jobs on an ongoing basis once the project is complete and operational - these ongoing jobs are estimated to contribute approximately \$6.4 million (value added) to the economy annually (refer **Attachment 2**). Should the hotel proposal be realised, the feasibility conditions would also allow the re-examination of the approved ground floor uses. The potential uplift would facilitate the development being able to provide more of a community hub feel, with local services and amenities in a central location, contributing to the neighbourhood level retail amenity. These types of uses are currently scattered sporadically throughout Pyrmont and a bespoke providedore retail offering at street level is aligned with the Place Strategy's Directions and could provide significant activation and revitalisation benefits in a post COVID recovery.

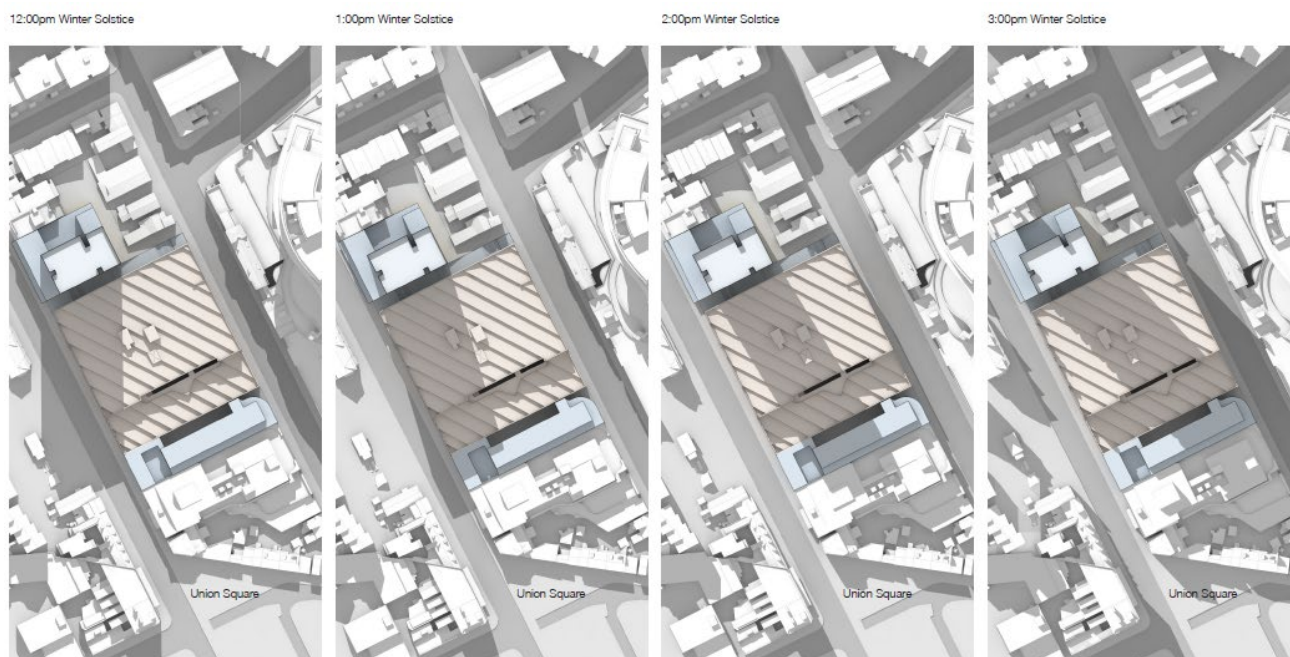
It should be noted that the location of a 11-storey hotel, to the south portion of the site as modelled in **Figure 6**, would not result in any adverse impact to neighbouring sites. Additional overshadowing would fall largely across the roof of 100 Harris Street which is a heritage listed commercial building adjoining to the south.





**Figure 5: Massing study for future hotel uplift option**

Source: SJB Architects



**Figure 6: Overshadowing impact for future hotel uplift option**

Source: SJB Architects

### 3.0 Place Strategy Directions

We have reviewed the draft Directions for the Pyrmont Peninsula Place Strategy and are generally supportive of the approach. In particular, the following objectives are encouraged;

- New development including taller buildings;
- Adjoining areas of economic activity to form an innovation district;
- Formation of new, active centres for shops, services and culture;

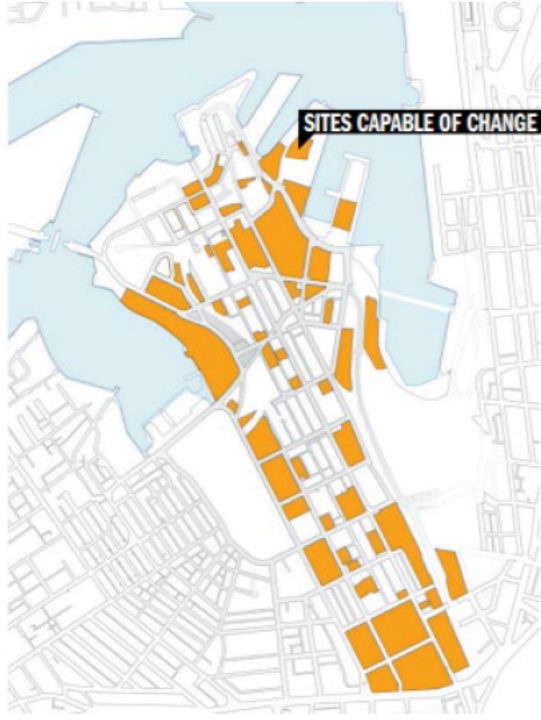
- A unified and efficient planning framework to implement the strategy.

Specific comments on the draft Directions are provided at **Table 1**.

**Table 1**      **Comments on Draft Directions**

	Draft Directions	Comments
1	<p><b>Jobs and industries of the future</b></p> <p>Investment and innovation to boost jobs, creativity, tourism and night life</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>• Delivery of new major floor space capacity on larger sites around the harbour and park edge, within the Blackwattle Bay, Tumbalong Park and Darling Island sub-precincts</li> <li>• Continued growth and diversification of uses around the Ultimo creative precinct to deliver spaces for employment, research and innovation</li> <li>• Delivery of community outcomes (new public spaces, pedestrian connections and community facilities, and upgrades of existing streetscapes and historic buildings) within developments</li> <li>• Investment in existing clusters of local enterprise and innovation (such as along Wattle and Harris Street) to retain a mix of affordable, flexible and collaborative workplaces</li> <li>• Enhanced and activated connectors between ridge and edges providing for supporting retail and services</li> </ul>	<p>Supported. The opportunities presented by the site would make a significant contribution to the economic and employment outcomes required to create a successful Innovation District.</p> <p>The City of Sydney's Tourism Action Plan recognises that despite Sydney's success as Australia's premier destination city, there is a shortage in hotel accommodation in the city. Industry estimates forecast between 5,000-9,000 additional hotel rooms will be required to meet the demand from growing tourist numbers in Sydney. The shortage centres on diversity of product on offer in terms of boutique accommodation.</p> <p>Integrating fringe CBD areas such as Pyrmont with key tourist and conference hubs such as Darling Harbour and the International Convention Centre will develop greater connections between business, community and the tourism sector and will enable Pyrmont to contribute to the economic growth of the tourism sector and the sustainable creation of an innovation district.</p> <p>An additional hotel use on the site would add an estimated further 260 FTE jobs during construction and a further 95 jobs on an ongoing basis once the project is complete and operational - these ongoing jobs are estimated to contribute approximately \$6.4 million (value added) to the economy annually (<b>Attachment 1</b>).</p> <p>It is our view that new major floor space capacity is needed not just to larger sites around the harbour, but to key streets such as Harris Street which run through the centre of the precinct.</p>



Draft Directions	Comments
<p>2 <b>Development that complements or enhances the area</b></p> <p>New or upgraded buildings fit with the Peninsula's evolving character</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>Identifies seven sub-precincts across the Peninsula based on existing (as well as potential) uses and character:             <ul style="list-style-type: none"> <li>Pymont village: a historic ridgeline village of fine grain shopfronts and terrace houses</li> <li>Pirrama: an industrial headland transformed into a mixed residential neighbourhood</li> <li>Darling Island: a harbour home of large commercial, cultural and leisure destinations</li> <li>Blackwattle Bay: a place that will significantly transform to become a new urban quarter and tourism destination</li> <li>Tumbalong Park: a regional destination for community, conventions and entertainment</li> <li>Wentworth Park: a park-side community of historic warehouses and terrace houses</li> <li>Ultimo: a centre for creativity and learning at the edge of Central Station</li> </ul> </li> <li>Significant growth opportunity is identified for the Ultimo, Blackwattle Bay, Tumbalong Park and Darling Island sub-precincts subject to further studies, master plans and planning processes</li> </ul>	<p>This direction is supported. 88 Harris Street is strategically located between taller buildings at the Star Casino to the east, and Jacksons Landing/Distillery Drive development to the north west. The site's proximity to existing taller buildings means it is in the right location for greater height – and inherently floorspace- and would not give rise to any unacceptable overshadowing as shadow from the additional height would fall across the roof of 100 Harris Street which is a heritage listed commercial building.</p> <p>The potential to provide an active retail ground floor will make 88 Harris Street a dynamic and interesting place which will add to urban tapestry of the broader Pymont area.</p> <p>It is particularly welcomed that Part B, Volume II of the Urban Design strategic framework identifies the site as one that is capable of change (Figure 7 below) we would support this designation being given more weight and recognition in the revised place strategy.</p>  <p>The map shows a portion of Sydney, Australia, with several areas highlighted in orange to indicate 'SITES CAPABLE OF CHANGE'. These areas are primarily located in the central and southern parts of the city, including regions around Darling Harbour, the CBD, and the inner city. A label 'SITES CAPABLE OF CHANGE' with an arrow points to one of the orange-shaded areas.</p> <p><b>Figure 2.0.18 / Sites capable of change</b>  <b>Figure 7 Sites Capable of Change</b>  <i>Source: Hassell</i></p>

	Draft Directions	Comments
3	<p><b>Centres for residents, workers and visitors</b></p> <p>New, lively and attractive centres for everyone to enjoy</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>Harris Street rejuvenation through a new street-based transport route creating new hubs of activity at each stop, improving the safety and enjoyment of this important historic street</li> <li>Existing centres at the northern end of Harris Street (such as John Street and Union Street squares) are reinforced and enhanced through shopfront, streetscape and public space programs</li> <li>New centres of activity created at the southern end of Harris Street, with development of major sites delivering new connections and open spaces, activation of street frontages and its transformation into a high amenity pedestrian environment</li> <li>Renewal sites (within the Blackwattle Bay, Darling Island and Tumbalong Park sub-precincts) deliver new public spaces, shops and services to create smaller nodes of activity</li> </ul>	<p>Supported. Connectivity and access to good public transport services are key characteristics of successful innovation precincts. Investment in such infrastructure is encouraged.</p> <p>The SJB concept to accommodate a 11-storey hotel will facilitate the activation of the ground floor to create a vibrant interface with Harris Street. The potential mix of uses on site – ground floor retail, commercial podium and 11-storey hotel will bring an energy to Pyrmont during the day and night in a central location close to existing public transport.</p>
4	<p><b>A unified planning framework</b></p> <p>Clearer rules delivering greater certainty and investment</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>The Structure Plan offers the opportunity to calibrate the statutory planning system around the delivery of the Place Strategy and in doing so, unifies and simplifies the planning system in the Peninsula. This opportunity and the mechanism/s for delivery are explored in Implementation on page 82</li> </ul>	<p>Supported. It is considered that a unified approach to the delivery of the precinct is crucial to ensuring its success by streamlining the planning process and creating certainty. As outlined at <b>Section 4.2</b> below, it is considered that the Department should seek to lead the process of amendments to the planning controls as part of this exercise.</p> <p>Revised controls – particularly LEP and DCP controls for height and FSR - with clearer, merits-based outcomes should be considered in order to facilitate the optimisation of development sites, and the delivery of economic growth in the area.</p>



	Draft Directions	Comments
5	<p><b>A tapestry of greener public spaces and experiences</b></p> <hr/> <p>Better spaces, streets and parks; a rich canopy of trees; and access to the foreshore</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>• A contiguous harbour foreshore parkland that provides for regional recreational and cultural uses, as well as spaces for the local community</li> <li>• New public spaces delivered as large sites (such as Blackwattle Bay and Harbourside)</li> <li>• New publicly accessible spaces created in the Ultimo creative precinct</li> </ul>	<p>Supported. It is important that opportunities to improve the public domain in a coordinated way are thoroughly investigated and included as part of any future planning framework.</p> <p>The potential to better activate the street level at 88 Harris Street with the hotel uplift scheme will contribute to the objective to provide better streets.</p>
6	<p><b>Creativity, culture and heritage</b></p> <hr/> <p>Celebrating Pyrmont Peninsula's culture, heritage and connections to Country</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>• Sydney Harbour foreshore walk as a continuous water-edge experience, connecting people to an understanding of place and of care for Country</li> <li>• An interpretive connection between Pyrmont and Glebe Island Bridges, two significant heritage items that celebrate stories of industry and enterprise</li> <li>• A 'market to museum' link between two water-based tourism destinations along Bridge Road, including improved pedestrian space, new crossings and signage</li> <li>• Harris Street enhanced as the historic urban spine of the Peninsula, with heritage building enhancement, streetscape improvements and interpretive elements</li> <li>• An integrated plan for the Ultimo creative precinct, including improved presence of, and access to, heritage buildings, enhanced open spaces and new pedestrian connections</li> </ul>	<p>Supported. Maintaining Pyrmont's heritage fabric is integral to its character. The existing approval for 88 Harris Street demonstrates that new development can sit comfortably with the existing industrial heritage.</p> <p>A taller building accommodating a hotel addition and street activation has the potential to create a distinctive and appealing destination within the precinct, with greater potential for street activation, whilst providing for its evolution as part of Pyrmont's Innovation District.</p>

