

# Connectivity



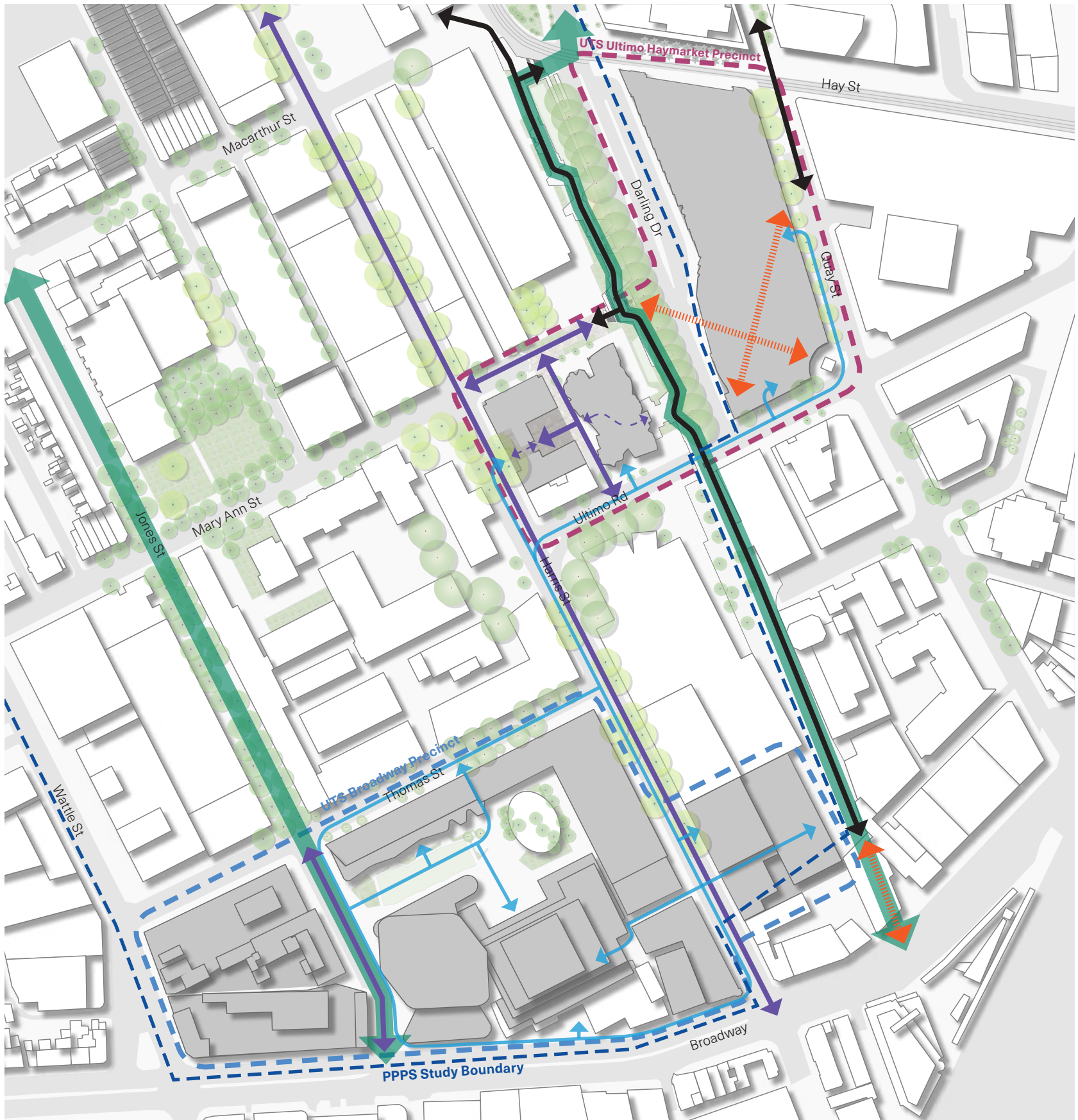
The existing north-south pedestrian boulevard known as the Goods Line, provides an opportunity to consider a future potential new pedestrian link across Darling Drive. While not within the area subject to this master plan, UTS will work with relevant authorities during future planning for the redevelopment of Site 5 to test ideas to bridge across from the Goods Line to UTS Site 5.

At a precinct level we aim to contribute to the pedestrian connectivity through the following interventions:

- Improving pedestrian amenity on Mary Ann Street, Omnibus Lane and Jones Street
- Enabling future pedestrian East - West connections across Darling Drive through to Darling Harbour, and South to Broadway and Central Station
- Reinforcing existing walkable green axis as highlighted by the PPPS on Jones Street, Darling Drive and Quay Street
- Implementing a shared zone at Jones Street and Mary Ann Street creating a ‘pedestrian-first’ link from Omnibus Lane and Harris Street to Quay Street
- Adding important routes to the UTS campus pedestrian connections