	Draft Directions	Comments
7	<p data-bbox="212 297 691 331"><b>Making it easier to move around</b></p> <hr/> <p data-bbox="212 353 767 409">Safer, greener streets integrating with new public transport</p> <p data-bbox="212 421 531 454"><b>Place Strategy response:</b></p> <ul data-bbox="212 477 735 1189" style="list-style-type: none"> <li data-bbox="212 477 735 589">• Sydney Harbour foreshore walk as a continuous walking and cycling route linking the peninsula to the broader Harbour City</li> <li data-bbox="212 600 735 678">• Active transport corridors running along Jones and Pyrmont Streets, forming a "mid-level" loop around the Peninsula</li> <li data-bbox="212 689 735 801">• Strengthened east-west connections on Union Street, Bridge Road, Quarry and Maryann Streets, with wider footpaths and cycle lanes</li> <li data-bbox="212 813 735 947">• New and enhanced "ridge to harbour" walking links, especially through redevelopment sites, and with provision of new crossings, ramps and lifts at existing barriers to movement</li> <li data-bbox="212 958 735 1093">• Investigation of a new street-based public transport link (such as bus or other mode) along Harris Street providing connectivity along the Innovation Corridor from Central to the Bays</li> <li data-bbox="212 1104 735 1189">• Safe and legible interchange between bus, light rail and ferry as well as a potential Metro station</li> </ul>	<p data-bbox="874 297 1393 465">Supported. Investment in transport and public domain infrastructure to improve connectivity throughout the peninsula will be critical to its success in becoming a competitive innovation precinct.</p> <p data-bbox="874 499 1417 622">88 Harris Street is walking distance to 2 light rail stations and is 400m from Darling Harbour, making it a sustainable location for additional density, height, and hotel facilities.</p>



	Draft Directions	Comments
8	<p><b>Building now for a sustainable future</b></p> <hr/> <p>An adaptive, sustainable and resilient built environment</p> <p><b>Place Strategy response:</b></p> <ul style="list-style-type: none"> <li>• Active transport corridors providing rapid local access to key employment, housing and recreation areas</li> <li>• Harbour edge parkland to support social and ecological resilience (including flood and sea level rise mitigation)</li> <li>• Comprehensive street and park tree planting program to achieve 25% canopy cover, reduce “heat island effect” and create a network of walkable comfortable public spaces</li> <li>• Investigation of “multi-utility hubs” to be created on larger development sites, linked to road and light rail, and providing potential for a range of social and ecological outcomes, including precinct parking, energy and water systems, cultural and community spaces</li> <li>• New buildings designed to high environmental standards, net-zero water and energy targets and providing for flexibility and future adaptation</li> </ul>	<p>Supported. The need to facilitate the continual evolution of the precinct, whilst celebrating its heritage character, is supported.</p> <p>Being a large site in a strategically central location, it is considered that the potential hotel uplift additional height to 88 Harris Street is in line with the future vision for the area. The mix of uses on site will provide a more sustainable development than a single use commercial scheme.</p>
9	<p><b>Great homes that can suit the needs of more people</b></p> <hr/> <p>A diversity of housing types, tenure and price points</p>	<p>Supported, but not directly applicable to the site.</p>
10	<p><b>A collaborative voice</b></p> <hr/> <p>A cohesive, agreed approach to bring about the best outcomes for Pymont Peninsula</p>	<p>Supported. The objective’s successful delivery will rely on collaboration between different levels of government and the private sector. As detailed at <b>Section 4.2</b> below, it is considered that the masterplan process should go to the next step of nominating controls for the site to improve efficiency and ensure the desired objectives are achieved.</p> <p>Urban analysis undertaken by SJB has demonstrated that an increase in height control for 11 storeys at 88 Harris Street is contextually appropriate and will deliver better economic outcomes for the area than the current planning approvals would otherwise deliver.</p>

## 4.0 The Five Big Moves

**Table 2** Comments on the Five Big Moves

Draft Directions		Comments
1	Build and link a world class foreshore.	Supported, but not applicable to the site.
2	Enhance the opportunity to provide a vibrant 24-hour cultural and entertainment destination, with small bars, performance spaces, museums and other entertainment.	A taller building accommodating a hotel addition and street activation has the potential to create a distinctive and appealing destination within the precinct. Hotel use would encourage and complement the desire for 24-hour activation.
3	Realise the benefits of a new Metro station by making Pyrmont a destination, rather than the point where journeys start.	Increased height and FSR controls on this site would allow for the delivery of larger-scale Hotel accommodation. This would complement the future desired character of the area and would provide a destination for tourists and visitors to the area.
4	Create a low carbon and high-performance precinct, maintaining the shift to a place where people walk and use public transport to connect to other places.	88 Harris Street is in a highly sustainable location which encourages use of sustainable transport. It is walking distance to 2 light rail stations and is 400m from Darling Harbour, making it a sustainable location for additional density, height, and hotel facilities.
5	More, better and activated public spaces across the peninsula	Supported, but not applicable to the site. The site has potential for improved street activation through increased density and a Hotel offer.

## 5.0 Implementation

### 5.1 Sites Capable of Change

Part B, Volume II of the Urban Design strategic framework identifies the site as one that is capable of change (**Figure 7** above). We would support this designation being adopted as part of the place strategy. At present, the strategy does not define the term 'capable of change'. There is potential to provide more direction on this matter and we would welcome this aspect being given more weight and recognition in the strategy.

### 5.2 Maximum Height

The Sydney LEP 2012 sets a maximum building height of 15m for the site which is equivalent to approximately 3-4 storeys of commercial development. As outlined above, the site is uniquely positioned near taller buildings at the Star Casino, and at Jacksons Landing/Distillery Drive. This immediate context lends itself to a greater height of buildings than can currently be achieved under the current 15m height controls. Further, the massing study by SJB, provided at **Attachment A** demonstrates that the site can achieve additional building height when considering scale and positioning of adjoining sites, overshadowing and urban design.

It is therefore recommended that the future height controls are drafted to permit building heights of up to 55 metres to facilitate a taller building on the site that has the potential to contribute to the realisation of the vision for Pyrmont Peninsula.

### 5.3 Floor Space Ratio

The massing study by SJB provided at **Attachment C**, demonstrates that an FSR of 5.8:1 can reasonably be achieved on the site. This equates to an additional 10,384 sqm which can accommodate 154 additional hotel rooms

for the area which would contribute toward meeting the needs identified in the City of Sydney's Tourism Action Plan and provide short-term accommodation which will contribute to the future capacity of the Innovation District.

It is recommended that the future FSR controls are drafted to permit buildings with an FSR of up to 5.8:1 (or 6:1) which will facilitate a taller building on the site.

#### 5.4 Amendments to the Planning Framework

The objective of simplifying the planning framework for the Pymont Peninsula is welcomed. In this regard, the Department is encouraged to also lead the process of any future amendments to planning controls required to implement the masterplan for the precinct. It is considered appropriate for the Department to continue the masterplan work through to the rezoning phase to ensure the continuity and delivery of the desired masterplan outcomes.

Taking lead of this process will represent the most efficient rezoning pathway. This will be critical in ensuring the timely and efficient delivery of the precinct and creating certainty for the significant investments required by both the public and private sectors. As the Department is aware, efficiency in the planning system and streamlining major development is more important now than ever in context of stimulating the economy to assist with the Covid-19 recovery efforts.

#### 6.0 Next Steps and Conclusion

Thank you for the opportunity to comment on the draft Pymont Peninsula Place Strategy. The Strategy will be a key document that will shape the future of Pymont and it is critical that the right directions are set to achieve the objective of evolving the peninsula into a new Innovation District.

Citi 88 is supportive of the overarching draft Directions exhibited and it is clear that their vision for the significant landholding at 88 Harris Street closely aligns with these directions and could make a significant contribution to the future Innovation District. For this to occur, the existing height and FSR controls that apply to the site will need to be amended as follows:

- Amended height control of 55m; and
- Amended FSR control of 5.8:1 (or 6:1)

Citi 88 would welcome the opportunity to work collaboratively with the Department in the next steps of preparing the masterplan and any subsequent amendments to the planning controls.

Should you require any further information in relation to the matters raised in this submission, please do not hesitate to contact me on the details provided below.

Yours sincerely,



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# Urban Study of Pyrmont Precinct

86 & 100 Harris Street and Adjacent Sites,  
Pyrmont, NSW  
DRAFT

#### Project

Urban Study of Pyrmont Precinct  
86-100 Harris Street,  
Pyrmont, NSW

Ref #5129

Date issued: 16 December 2014

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Prepared by: CW

Checked by: JK

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## Executive Summary

Pyrmont and its immediate urban context is an area of Sydney undergoing significant regeneration and change. Recently completed developments at Jacksons Landing and Jones Bay Wharf, along with the refurbishment and extension of The Star Casino and redevelopment of Darling Harbour is transforming the character of this historic precinct.

However, in the heart of Pyrmont, along the ridge line that runs north-south along Harris Street between the foreshore in the north and Ultimo to the south there remains remnants of Pyrmont's close ties to life and work on the harbour. In the area between John Street and Pyrmont Bridge Road the local streetscape features a range of workers cottages, local shops, churches, pubs and warehouses, all of which reflect the area's layering of history and renewal.

Within this historic core of Pyrmont there remain a number of vacant, derelict and under-utilised sites, which should they be redeveloped would significantly change the nature and activity for the entire precinct. A number of these properties are the subject of this study.

SJB have been appointed to prepare an urban design study for 86-100 Harris Street, Pyrmont, in addition to a broader precinct plan that investigates the consolidated regeneration potential of adjacent sites, which include;

- 14-16 Mount St , 65A, 67, 69-71 Harris St, Pyrmont (elevated car park, terrace & garage)
- 61 Harris St, Pyrmont (Terminus Hotel)
- 74 Harris St, Pyrmont (corner terrace)
- 29 Pyrmont St, Pyrmont (terrace house)
- 12 Pyrmont Street, Pyrmont (warehouse)

As part of this investigation SJB has undertaken a review of the area's historic growth urban, a local and contextual analysis of key urban features, challenges and opportunities, and preliminary overview of the City of Sydney's planning framework for the area.

This analysis provides a valuable basis for the preparation of urban design concepts for No. 86 and 100 Harris Street, which test the current planning controls and look for opportunities to provide additional development within a consolidated framework for the area. Whilst the primary sites (No. 86 and 100) feature considerable constraints, both in terms of the existing urban fabric and planning controls, there are opportunities that should be pursued in consultation with Council.

This Urban Design Study will form the basis of the 'story' for the project and serves as an important reference for any future internal design workshops, further architectural studies, technical reports prepared by the project team (economics, transport, planning), and future engagement with Council and other government agencies.

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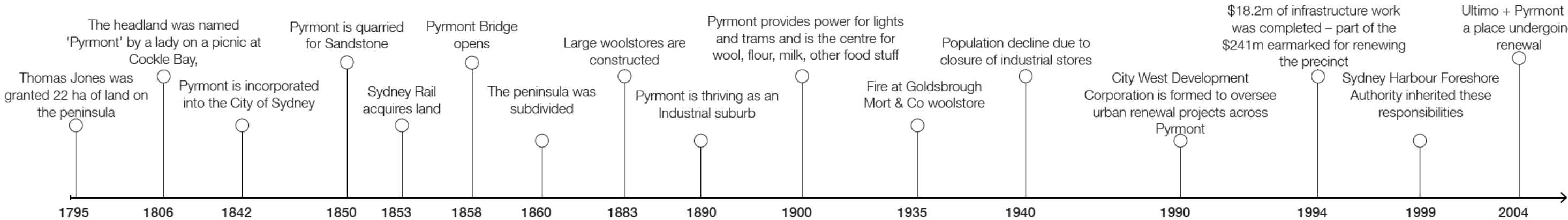
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# Introduction

Overview of the regional, urban and local features to provide an initial understanding of the site and surrounding context.

1.1 History of Precinct





1.2 Urban Context

The City of Sydney covers the Sydney Central Business District and the surrounding inner suburbs, including Pyrmont and Ultimo to the west, Haymarket to the south and Woolloomooloo to the east.

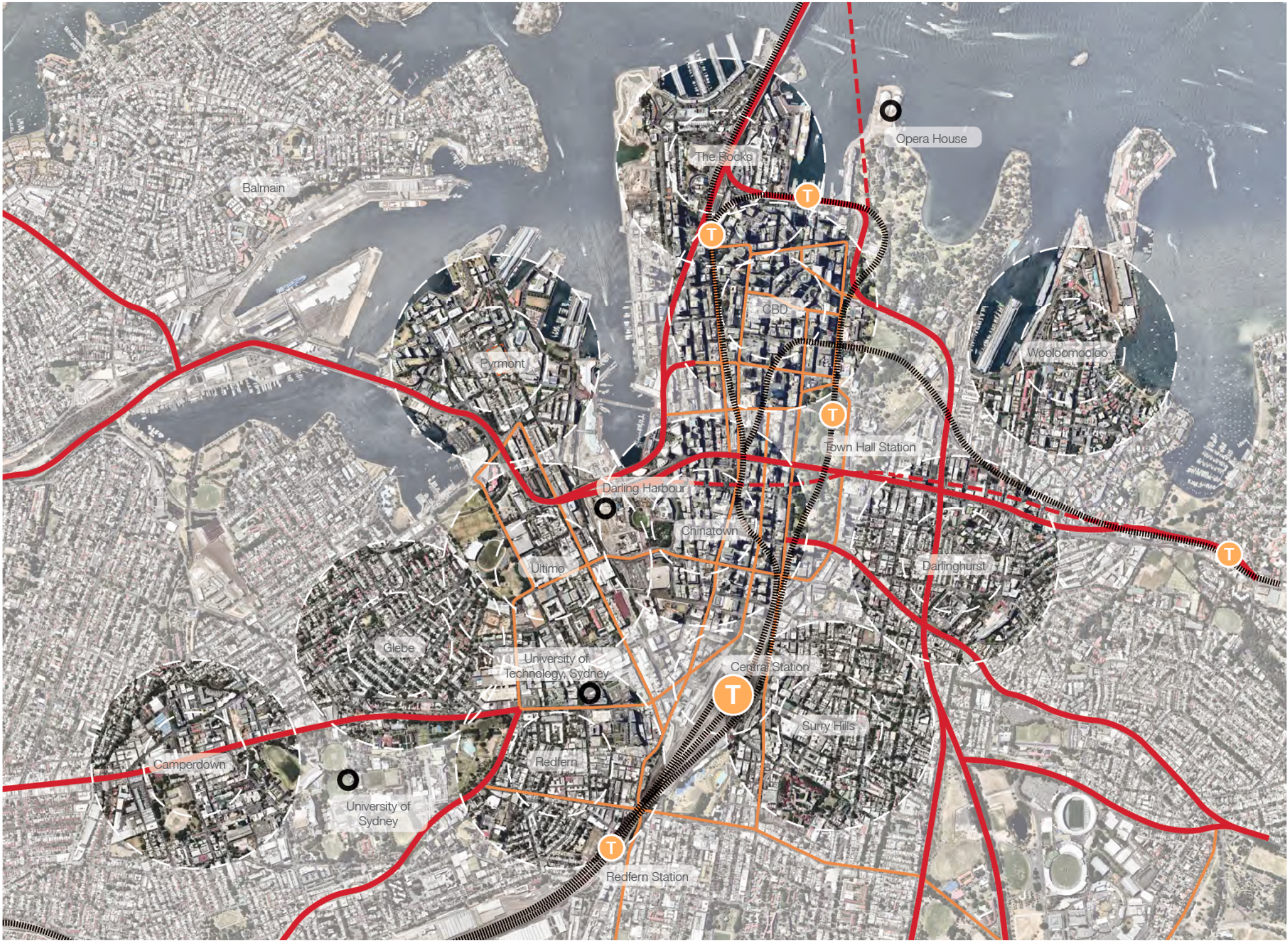
Sydney's public transport system features a comprehensive network of train, bus and ferry services. Light rail lines, airport links, sightseeing buses and taxi services complement the network.

The City of Sydney consist of 10 villages, each with their own social, economic and environmental characteristics. These 10 villages are designed to recognise the diversity of local needs and values that exist across the city.

- These villages are;
- CBD and Harbour;
  - Chinatown and CBD South;
  - Glebe Point Road;
  - Green Square and City South;
  - Harris Street, Pyrmont;
  - King Street;
  - Macleay Street and Woolloomooloo;
  - Oxford Street; and
  - Redfern

Key

- Subject Site
- Secondary Road
- Local Roads
- Railway Line
- Open Space
- Train Station





### 1.3 Local Context

Pymont and Harris Street area is identified as one the ten villages within the City of Sydney LGA. Pymont is bounded by the foreshore of Port Jackson in the north, Pirrama Road, Murray Street and Pymont Street in the east, Fig Street in the south and Wattle Street and Blackwattle Bay in the west.

Major features within an 800 metre of the area include;

- The Star (Casino & Entertainment Centre);
- Mary Ann Park, McKee Street Playground;
- Metcalfe Park;
- Pirrama Park;
- Pymont Bay Park;
- Waterfront Park;
- Pymont Bay Marina;
- Jones Bay Wharf; and

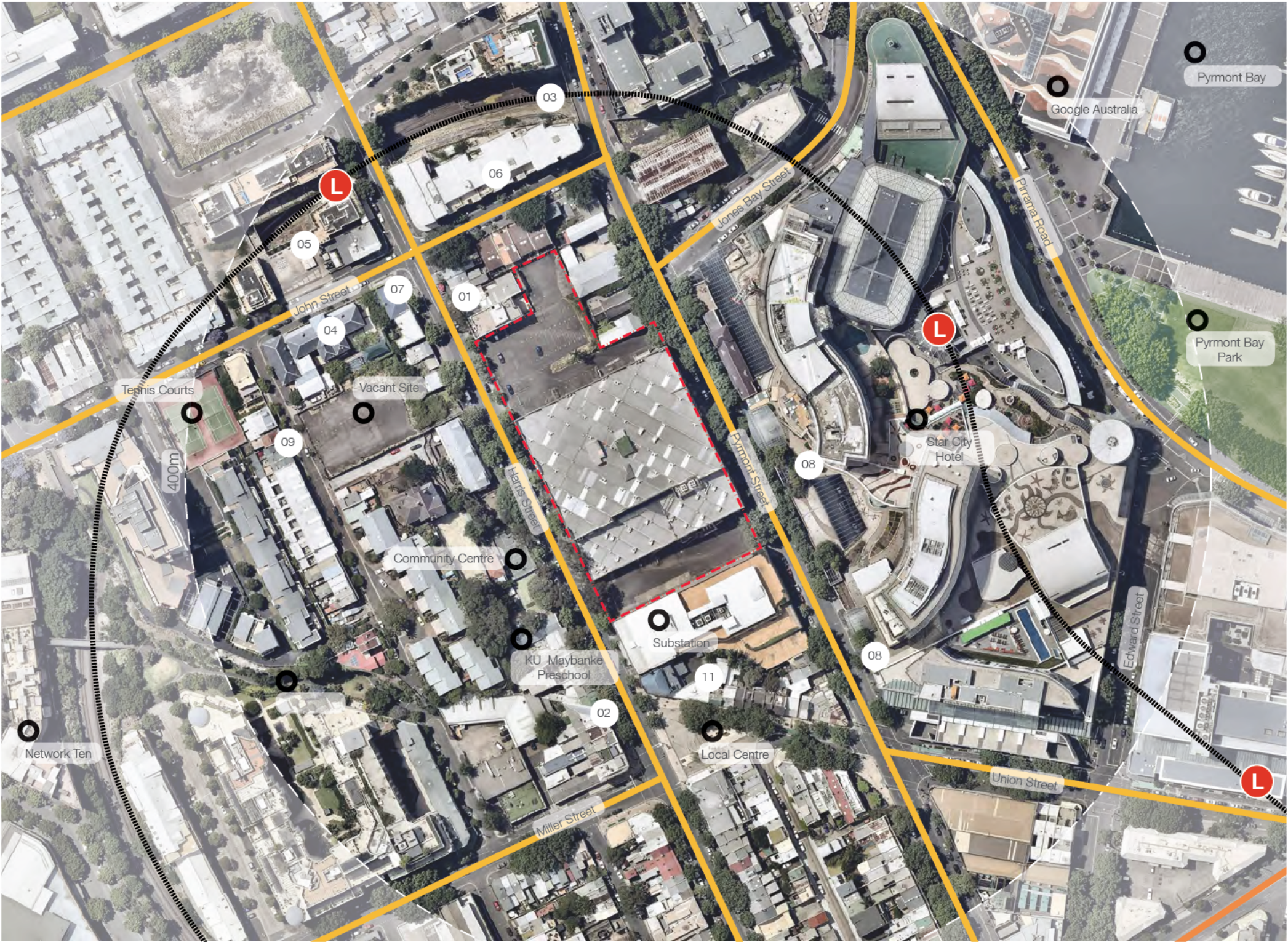


#### Key

- Subject Site
- Secondary Road
- Local Roads
- Railway Line
- Open Space
- L Light Rail Station
- F Ferry Stop



1.4 Site Context



Key

- Subject Site
- Secondary Road
- Local Roads
- Railway Line
- Open Space
- Light Rail Station

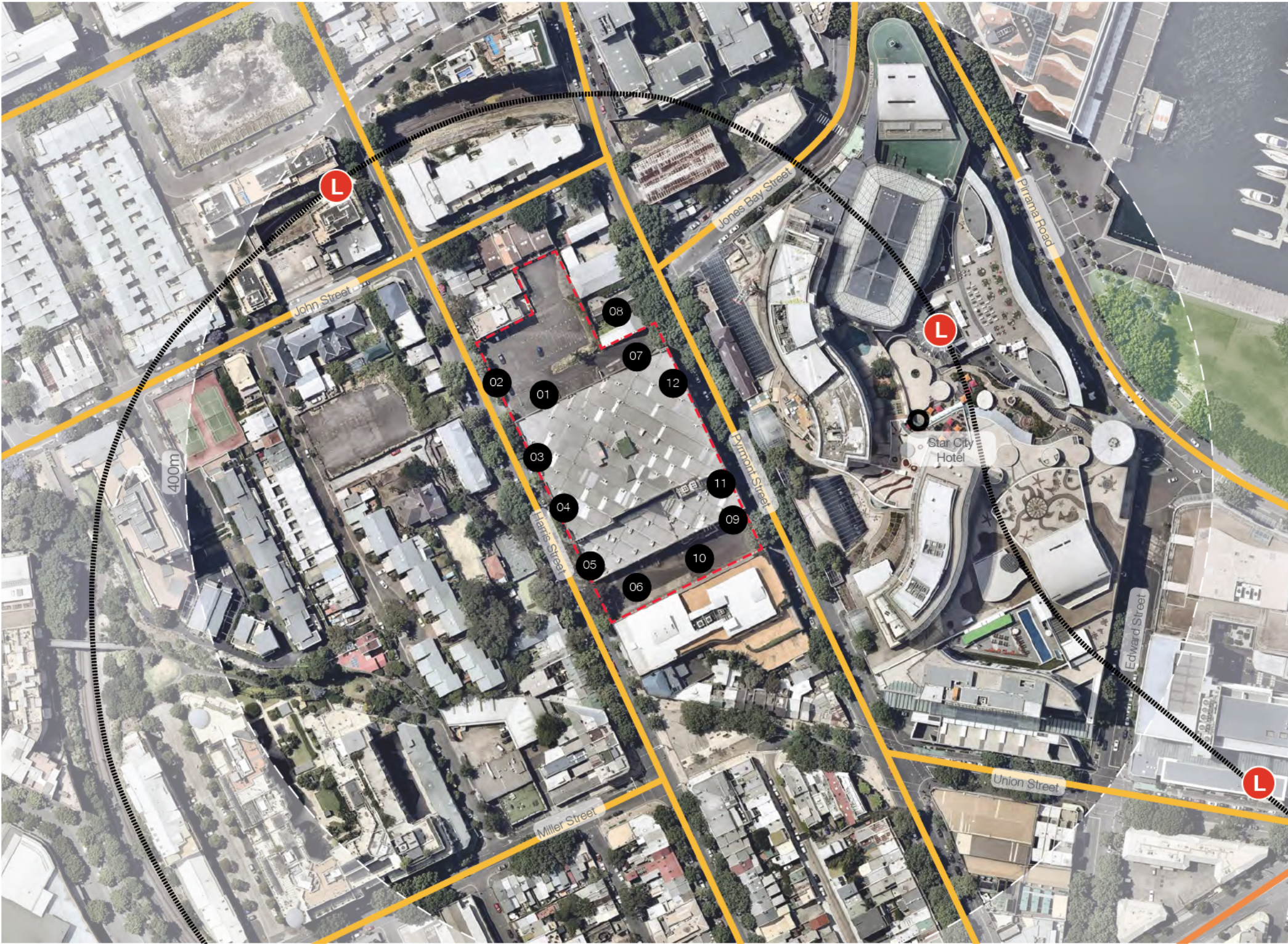


1.4 Site Context





1.5 Site Features





1.5 Site Features





1.6 Adjacent Sites



01      86 Harris Street, Pyrmont

Land Use:	B3 Commercial
Height:	15 metres
FSR:	2: 1
Site Area:	2,780m <sup>2</sup>
GFA:	
Existing:	N/A
Allowable:	5,560m <sup>2</sup>

\* GFA calculated with an efficiency of 85%

02      100 Harris Street, Pyrmont

Land Use:	B3 Commercial
Height:	24 metres & 15 metres
FSR:	3.5: 1
Heritage:	Former woolstore “Shute, Bell, Badgery and Lumby” including interiors
Site Area:	7,890m <sup>2</sup>
GFA:	
Existing*:	24,003m <sup>2</sup>
Allowable:	27,615m <sup>2</sup>



1.6 Adjacent Sites



03 61 Harris Street, Pyrmont

**Land Use:** B4 Mixed Use  
**Height:** 9 metres  
**FSR:** 1.25: 1  
**Heritage:** Terminus Hotel including interior and courtyard

**Site Area:** 485m<sup>2</sup>  
**GFA:**  
**Existing\*:** 310m<sup>2</sup>  
**Allowable:** 606m<sup>2</sup>



04 74 Harris Street, Pyrmont

**Land Use:** B4 Mixed Use  
**Height:** 9 metres  
**FSR:** 1.25: 1  
**Heritage:** Corner shop and terrace group including interiors

**Site Area:** 91m<sup>2</sup>  
**GFA:**  
**Existing\*:** 204m<sup>2</sup>  
**Allowable:** 113.75m<sup>2</sup>



05 29 Pyrmont Street, Pyrmont

**Land Use:** B3 Commercial  
**Height:** 6 metres  
**FSR:** 1: 1  
**Heritage:** Cottage group including interiors

**Site Area:** 170m<sup>2</sup>  
**GFA:**  
**Existing\*:** 51m<sup>2</sup>  
**Allowable:** 170m<sup>2</sup>



06 12 Pyrmont Street, Pyrmont

**Land Use:** B3 Commercial  
**Height:** 22 metres  
**FSR:** 1.75: 1  
**Heritage:** Warehouse “Slades Building” and terrace group including interiors

**Site Area:** 1,515m<sup>2</sup>  
**GFA:**  
**Existing\*:** 3,160m<sup>2</sup>  
**Allowable:** 2,651m<sup>2</sup>

\* GFA calculated with an efficiency of 85%



1.6 Adjacent Sites



07 69-71 Harris Street, Pyrmont

**Land Use:** R1 General Residential  
**Height:** 9 metres  
**FSR:** 1: 1

**Site Area:** 850m<sup>2</sup>  
**GFA:**  
**Existing\*:** N/A  
**Allowable:** 850m<sup>2</sup>



08 67 Harris Street, Pyrmont

**Land Use:** R1 General Residential  
**Height:** 15 metres  
**FSR:** 1.5: 1  
**Heritage:** Terrace house including interior

**Site Area:** 125m<sup>2</sup>  
**GFA:**  
**Existing\*:** 114m<sup>2</sup>  
**Allowable:** 156m<sup>2</sup>



09 65a Harris Street, Pyrmont

**Land Use:** R1 General Residential  
**Height:** 15 metres  
**FSR:** 1.5: 1

**Site Area:** 650m<sup>2</sup>  
**GFA:**  
**Existing\*:** 28m<sup>2</sup>  
**Allowable:** 975m<sup>2</sup>



10 14-16 Mount St, Pyrmont

**Land Use:** R1 General Residential  
**Height:** 15 metres  
**FSR:** 1.5: 1

**Site Area:** 675m<sup>2</sup>  
**GFA:**  
**Existing\*:** N/A  
**Allowable:** 1,012m<sup>2</sup>

\* GFA calculated with an efficiency of 85%

1.7 Adjacent Sites\_Summary

Site		Site Area (sqm)	Height Control (Storeys)	FSR	Building Footprint	Total Existing* GFA	Total Allowable GFA	Difference
01	86 Harris Street	2,760m²	15m (4)	2:1	0	0	5,520m²	(+) 5,520m²
02	100 Harris Street	7,785m²	24m (8)	3.5:1	6,225m²	24,003m²	27,245m²	(+) 3,244m²
03	61 Harris Street	485m²	9m(3)	1.25:1	350m²	596m²	606m²	(+) 10m²
04	74 Harris Street	91m²	9m (3)	1.25:1	120m²	204m²	113m²	(-) 91m²
05	29 Pyrmont Street	170m²	6m (2)	1:1	75m²	64m²	170m²	(+) 106m²
06	12 Pyrmont Street	1,515m²	22m (7)	1.75:1	790m²	3,160m²	2,651m²	(-) 509m²
07	69-71 Harris Street	850m²	9m (3)	1:1	0	0	850m²	(+) 850m²
08	67 Harris Street	125m²	15m (4)	1.5:1	67m²	114m²	156m²	(+) 42m²
09	65a Harris Street	650m²	15m (4)	1.5:1	33m²	28m²	975m²	(+) 947m²
10	14-16 Mount Street	675m²	15m (4)	1.5:1	0	0	1,012m²	(+)1,012 m²
						28,169m²	39,298m²	11,134m²

\* GFA calculated with an efficiency of 85%



Available Allowable GFA

- 86 Harris Street: 5,520m²
- 100 Harris Street: 3,244m²
- Properties 1 to 10 11,134m²





# Planning Framework

Review of the current state and local government planning policies, strategies and framework.