LEGEND

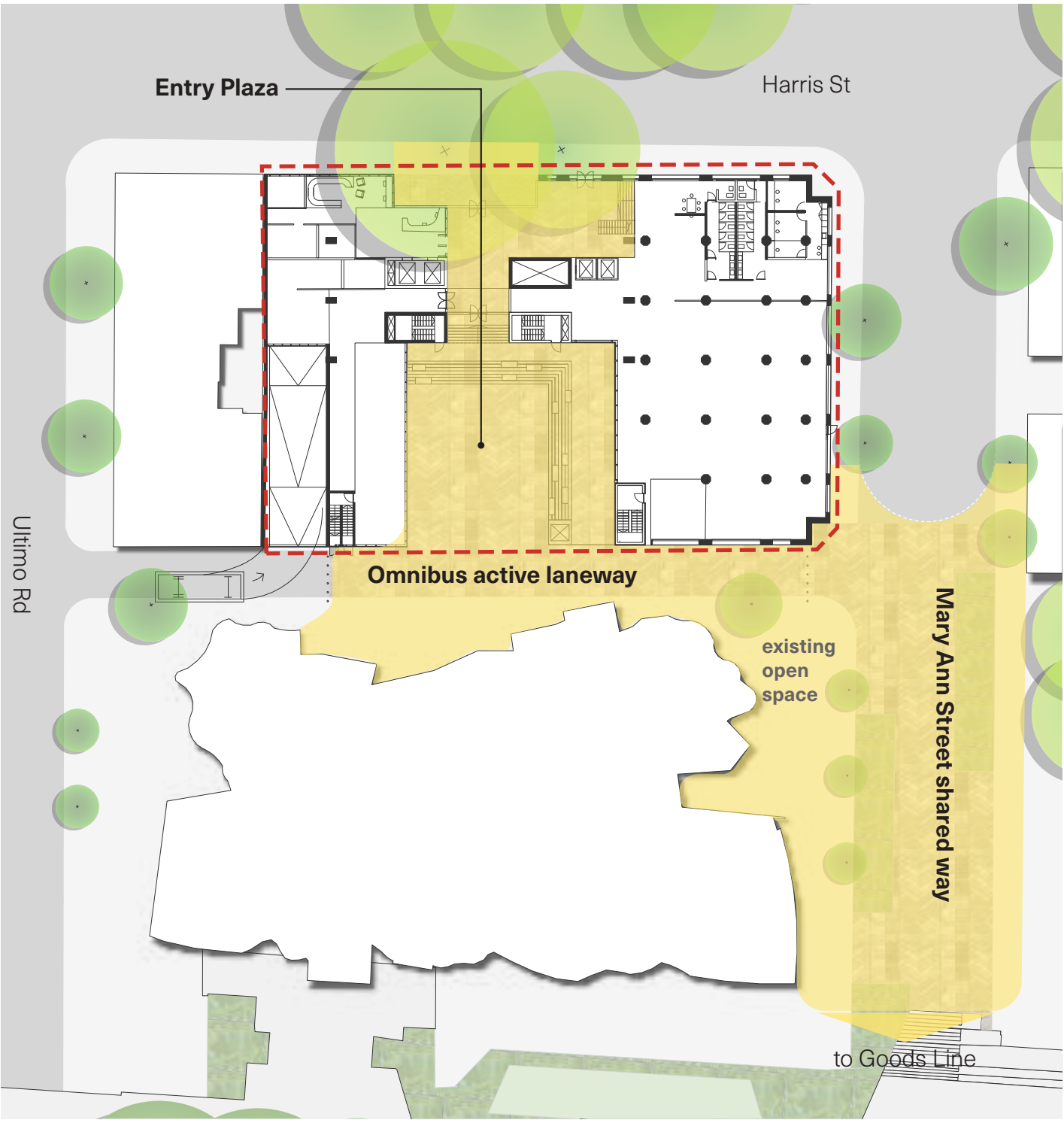
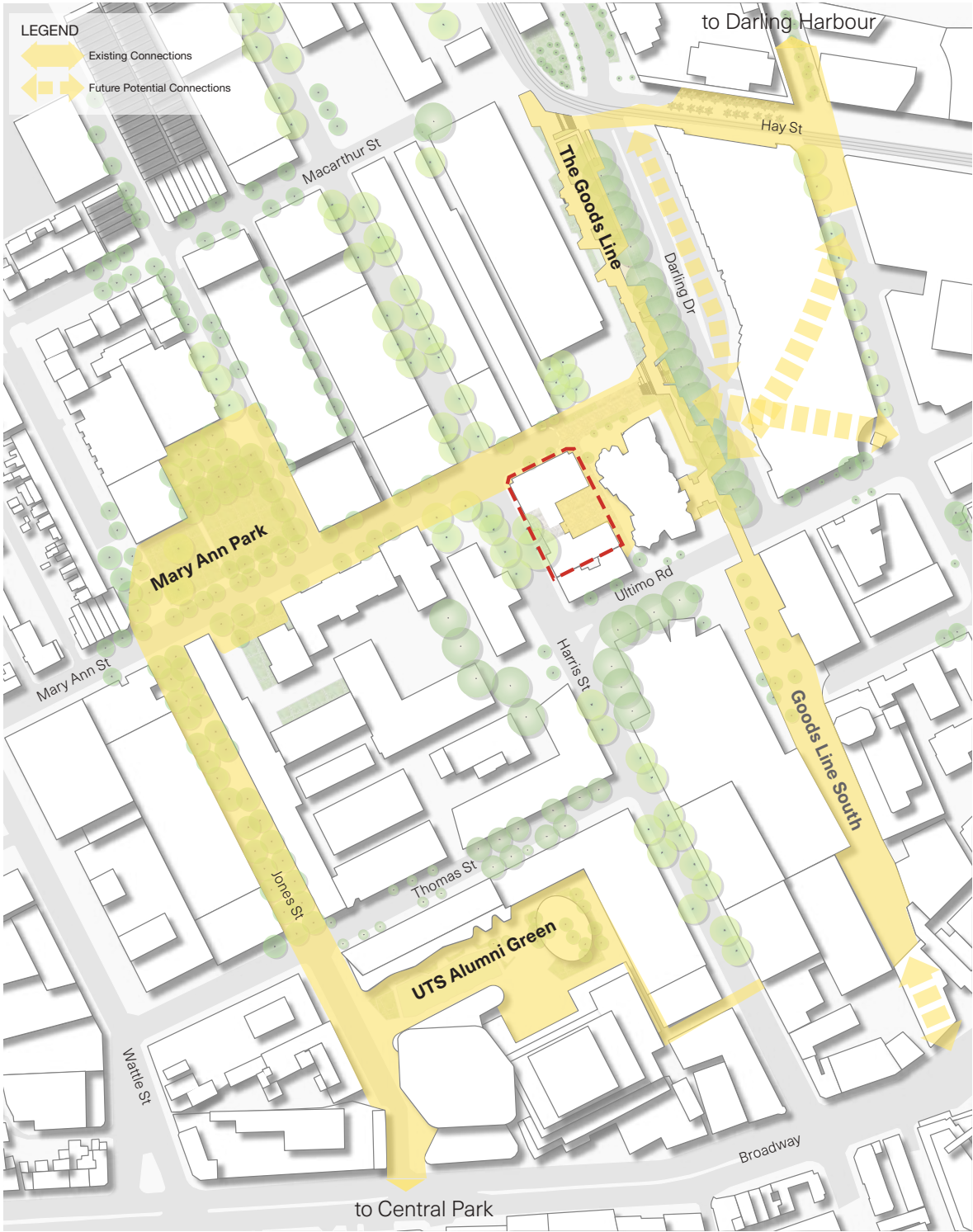
- UTS sites within PPPS Study Area
- Existing Main Public Pedestrian Connections
- Existing UTS Pedestrian Connections
- Future Pedestrian Connections Through Buildings
- Future Pedestrian Connection with Improved Public Amenity
- Potential Future Connections Elevated or Through Buildings
- PPS Green Walkable Streets





# Urban Tracks

The project enables the opportunity for pedestrian scaled movement through the IRC to connect and extend alternative routes between the Goods Line, Chau Chak and Harris Street and UTS beyond the conventional colonial matrix and allowing pedestrians to flow safely from public space to public space.