2.1 Strategic Context\_ Metro Plan

**Draft Metropolitan Plan for Sydney 2036**  
The Metropolitan Plan recognises the diversity of Sydney’s centres, their different sizes and functions, and considers the specific attributes and opportunities in each. The objectives of this component of the Metropolitan Plan are to:

- Focus activities in accessible centres;
- Strengthen major and specialised centres to support sustainable growth of the city, and
- Plan for new centres and instigate a program for high quality urban renewal in existing centres serviced by public transport.

The Metropolitan priority for the Central Subregion, shown on the diagram to the right, stages that Pyrmont and Ultimo are to ‘promote its focus on education, creative industries, major events and tourism, and support ongoing regeneration’ (page 83)

Metropolitan Priorities for Central Subregion

GLOBAL SYDNEY

Major Centre

Major Centre – Planned

Specialised Precincts

City Shapers

Global Economic Corridor

Parramatta Road Corridor

Anzac Parade Corridor

Sydney Harbour

Transport

Motorways – Existing Network

Motorways – Potential Expansion

Motorways – New Motorways

Mass Transit – Current & Committed

Mass Transit – Intermediate

Investigation for Transport & Urban Renewal

Potential Extension for Transit

Freight Rail

Intermodal Terminal

Railway Station

Urban Area

Metropolitan Urban Area

Industrial Land

Environment

National Park / Nature Reserve / State Conservation Area

Waterbody / River / Reservoir

Regional Park

Key - Central Subregion, target to 2031

• Population

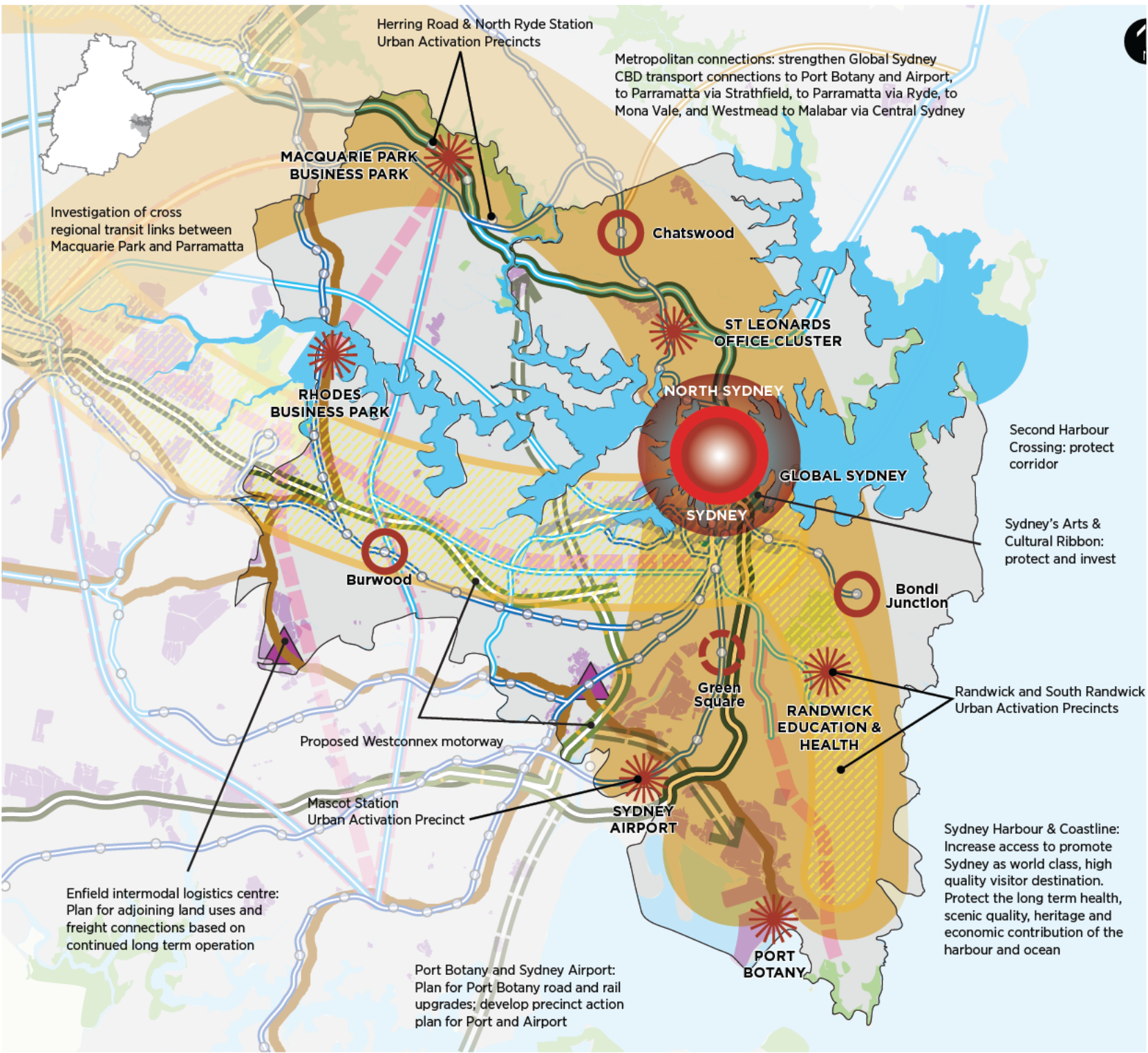
+242,000

• Dwellings:

+138,000

• Employment :

+230,000





2.2 Sydney LEP 2012



01 Land Zoning

<b>B1</b>	Neighbourhood Centre	<b>IN1</b>	General Industrial
<b>B2</b>	Local Centre	<b>IN2</b>	Light Industrial
<b>B3</b>	Commercial Centre	<b>R1</b>	General Residential
<b>B4</b>	Mixed Use	<b>R2</b>	Low Density Residential
<b>B5</b>	Business Development	<b>RE1</b>	Public Recreation
<b>B6</b>	Enterprise Corridor	<b>SP1</b>	Special Activities
<b>B7</b>	Business Park	<b>SP2</b>	Infrastructure
<b>B8</b>	Metropolitan Centre		

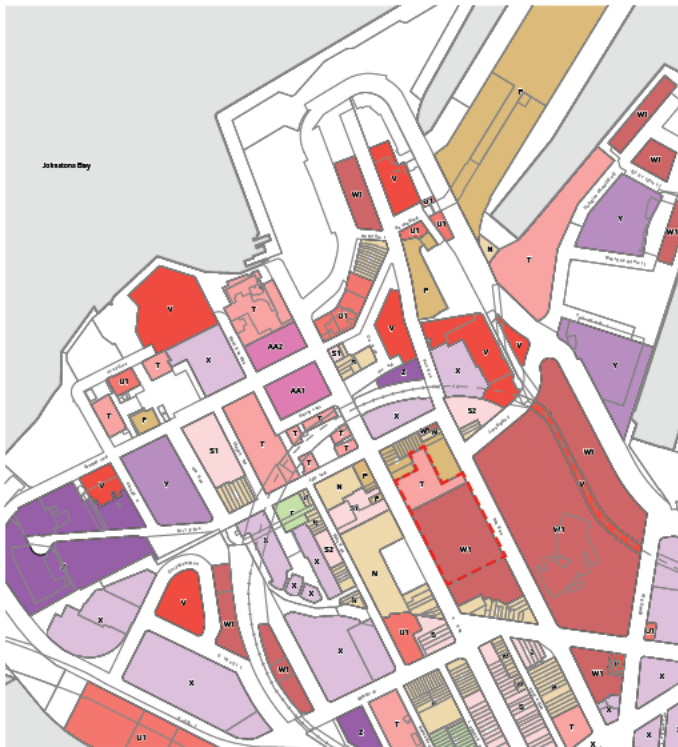
The Sydney LEP 2012 designates 86-100 Harris Street as a Commercial Centre (B3) zoning. This zoning extends to the east of the site, while the surrounding areas are identified as Mixed Use (over Harris Street and to the northern edge of the site), Public Recreation (Community Centre), Local Centre (to the south of the subject site) and General Residential on the western edge of the subject site. The B3 zone permits a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community, encourage appropriate employment opportunities in accessible locations, maximise public transport patronage and encourage walking and cycling, and to promote uses with active street frontages.



02 Height of Buildings

<b>A</b>	3	<b>P</b>	18	<b>U2</b>	33	<b>AA2</b>	65
<b>E</b>	6	<b>R</b>	22	<b>V</b>	35	<b>AA3</b>	70
<b>H</b>	7.5	<b>S</b>	24	<b>W1</b>	40	<b>AB1</b>	80
<b>J</b>	8	<b>T1</b>	25	<b>W2</b>	42	<b>AB2</b>	85
<b>L</b>	11	<b>T2</b>	27	<b>X</b>	45	<b>AC</b>	110
<b>M</b>	12	<b>T3</b>	28	<b>Y</b>	50	<b>AD</b>	130
<b>O</b>	15	<b>T4</b>	29	<b>Z</b>	55	<b>AE</b>	150
		<b>U1</b>	30	<b>AA1</b>	60	<b>AF</b>	325

The Sydney LEP 2012 applies a maximum building height control of 24m to 100 Harris Street (equivalent of 6-7 storeys of commercial development, see DCP controls on next page) and a maximum building height of 15m for 86 Harris Street, which can accommodate four storeys of commercial development (see over page).



03 Floor Space Ratio

<b>F</b>	0.6	<b>T</b>	2	<b>Z</b>	5	<b>AF</b>	11
<b>H</b>	0.7	<b>U1</b>	2.5	<b>AA1</b>	6		
<b>L</b>	0.8	<b>U2</b>	2.75	<b>AA2</b>	6.5		
<b>N</b>	1	<b>V</b>	3	<b>AB1</b>	7		
<b>P</b>	1.25	<b>W1</b>	3.5	<b>AB2</b>	7.5		
<b>S1</b>	1.5	<b>W2</b>	3.75	<b>AC</b>	8		
<b>S2</b>	1.75	<b>X</b>	4	<b>AD</b>	9		
		<b>Y</b>	4.5	<b>AE</b>	10		

The Sydney LEP 2012 applies a FSR control of 3.5:1 to 100 Harris Street, and 2:1 to 86 Harris Street.



04 Heritage

<b>Conservation Area- General</b>	
<b>Item- General</b>	

The majority of Pymont has been deemed with a general classifications of heritage items and conservation areas. 100 Harris Street has a general heritage item classification (item 1225), which several other general items surrounding the perimeter of the subject site, including a number in ownership by the client team and covered in the section above.



### 2.3 Sydney DCP 2012



01 Active Frontages

Active Frontages



02 Height of Buildings in Storeys



03 Pedestrian Priority

New vehicles not permitted



04 Late Night Trade

Local Centre Areas



2.4 Sydney DCP 2012\_ Locality Statements

The excerpt from the DCP 2012 Locality Statement for the area encompassing the site, referred to as Pymont Point, include

*'This locality is bounded by Fig Street to the south, Harris Street, Allen Street and Murray Street to the east and Union Street, Pymont Street and John Street to the north. The neighbourhood is bounded to the east by John Street in the north and the foreshore and Wattle Street in the south.*

*A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained. New development is to align with the street, address the street and respond to the detail and character of existing historic buildings. A high quality public domain is encouraged with awnings and easily identifiable building entrances seen from the street.'*

**Principle One**

Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.

**Principle Two**

Retain the dramatic topography created by excavated sandstone cliffs visible from the public domain.

**Principle Three**

Conserve views and vistas within and beyond the neighbourhood, particularly from the public domain.

**Principle Four**

Maintain the distinctive character created by the built form on the central ridge and the water front edges.

**Principle Five**

Provide active ground floor uses in locations and maintain the high quality and amenity of the public domain.

**Principle Six**

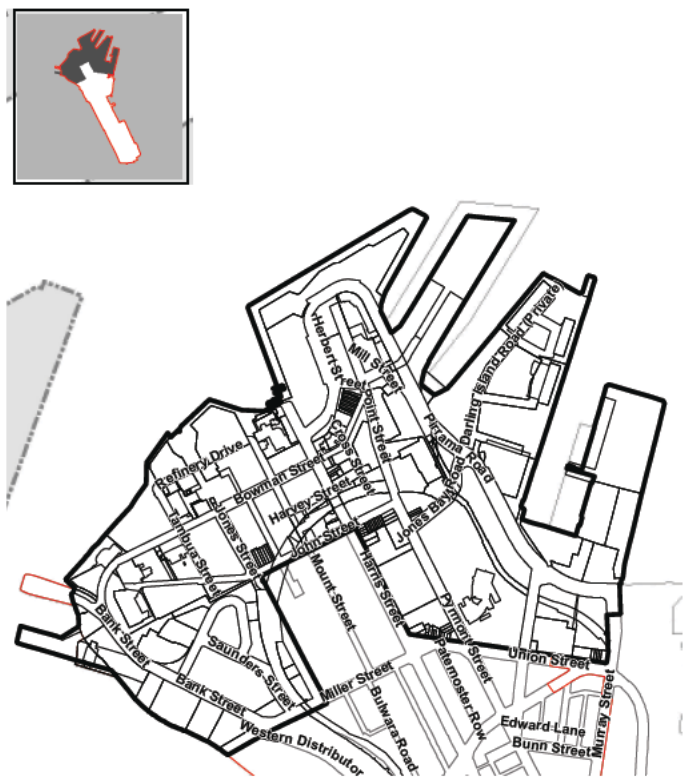
Historical buildings are to be retained and adaptively reused.

**Principle Seven**

Continue the mix of small scale retail and café uses with large scale commercial uses in certain areas.

**Principle Eight**

Encourage café and restaurants to offer street dining where footpath width permits.





# Urban Analysis



### 3.1 Movement\_Vehicular





### 3.2 Movement\_Public Transport & Pedestrian





### 3.3 Street Edges & Frontages



- Key
- Active Edges
  - Passive Edges
  - Inactive Edges
  - Railway Edges
  - Landscaped edges





### 3.4 Built Form



Key  
 ■ Subject Site  
 ■ Built Form





3.5 Heritage



Key  
■ Subject Site  
■ General Heritage Items  
■ Conservation Area



### 3.6 Open Space & Topography



Key  
 - - - Subject Site  
 - - - Topography  
 ■ Open Space  
 ■ Foreshore



### 3.7 Services & Facilities

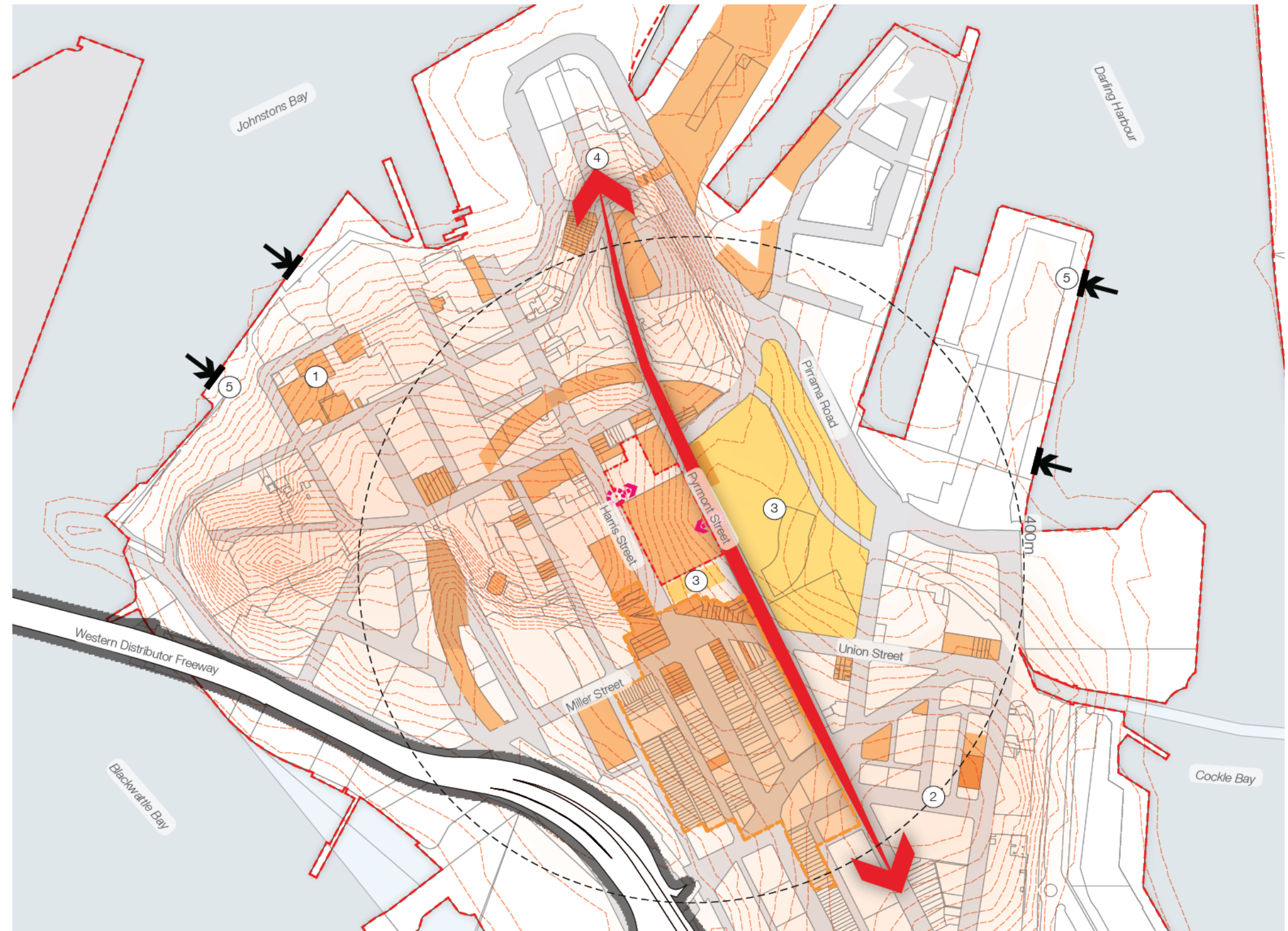




### 3.8 Constraints

Following the urban and context analysis there are several key constraints that have been identified and will inform the preparation of the concept options. They include;

1. Heritage Sites;
2. Topography;
3. Adjacent Sites;
4. Pyrmont Road;
5. Access and Barriers;





### 3.9 Opportunities

Following the urban and context analysis there are several key opportunities that will inform the preparation of the concept options. They include;

1. **Public Transport & Amenity:** Close proximity to public transport and town centre, all within a 100m catchment from the site;
2. **Views:** Unobstructed views to the east, north and west of the site, featuring Darling Harbour, Sydney Skyline, Anzac Bridge and Balmain
3. **Recreational Space:** Close proximity of open space and recreational facilities within a 400m catchment from the site;
4. **Major Destinations and Attractions:** Close proximity to major destinations in Sydney, including Cockle Bay, Darling Harbour and Barangaroo;
5. **Sydney City:** Pedestrian accessible via Pyrmont Bridge to the CBD;
6. **Foreshore**



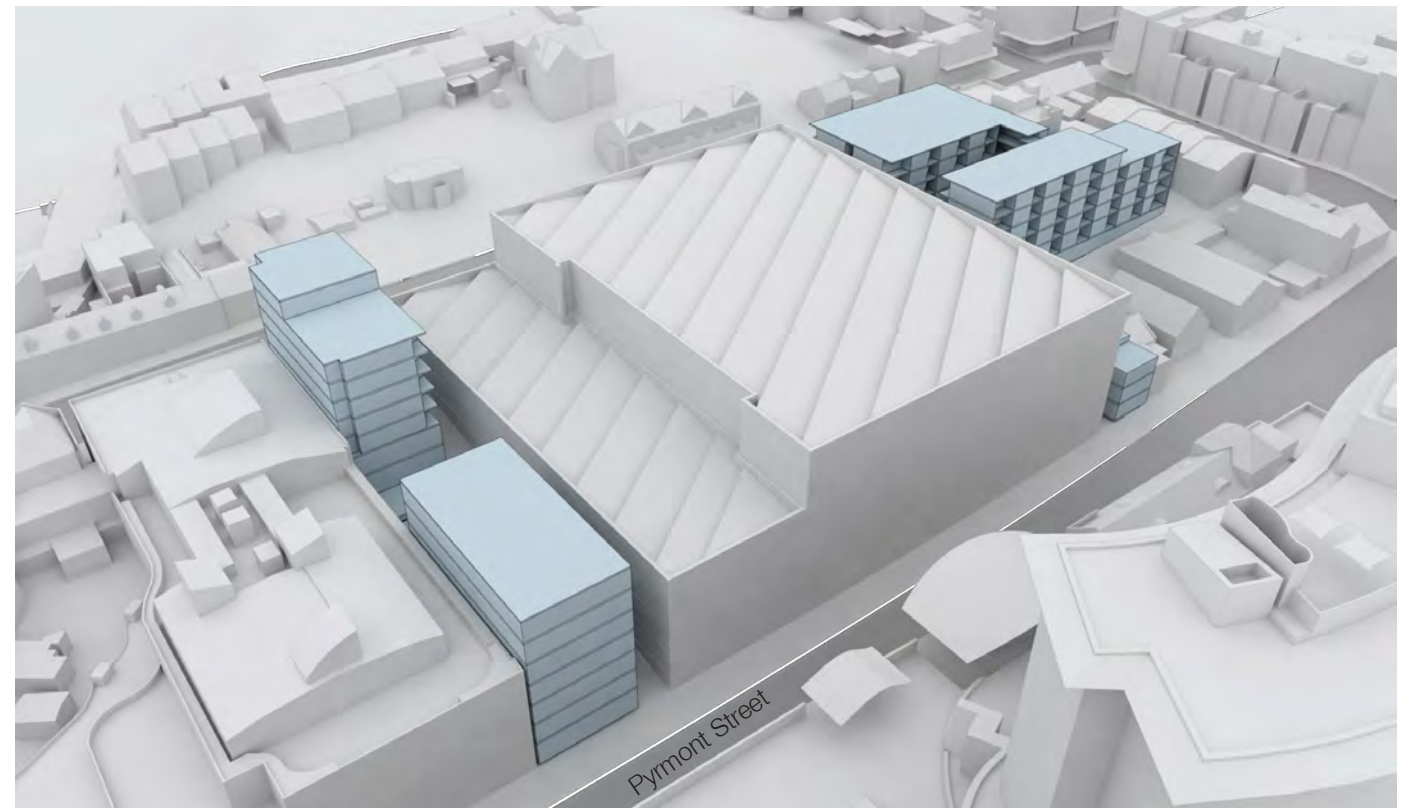
- Key
- Site Boundary
  - Pedestrian
  - Foreshore
  - Views to North
  - Views to West
  - Views to East
  - Views to South
  - Open Space
  - Major Destinations
  - Light Rail