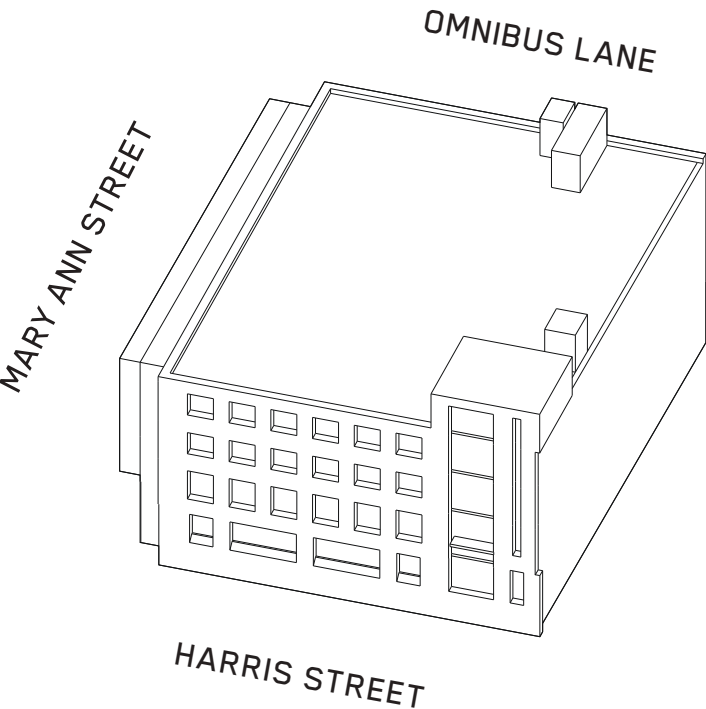




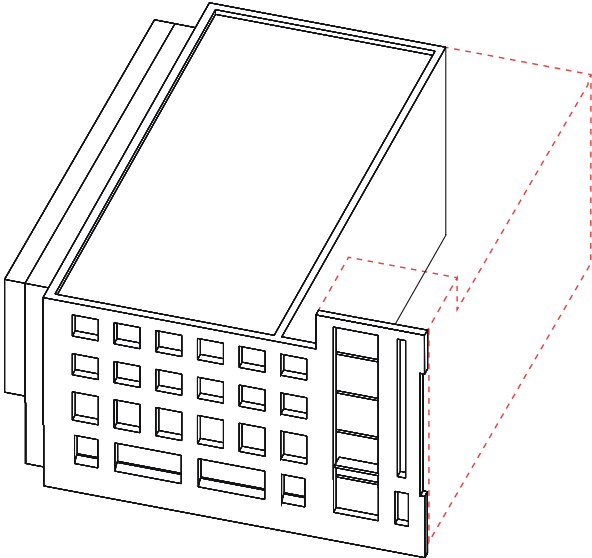
# Heritage Design Considerations



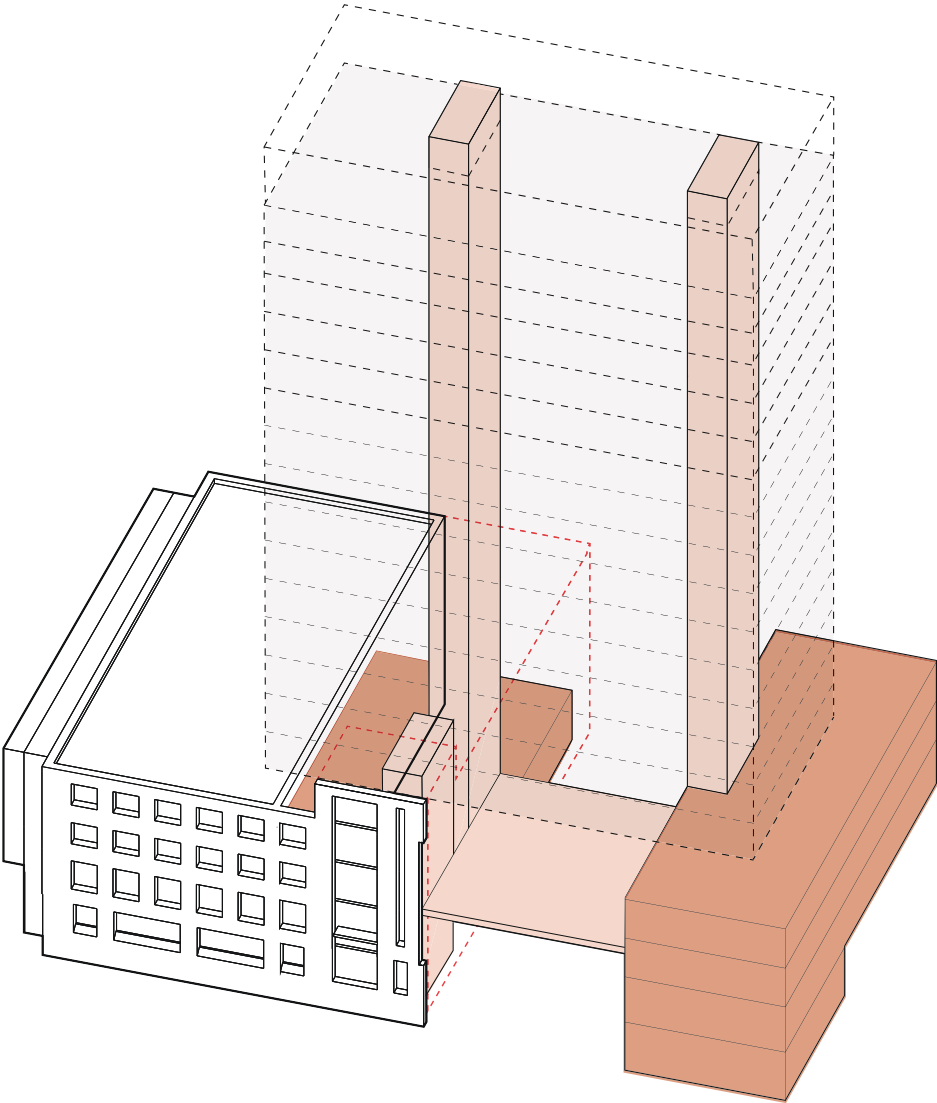
# Heritage Design Considerations



1. EXISTING



2. DEMOLITION



3. CONSTRUCTION



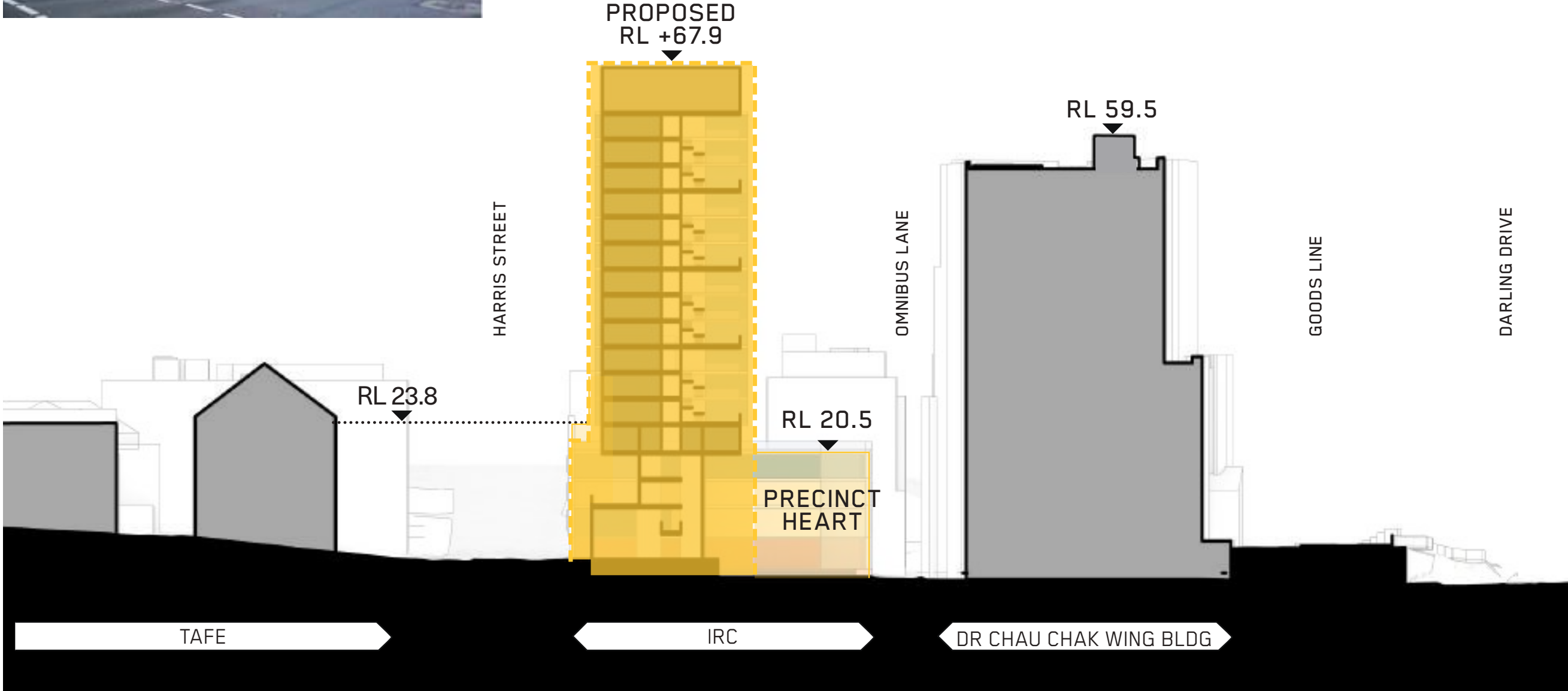
# Heritage Considerations

## 15m Mary Ann Street Setback and reduced tower height



THE PODIUM ENVELOPE RESPONDS TO IT'S HERITAGE CONTEXT AND THE SIGNIFICANT TREES ON HARRIS ST.

THE TOWER NOW ACHIEVES A HEIGHT THAT RELATES AND IS COMPARABLE WITH THE ADJACENT CHAU CHAK WING BUILDING AND ALSO IS POSITIONED TO ALIGN WITH THE PREDOMINANT SETBACK TO MARY ANN ST.




# Site Opportunities & Constraints

Site considerations will be relevant to critically develop our master plan proposal for Site 13-15 and contribute to the pedestrian amenity of UTS and the whole Ultimo Precinct. Based on the existing situation we will:


- Create the potential intuitive pedestrian link from Mary Ann Street to the Goods Line (subject to land owner agreement)
- Create the potential for a shared zone along Mary Ann Street (subject to land owner agreement)
- Incorporate WSUD planting to address flooding issues at the end of Mary Ann Street
- Provide opportunity to activate Omnibus Lane (subject to land owner agreement)
- Provide a new Precinct Heart (publicly accessible curated space) at Site 13-15
- Respectfully relate to heritage buildings and street trees
- Give safe pedestrian access to a varied and unified public domain including the IRC building entry, its plaza and Omnibus Lane

- Complement the activation of the retail front of the Dr Chau Chak Wing Building
- Project as a marker of an Indigenous place in the city


LEGEND




Visual Significant Trees, yet non-endemic.  
Consideration for replacement with indigenous species