## 5.8 Proposed Massing



View form the south west



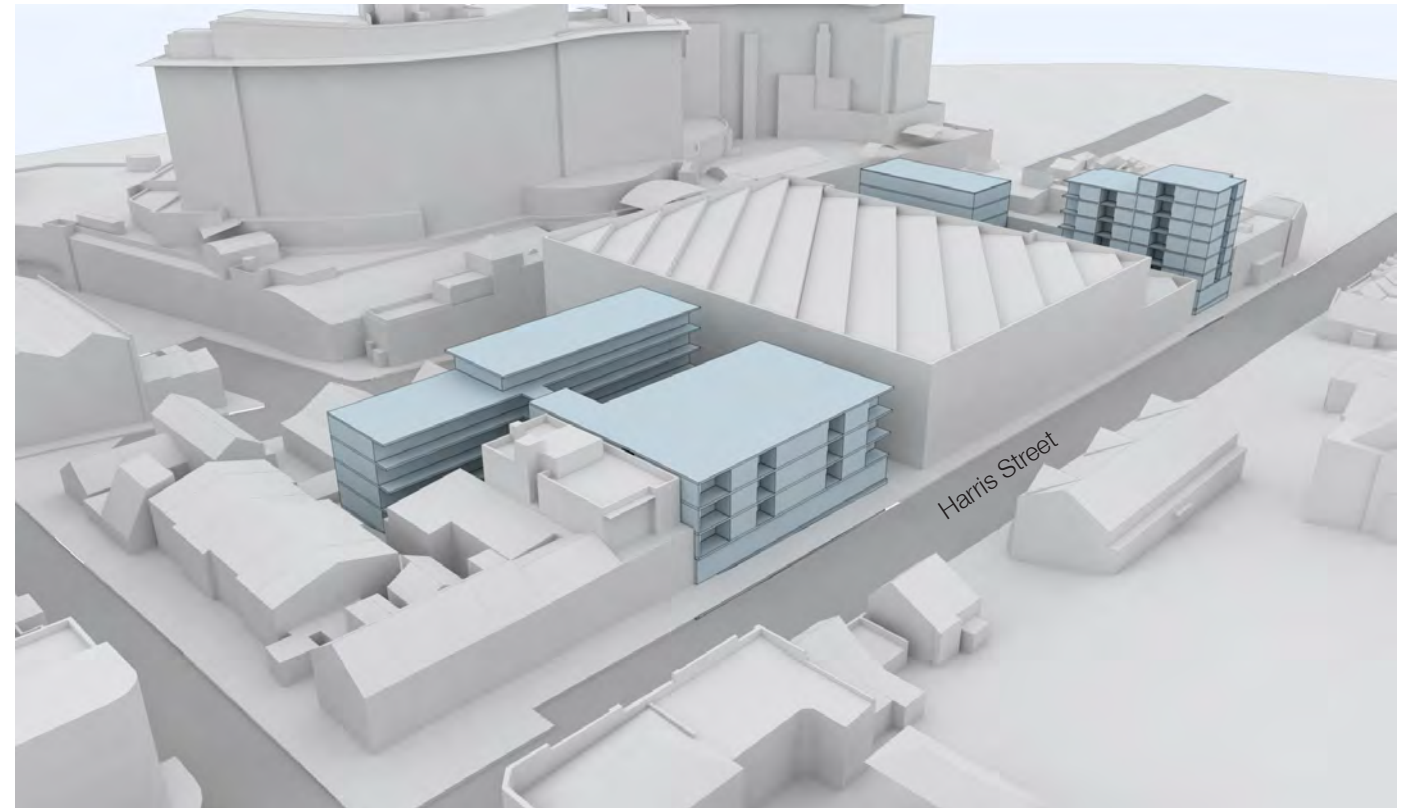
View form the north west



## 5.9 Proposed Massing



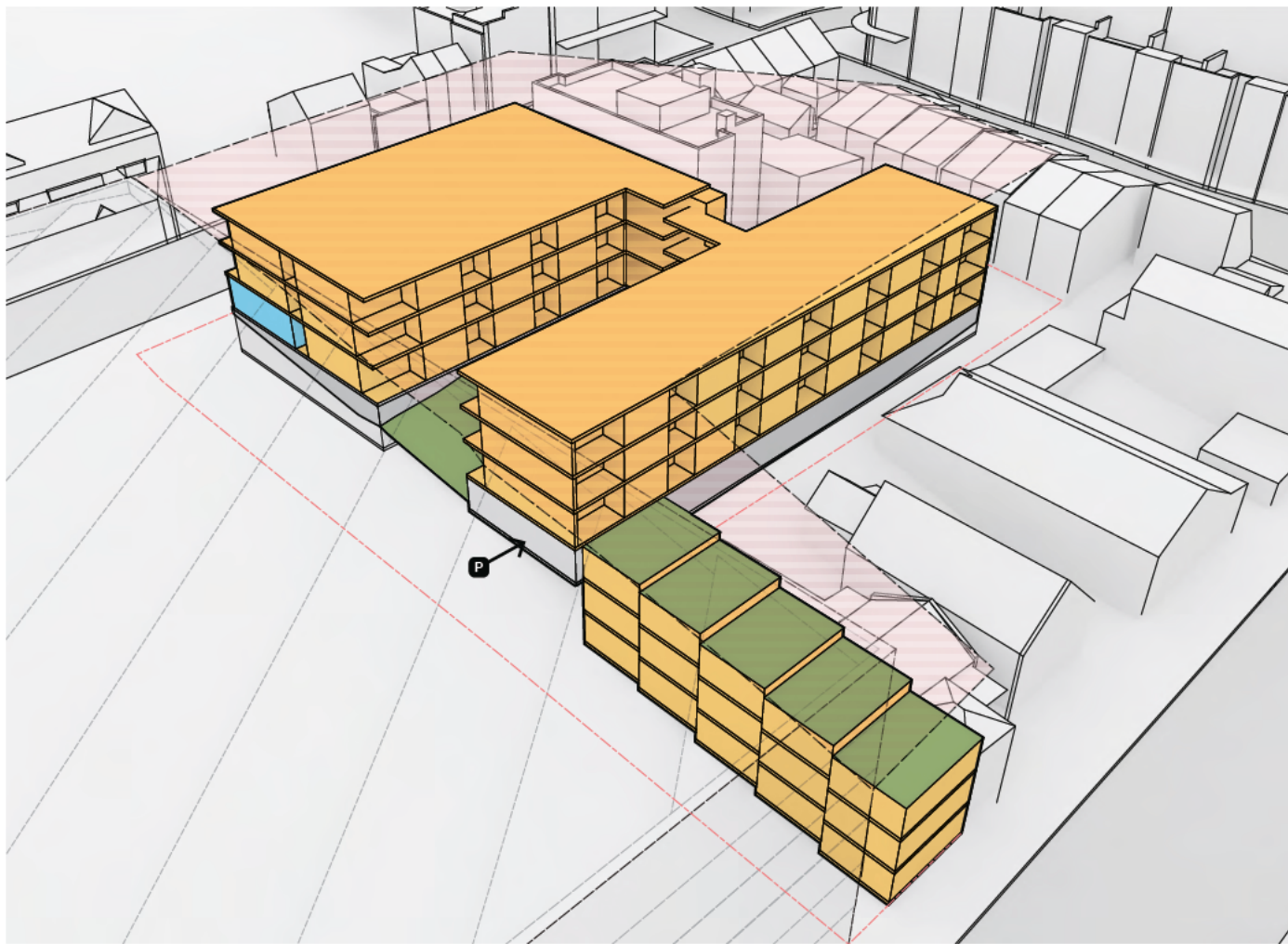
View form the north east



View form the south east

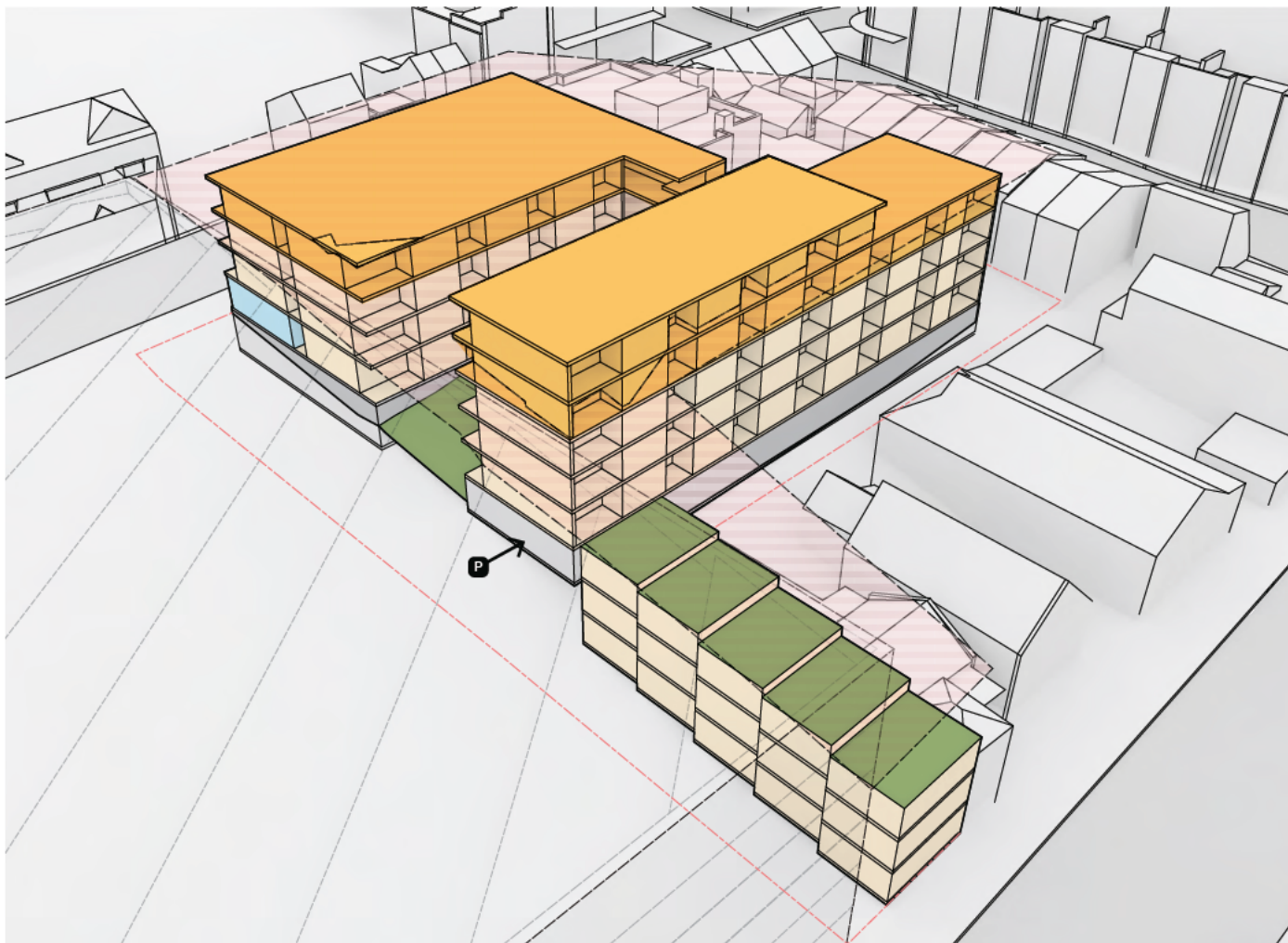


5.10 Option Summary - 86 Harris Street



86 Harris Street - Complaint Height Limit

	Allowed	Proposed
FSR	5,520m2	4,075m2
Height limit	15m	15m
Land Use	B3	Mixed Use
Storey Height	3 Storeys	3 Storey
Retail		400m2
Units*		40 Units

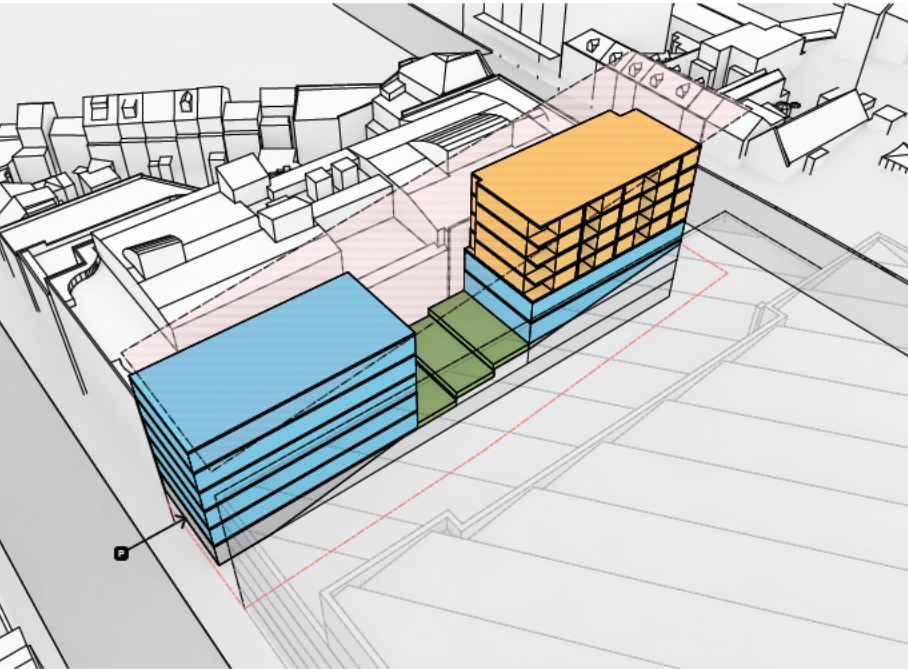


86 Harris Street - Complaint GFA

	Allowed	Proposed
FSR	5,520m2	5,520m2
Height limit	15m	22m
Land Use	B3	Mixed Use
Storey Height	3 Storeys	4-5 Storey
Retail		400m2
Units*		56 Units

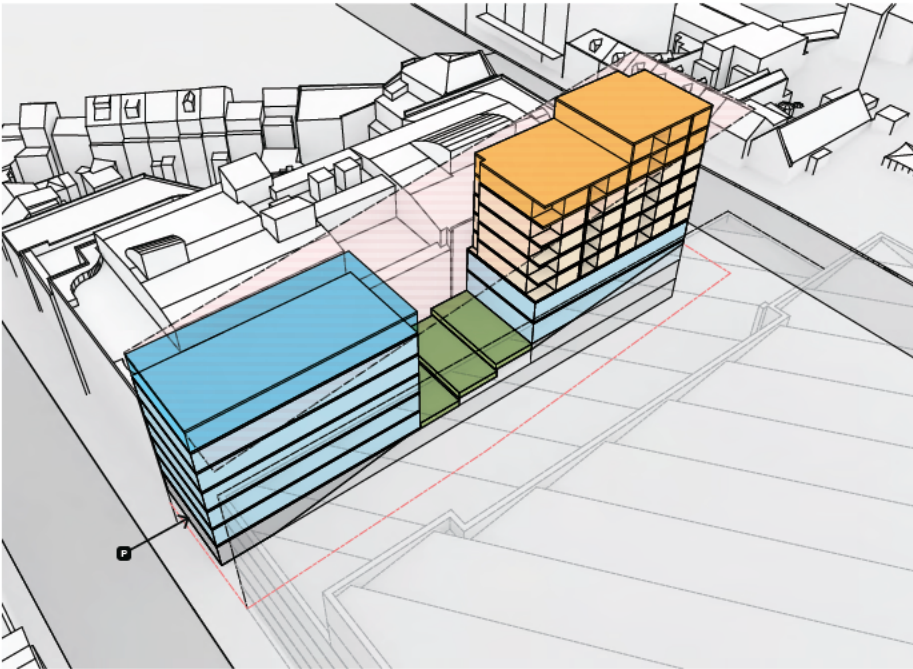


5.11 Option Summary - 100 Harris Street



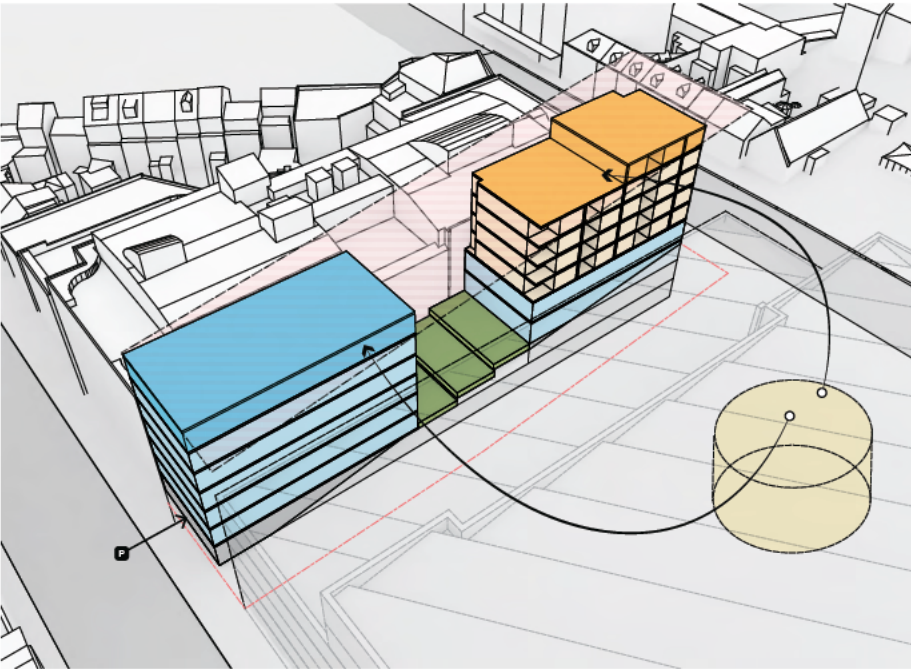
100 Harris Street - Compliant GFA

	Allowed	Proposed
FSR <sup>1</sup>	27,245m <sup>2</sup>	27,245m <sup>2</sup> <sup>2</sup>
Height limit	24m	24m
Land Use	B3	Mixed Use
Storey Height	5 Storeys	5 Storey
Retail/ Commercial		2,200m <sup>2</sup>
Units <sup>3</sup>		16 Units



100 Harris Street - Built to height limit

	Allowed	Proposed
FSR <sup>1</sup>	27,247m <sup>2</sup>	28,618m <sup>2</sup> <sup>2</sup>
Height limit	24m	24m
Land Use	B3	Mixed Use
Storey Height	5 Storeys	6-7 Storeys
Retail/ Commercial		2,400m <sup>2</sup>
Units <sup>3</sup>		22 Units



100 Harris Street - GFA Transfer

	Allowed	Proposed
FSR <sup>1</sup>	27,245m <sup>2</sup>	27,245m <sup>2</sup> <sup>2</sup>
Height limit	24m	24m
Land Use	B3	Mixed Use
Storey Height	5 Storeys	6-7 Storey
Retail/ Commercial		2,400m <sup>2</sup>
Units <sup>3</sup>		18 Units



The inclusion of the hotel component on the Citi 88 site on Harris Street is likely to be a significant contributor to employment and economic activity within the Sydney economy. The site is estimated to support some 260 jobs during construction and a further 95 jobs on an ongoing basis once the project is complete and operational – these ongoing jobs are estimated to contribute approximately \$6.4 million (value added) to the economy annually.