Flooding Issue




Main water flow inputs




Level Change to Goods Line




Limited Solar Access during mid Winter




Predicted On-site Pedestrian Areas




Potential Off-site Pedestrian Areas




Heritage Building



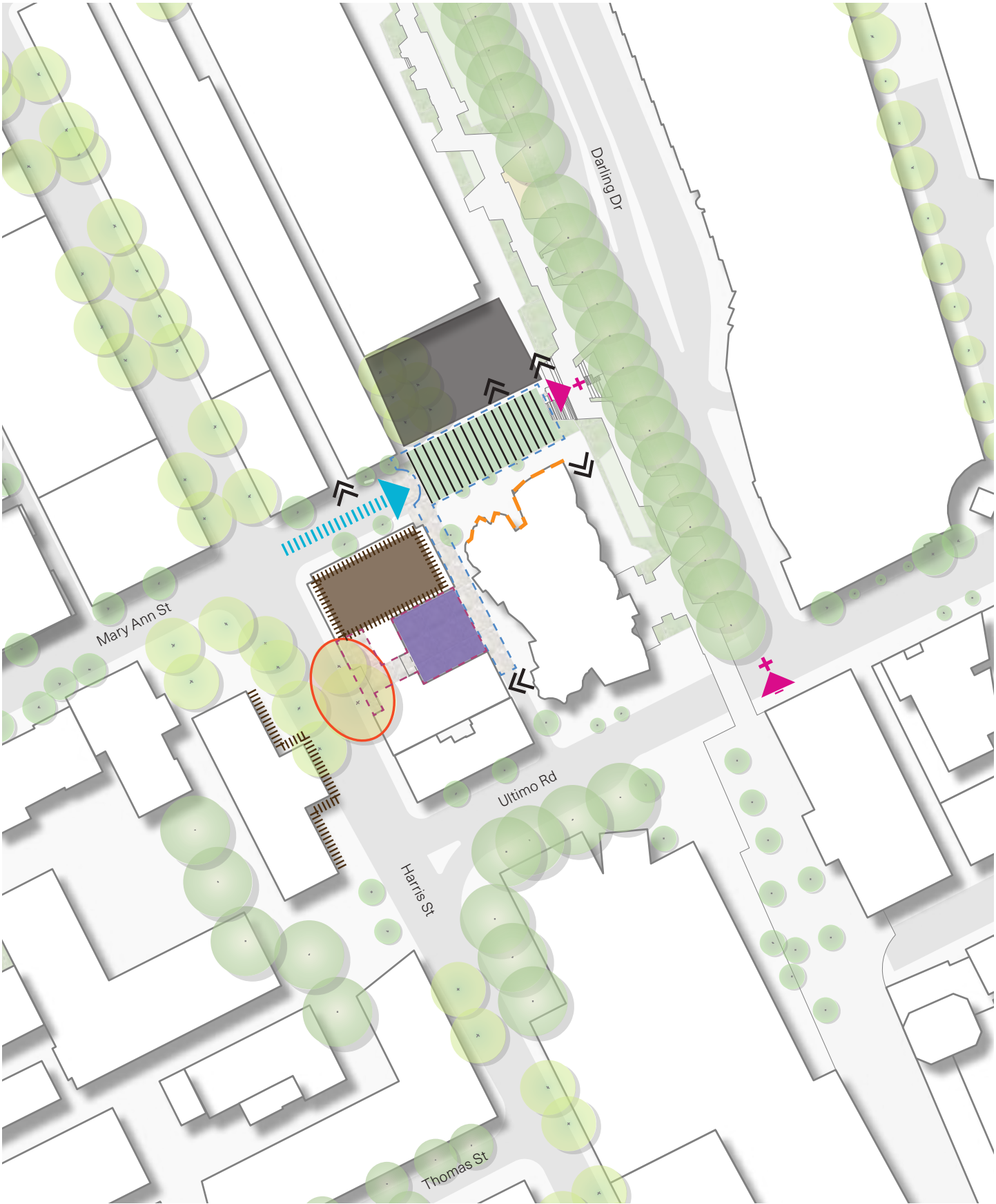
Existing Activated Ground Floor Facade



Vehicle Access to be Retained



Parking



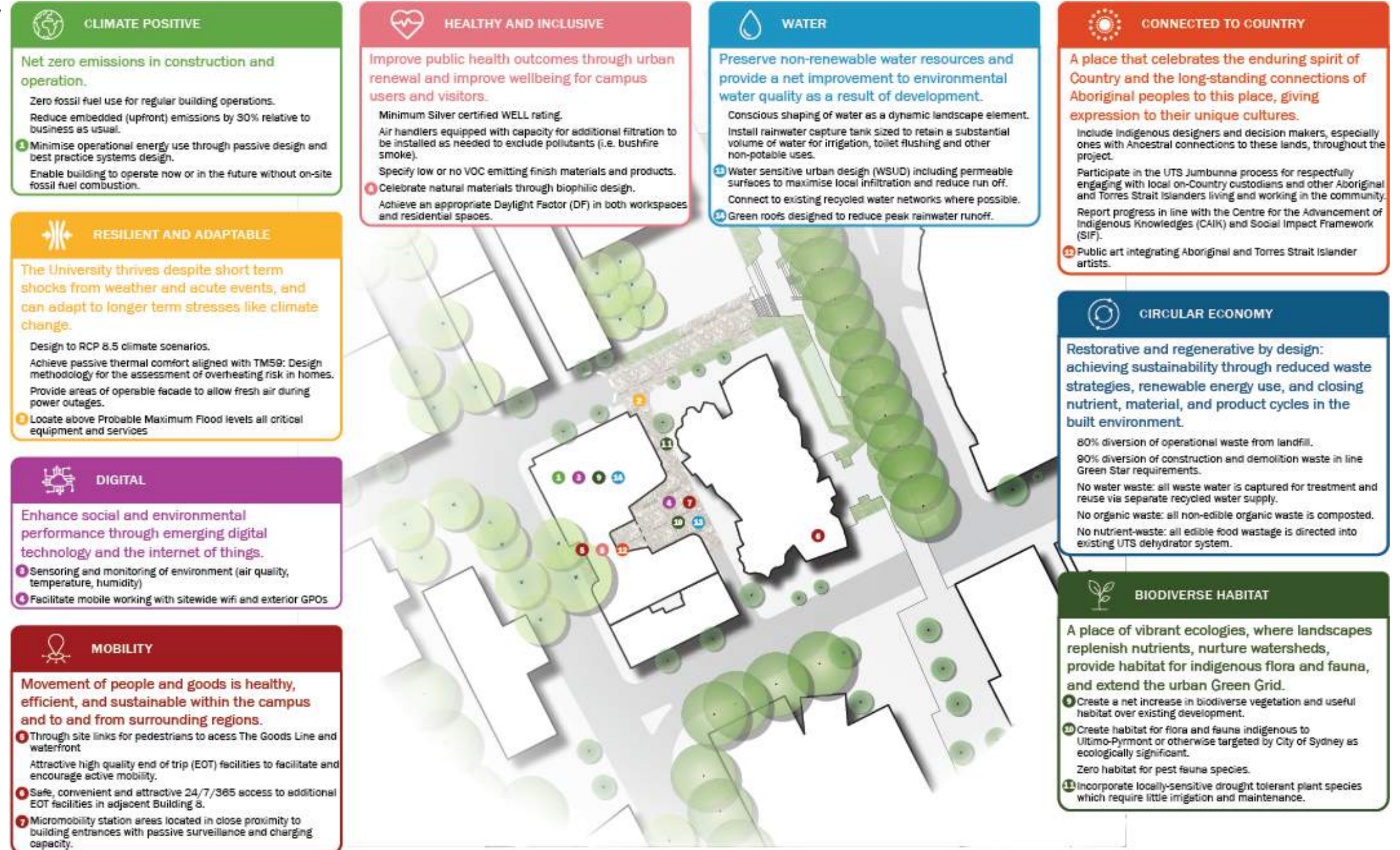


# Improved East West Connectivity



# Sustainability

This Sustainability Vision sets out the sustainability ambition for the Indigenous Residential College (IRC) based on the Draft UTS Master Plan Sustainability.





# Public Art Strategy

This Public Art Strategy is part of the overall State Government planning requirements and is to form a guide for the future development application.

As an inseparable part of Indigenous life, art and storytelling are to play a critical role in the development of this site.

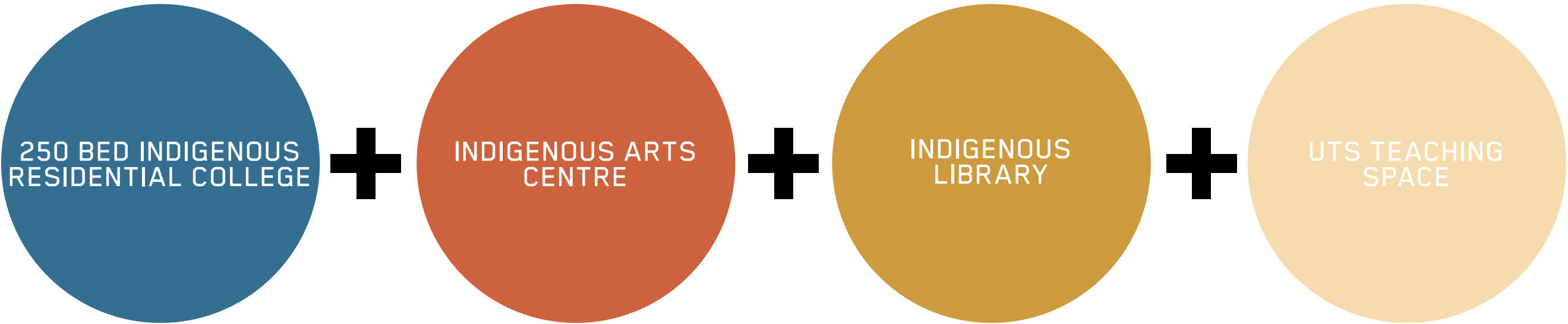
Public art creates better spatial experiences, adding a design richness beyond landscape and architecture.

It touches on all the possible layers of heritage, giving life to invisible traces and bringing invisible histories to life again. It explores place narratives in creative and interesting ways, and enhances sense of place and cultural identity.

The focal area for public art will naturally occur in the central ground level exterior spaces. :



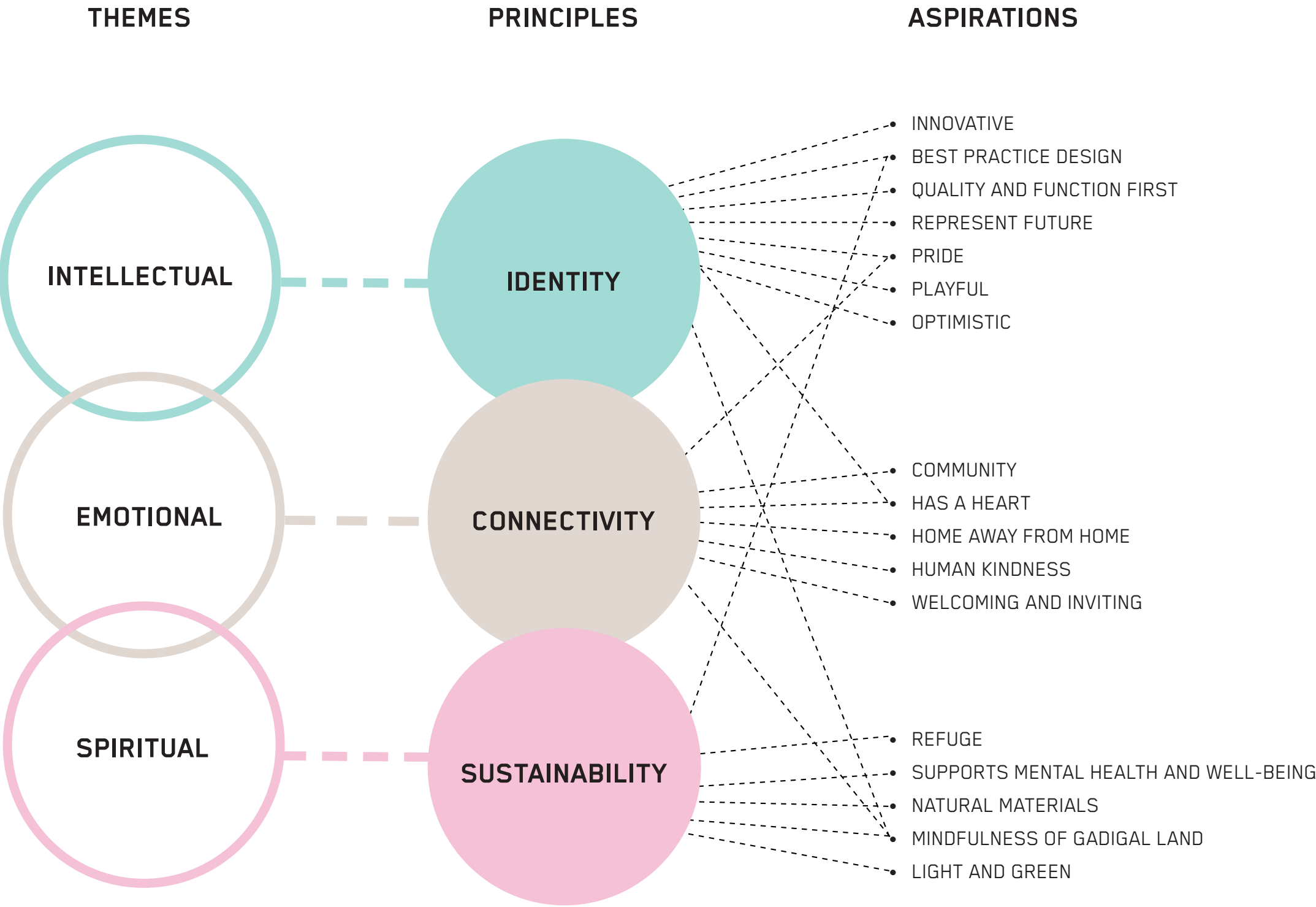
# Project Parameters for Site





# Guiding Principles

## For the Development of the Indigenous Residential College



# Guiding Principles

*“The majority of Indigenous people don’t have a history of participating in university education. By creating a place with Indigenous culture at its heart – not on the periphery – the college will help Indigenous people ‘see’ themselves at university. For the first time Indigenous people will be the hosts not the guests in a place based around their traditions and identity.”*

Professor Michael McDaniel  
Pro Vice Chancellor (Indigenous Leadership & Engagement)





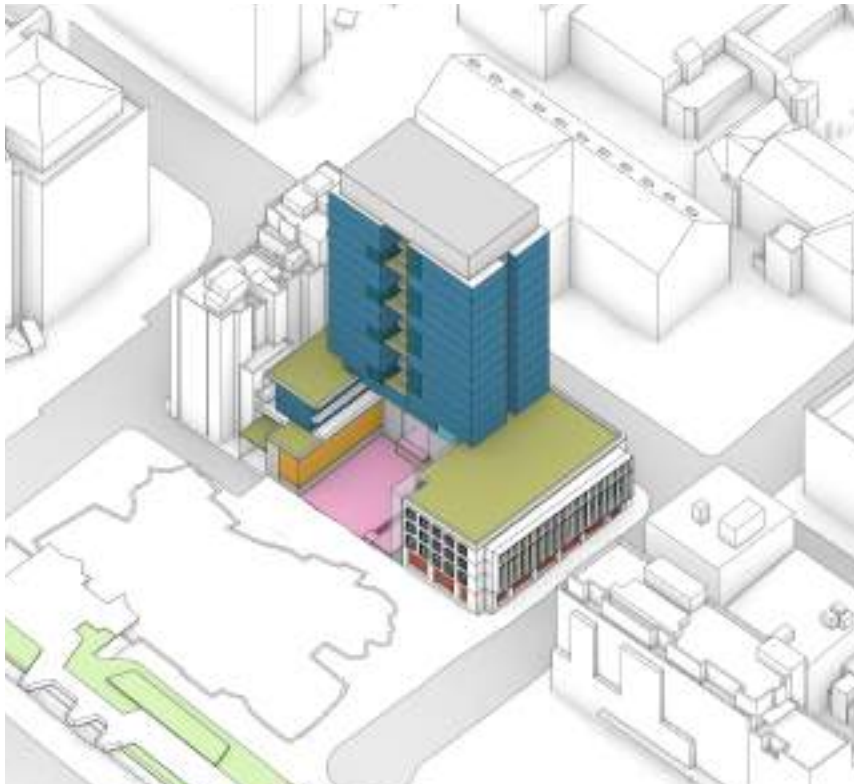
# Sites 13-15

## Master Plan Scenarios for IRC Project



### OPTION A - PREFERRED

HERITAGE MINIMUM DEMOLITION



PROS

- CONTRIBUTES CIVIC SPACE
- MINIMUM INTERVENTION ON HERITAGE
- CAMPUS FEEL - ARTS + LIBRARY AT GROUND AROUND PRECINCT HEART.
- MINIMISES CARBON FOOTPRINT RELATIVE TO C
- HERITAGE INTEGRATION