A summary of the estimates are outlined below:

Jobs supported by the project will accrue through direct and indirect employment generated during the construction and operational phases.

The project is still in the planning stages, however, indicative estimates of the total construction cost are in the order of \$50 million, which would support **100 jobs in the construction industry** and support a further **160 jobs in related (supplier) industries** over the development period. (Table 1)

**Table 1** Direct and indirect jobs during construction

Metric	Value
<b>Direct Jobs</b>	
Construction estimate	\$50.0 million
Estimated direct jobs	100 FTE jobs
<b>Indirect Jobs</b>	
Indirect jobs per construction job	Approximately 1.6
Estimated indirect jobs	160 FTE jobs
<b>Total FTE Construction Jobs</b>	<b>260 FTE jobs</b>

Source: ABS 2015; Ethos Urban

The activities and employment supported by the project on an ongoing basis once the project is complete and operational will generate significant regional economic output. As **Table 2** shows, total output (GRP) at full occupancy is estimated at an additional **\$14.4 million pa** (2019 dollars), which includes significant output contributions from the visitor accommodation industry.

Value added by industry is an indicator of business productivity. It shows the net economic uplift by excluding the value of production inputs. Value added is estimated at around **\$6.4 million pa** (2019 dollars) at full occupancy of the development (refer to **Table 2**).

The above analysis has been sourced from economy.id (based on modelling by the National Institute of Economic and Industry Research) for City of Sydney, with 'best fit' industry sectors applied to likely economic activities at the new building. The results of the analysis assume no substitution effects from outside the regional economy, rather, the activities undertaken at the new asset represent increased net demand associated with population, labour force and industry growth.



**Table 2      Estimated Economic Output at Full Occupancy**

<b>Activity</b>	<b>Hotel</b>
<i>Economy.id</i>	
<i>category</i>	<i>Accommodation</i>
Employment (jobs)	95
GRP per job	\$151,020
Value added per job	\$66,930
<b>GRP Total</b>	<b>\$14,387,000</b>
<b>Value added total</b>	<b>\$6,376,000</b>

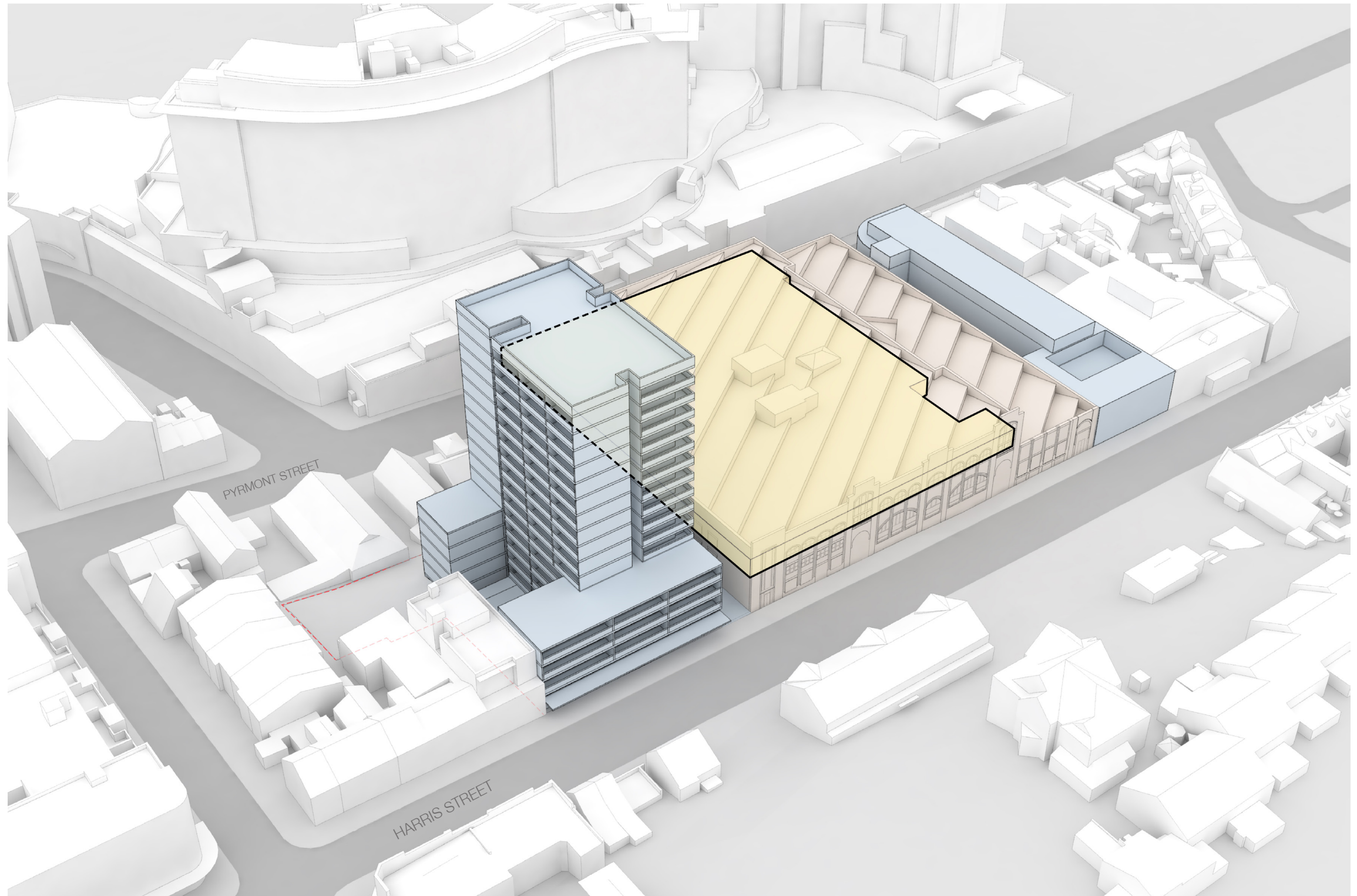
Source: *Economy.id*; *Ethos Urban*

\*Employment jobs based on workspace ratios sourced from the City of Sydney Floor Space and Employment Survey 2017 and include 109.0 m<sup>2</sup> per worker across the 10,384m<sup>2</sup> of hotel floorspace.