### OPTION B

HERITAGE FULL RETENTION

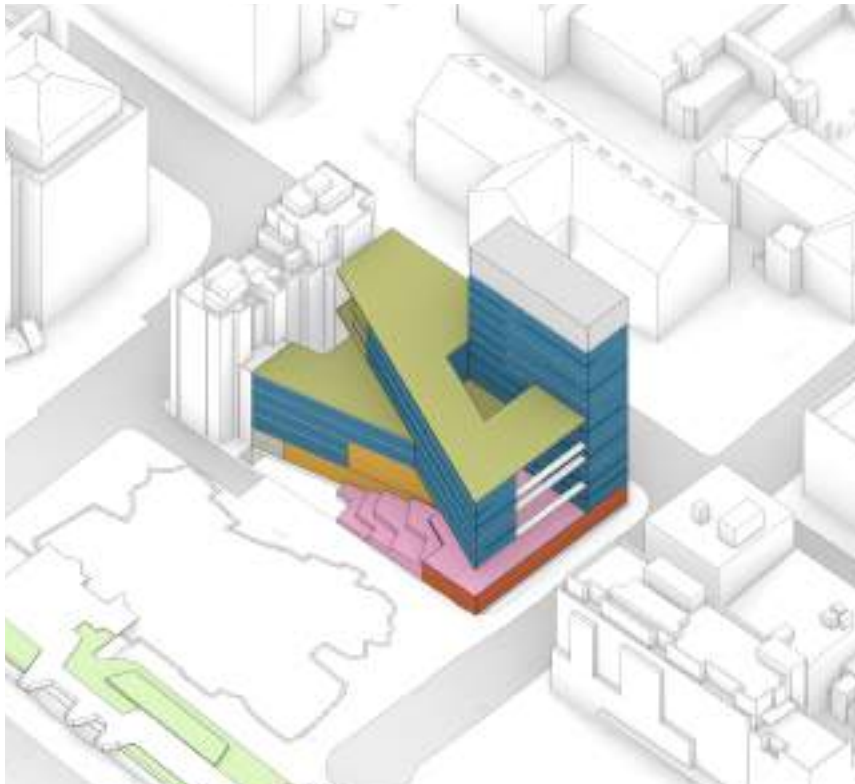


PROS

- PLANNING AND CONSTRUCTION SIMPLICITY
- HERITAGE FULL RETENTION

### OPTION C

HERITAGE DEMOLITION



PROS

- DESIGN ONLY CONSTRAINED BY SOLAR ACCESS TO RESIDENTIAL BUILDING
- PRECINCT HEART VISIBLE TO MARY ANN ST
- CONSISTENT ARCHITECTURAL IDENTITY FOR IRC ACROSS THE SITE

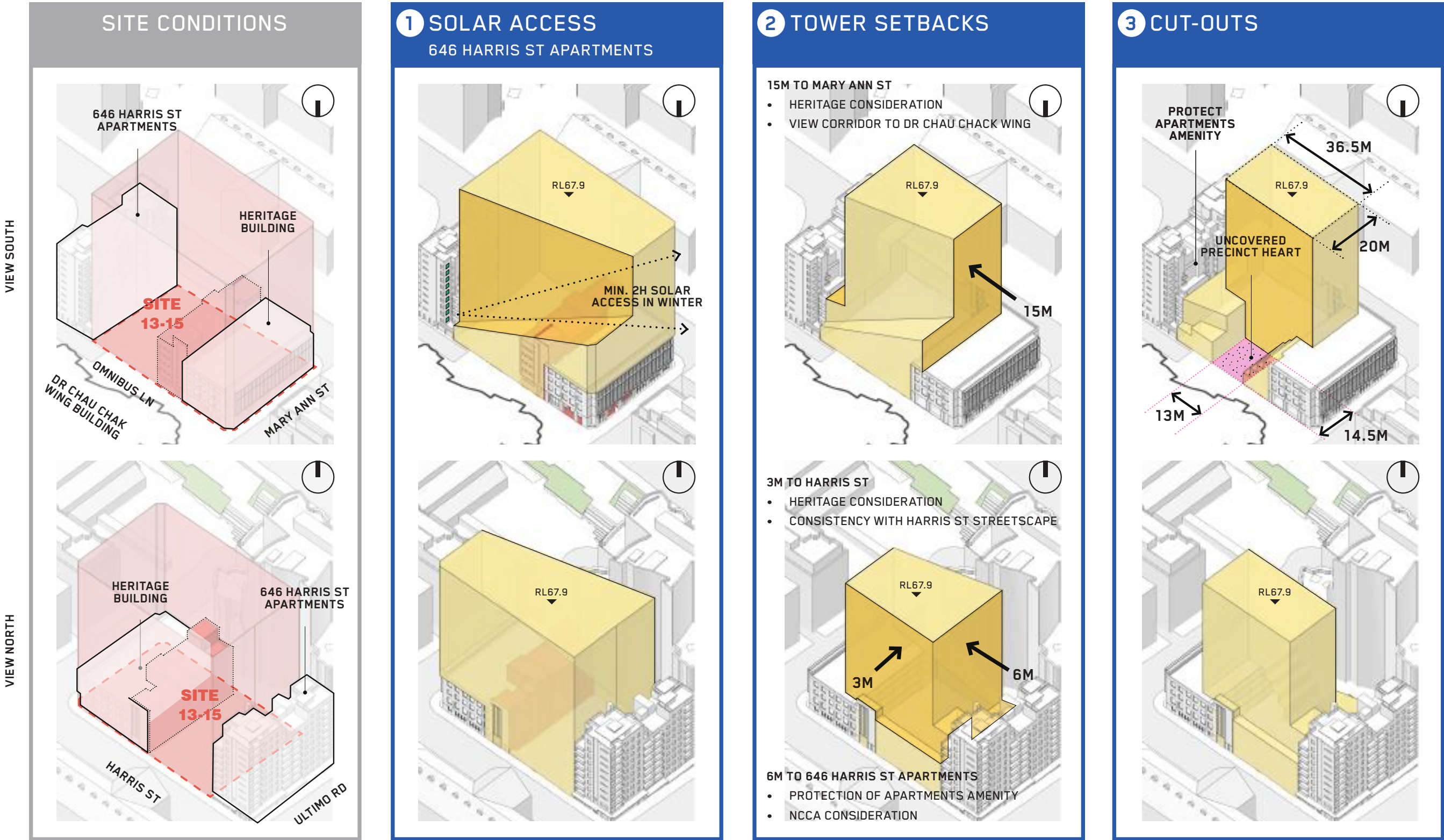
Scenario	A	B	C
Max. height RL	67,900	82,000	55,000
Max. GFA	10,968	14,189	10,130
FSR	5.08	6.58	4.70