## GFA Study

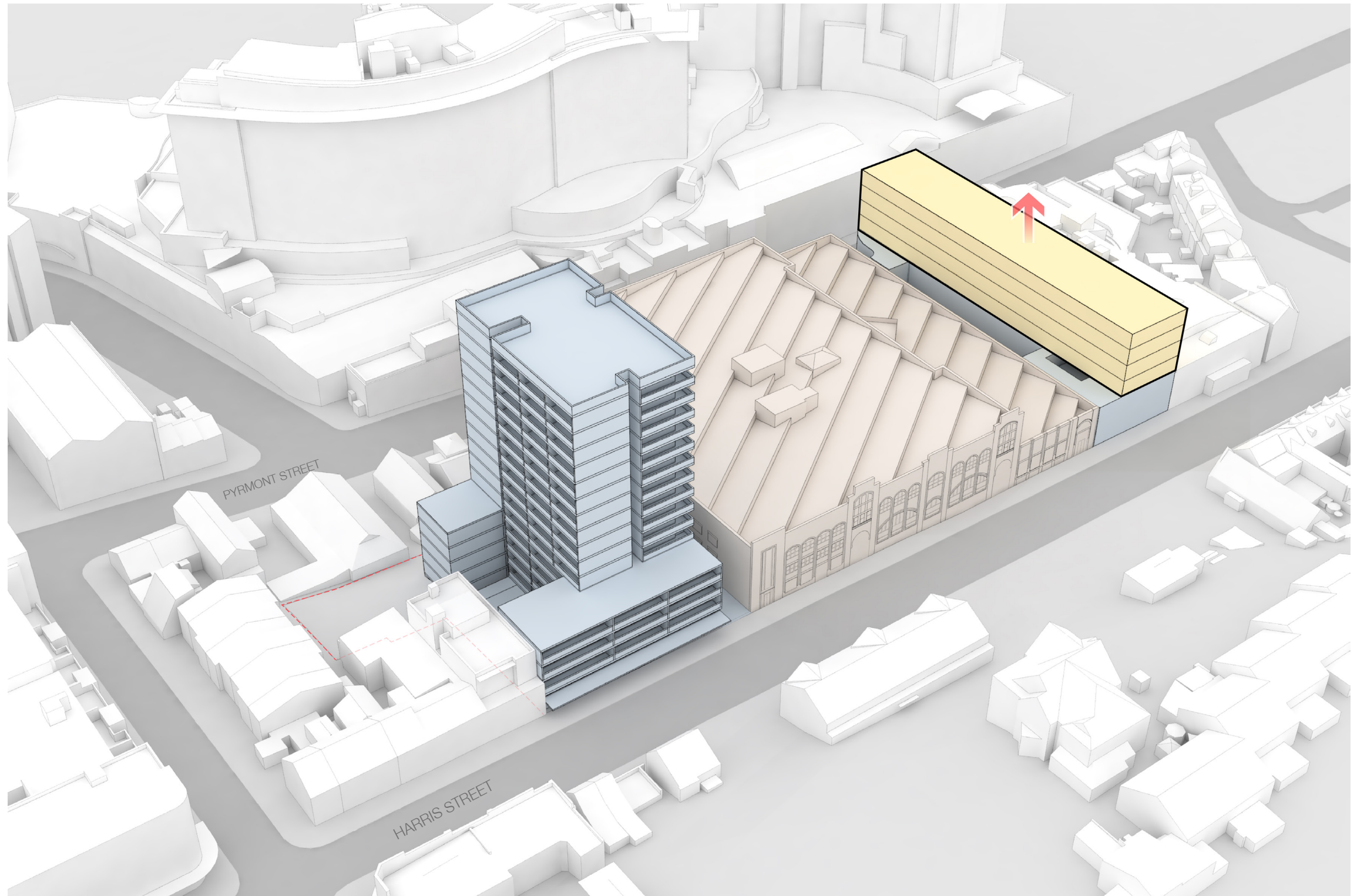
### Extra 4,000m<sup>2</sup> Option 1





## GFA Study

### Extra 4,000m<sup>2</sup> Option 2





GFA Study

Extra 4,000m<sup>2</sup> Option 2 Shadow

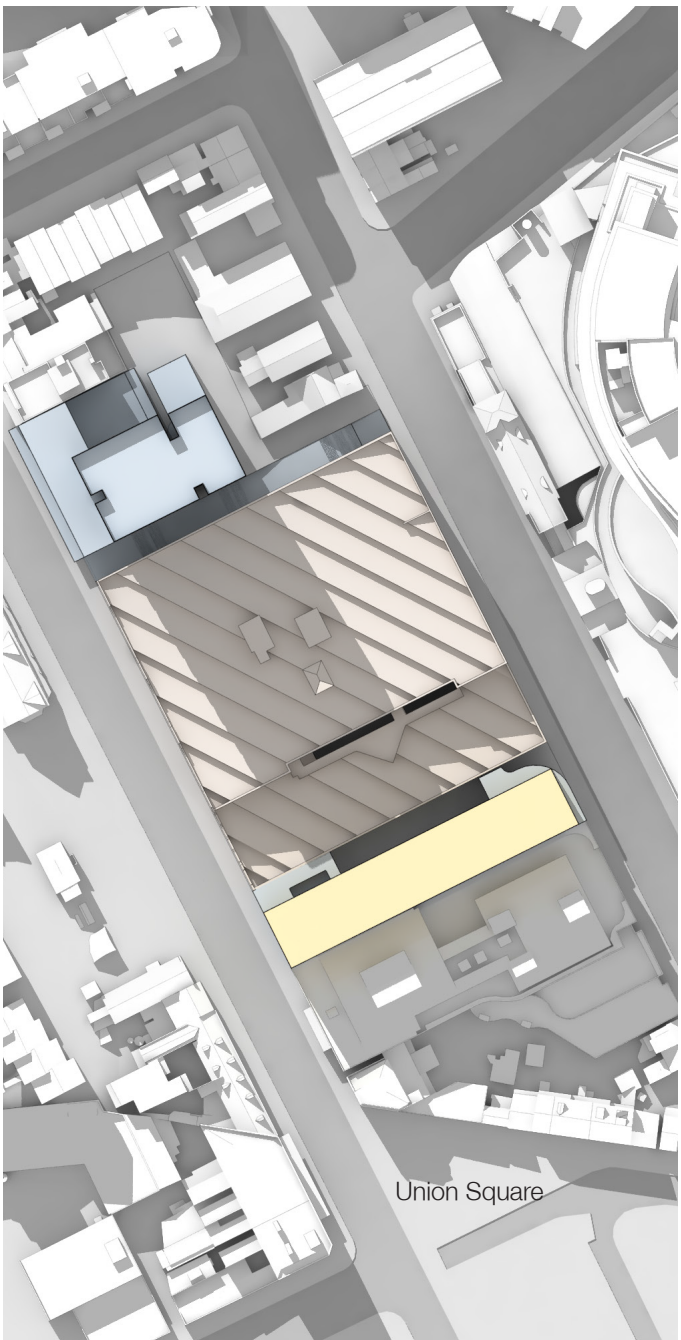
12:00pm Winter Solstice



1:00pm Winter Solstice



2:00pm Winter Solstice



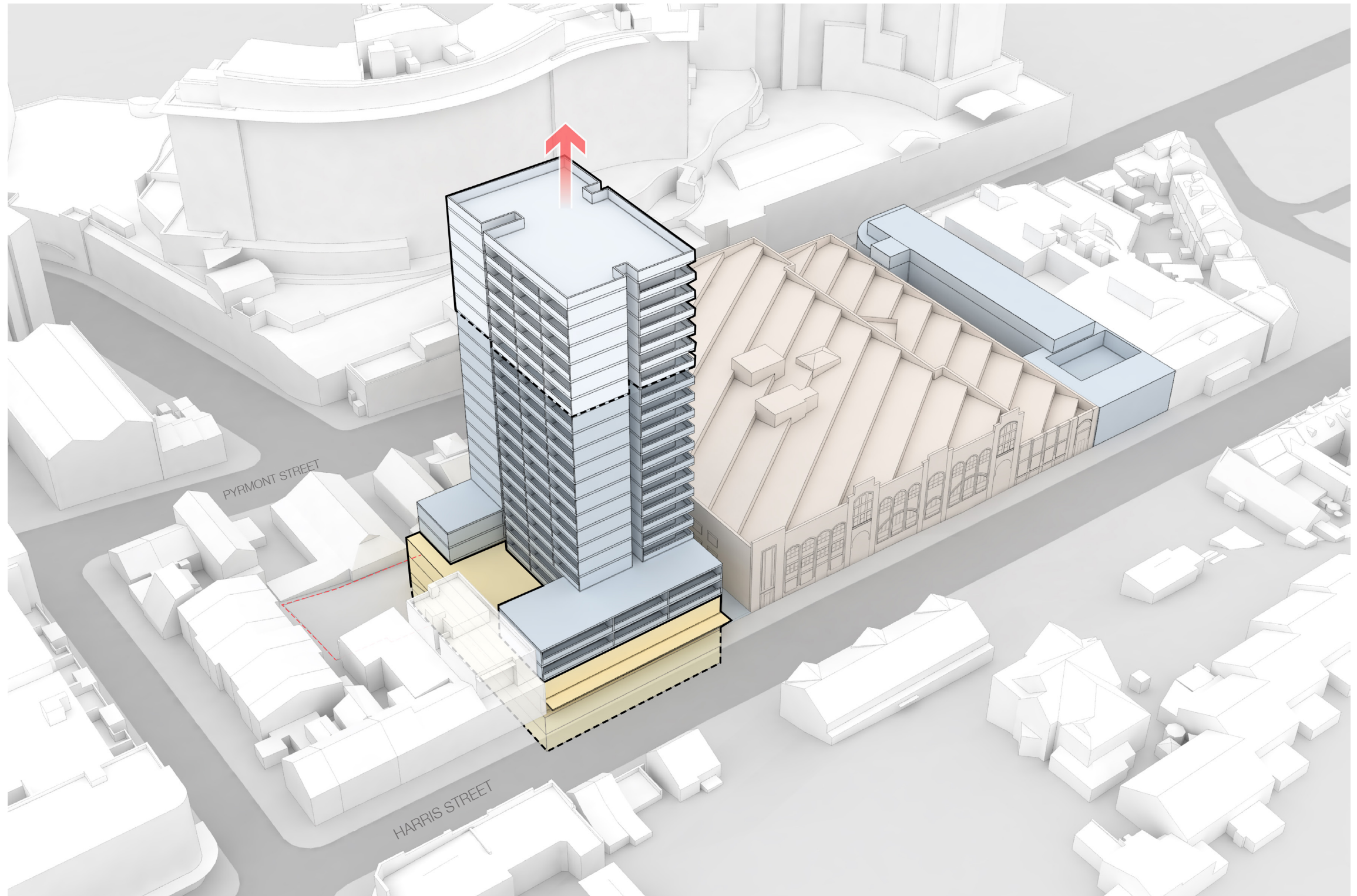
3:00pm Winter Solstice





## GFA Study

### Extra 4,000m<sup>2</sup> Option 3





GFA Study

Extra 4,000m<sup>2</sup> Option 3 Shadow

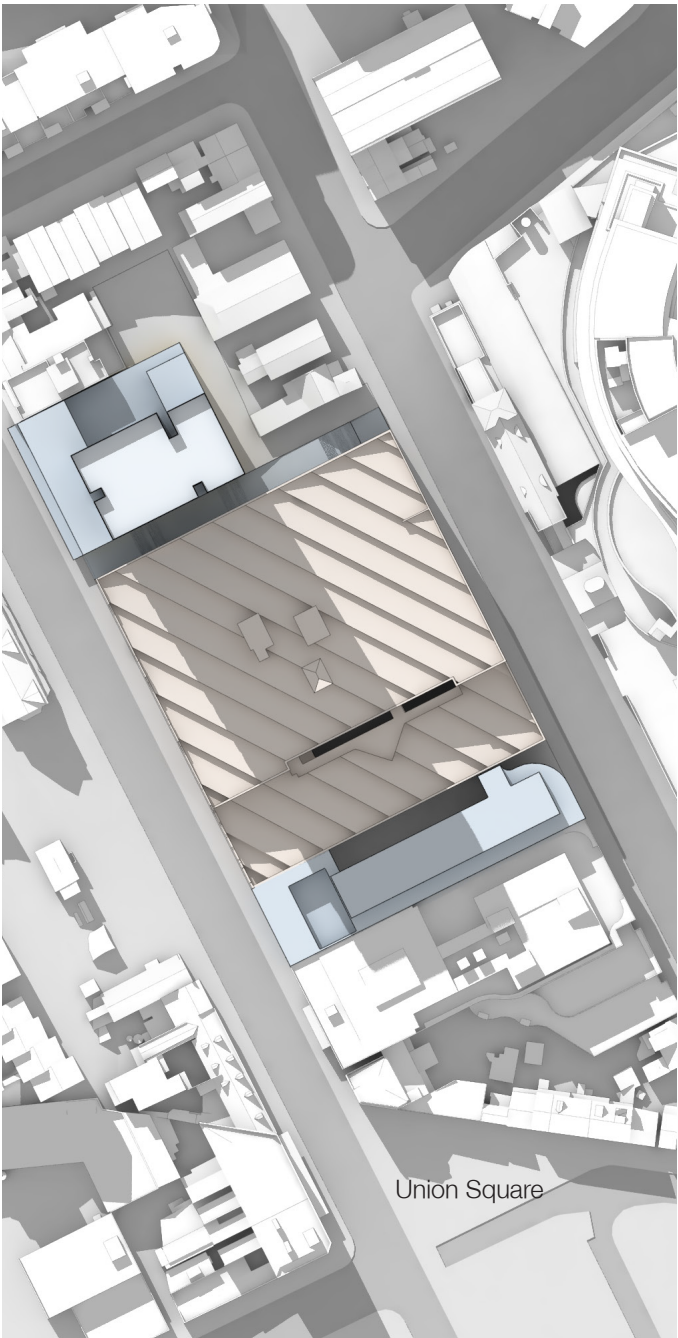
12:00pm Winter Solstice



1:00pm Winter Solstice



2:00pm Winter Solstice

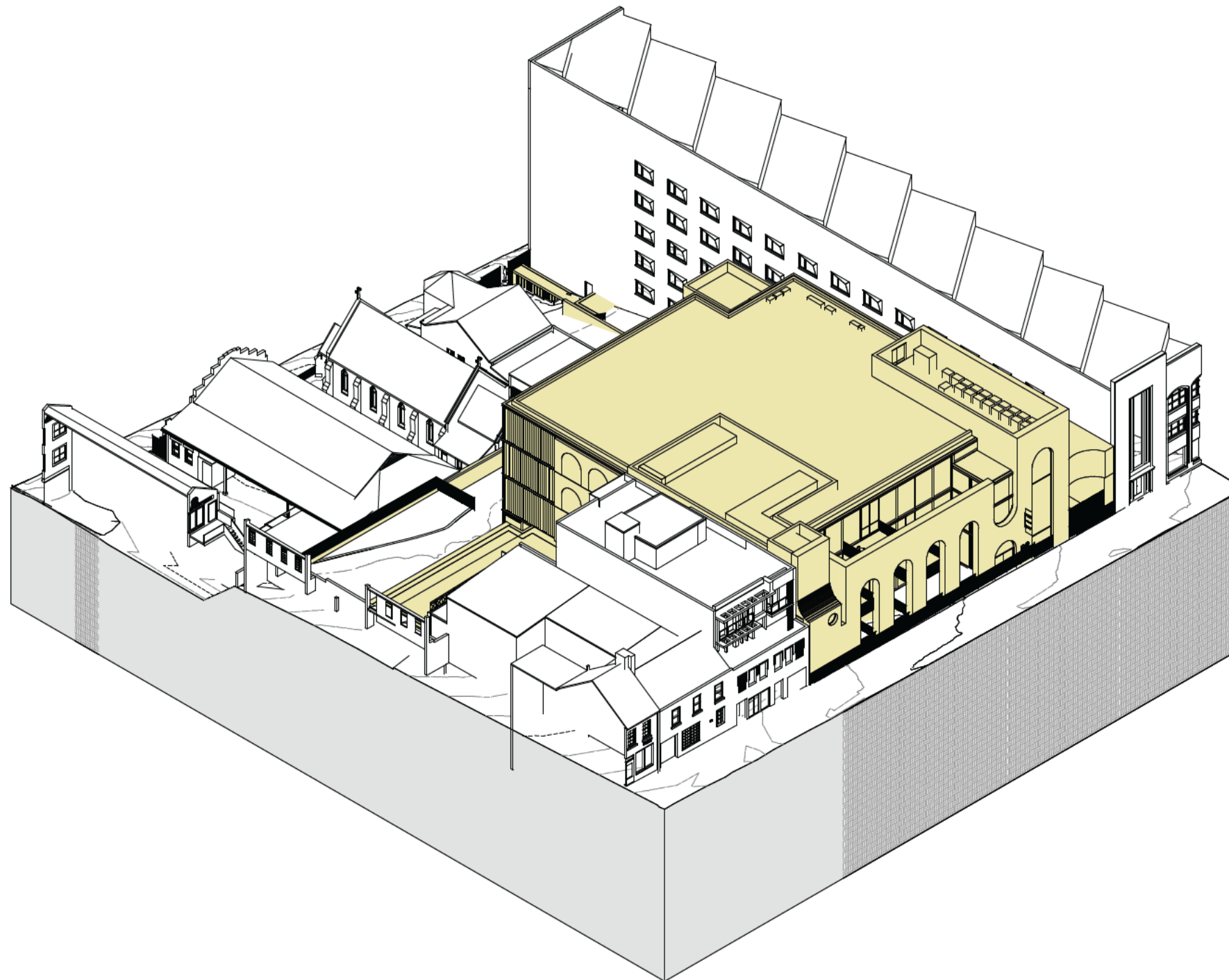


3:00pm Winter Solstice




## Summary

Commercial	5 Storeys
Site Areas	2,761sqm
Approved GFA	5,522sqm
Approved FSR	2.0:1



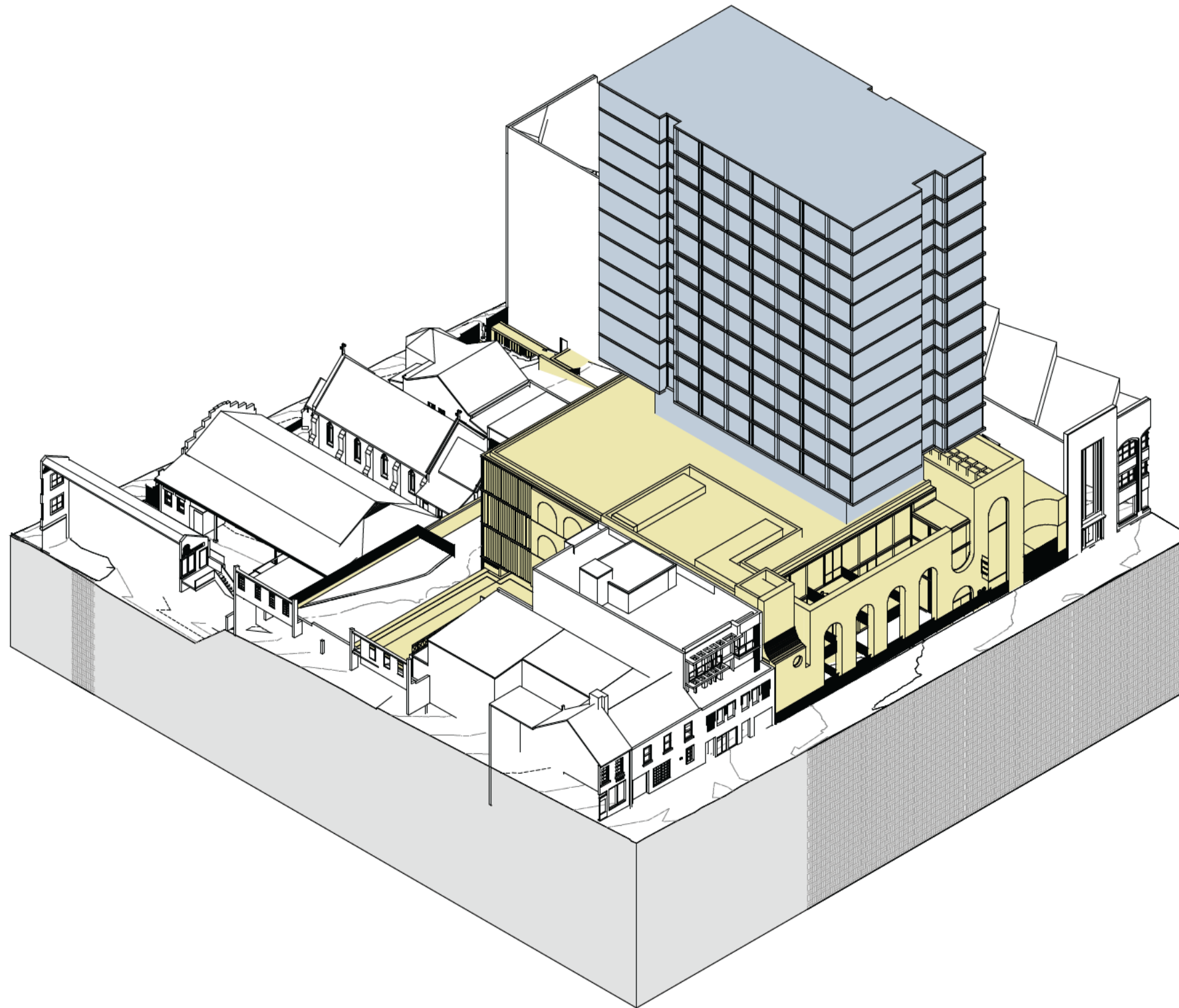
## 88 Harris Street Commercial Building

 Commercial Building - DA approved



## 88 Harris Street Future Hotel Option

DATE 11-Feb-20



### Summary

Commercial	5 Storeys
Hotel	11 Storeys
No# Hotel Keys	14 per level Total 154
Site Areas	2,761sqm
Approved GFA	5,522sqm
Approved FSR	2.0:1
Hotel GFA	10,384sqm
Total GFA with Hotel	15,906sqm
FSR with Hotel	5.8:1

	Commercial Building - DA approved
	Future Hotel Option