NOTE: DIFFERENCE IN GFAS RELATES TO AMOUNT OF UTS EDUCATION SPACE PROVIDED IN HERITAGE BUILDING

KEY



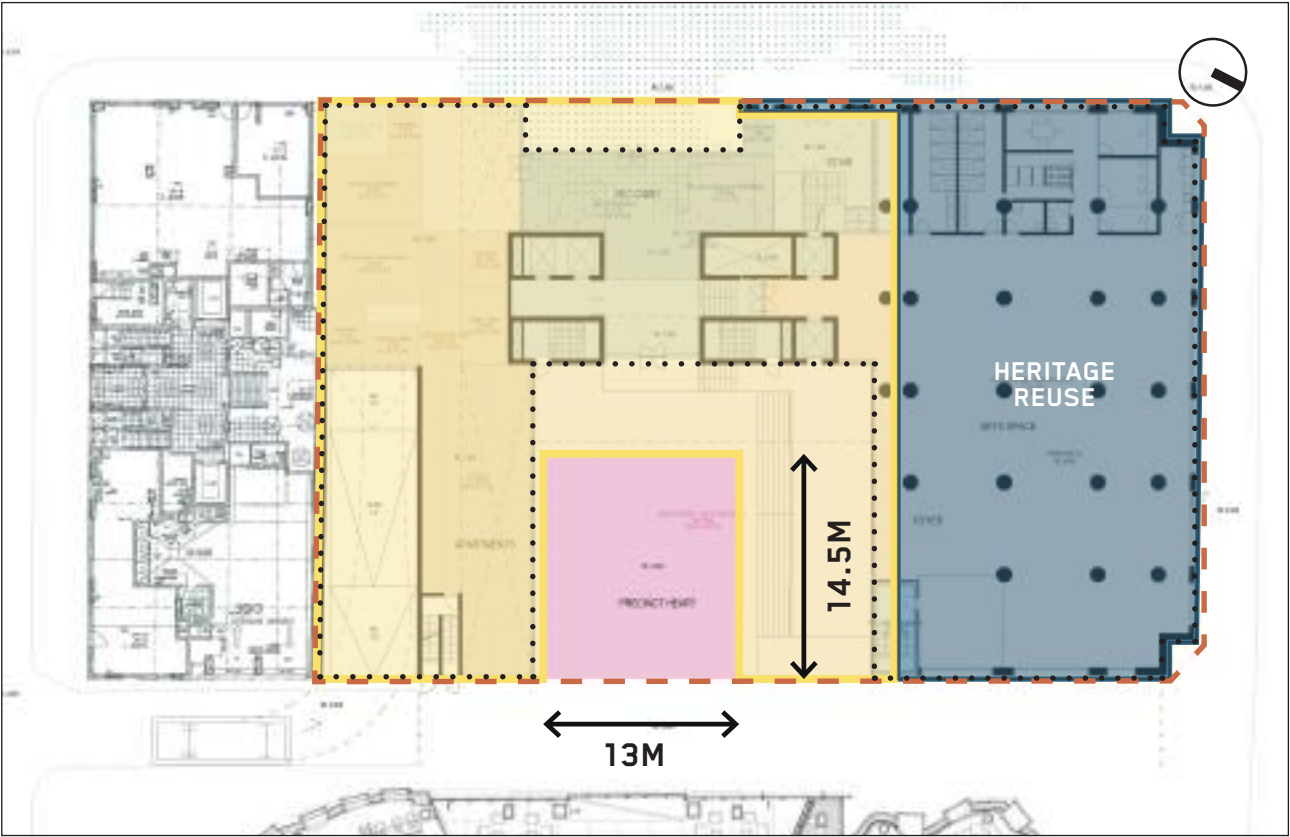
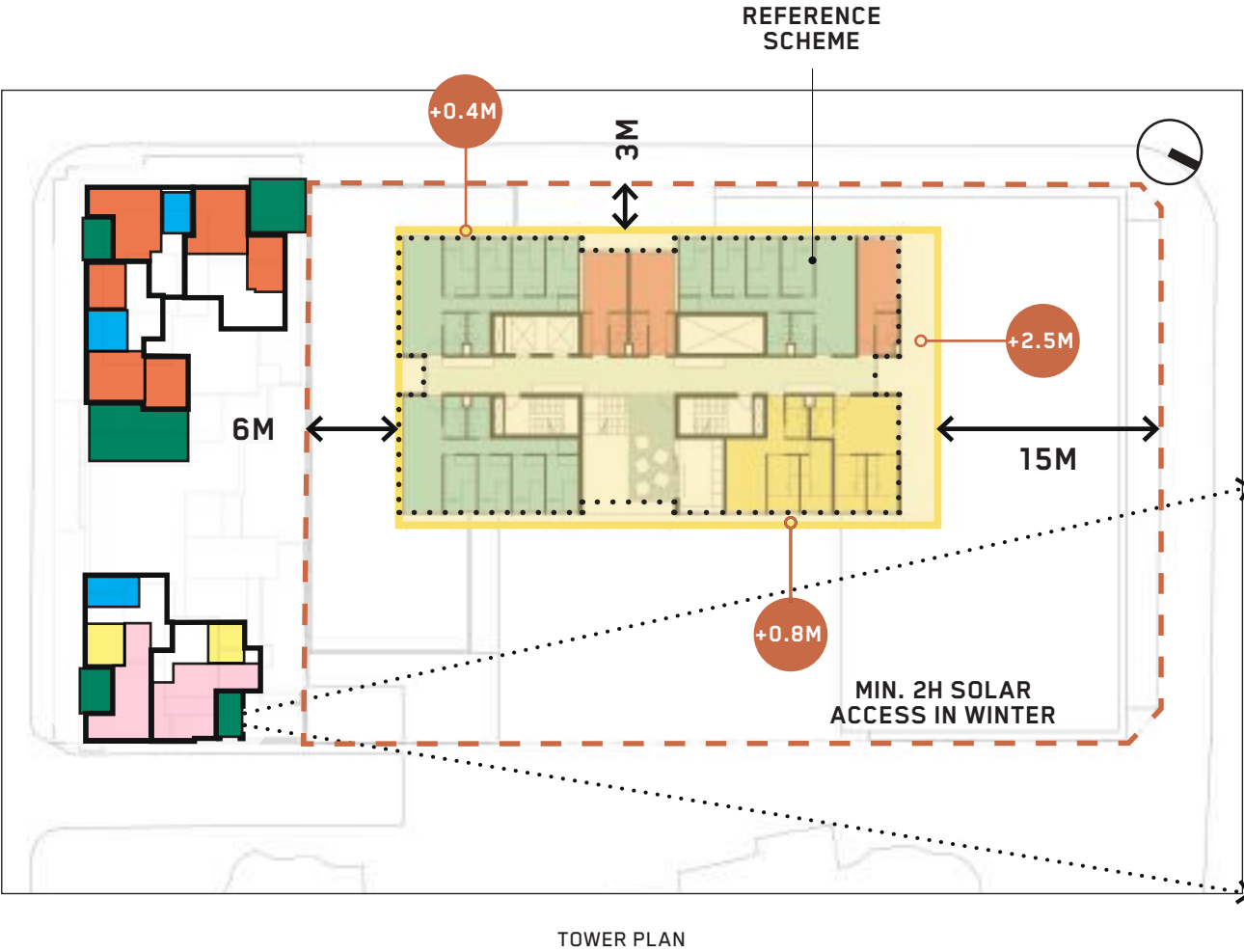
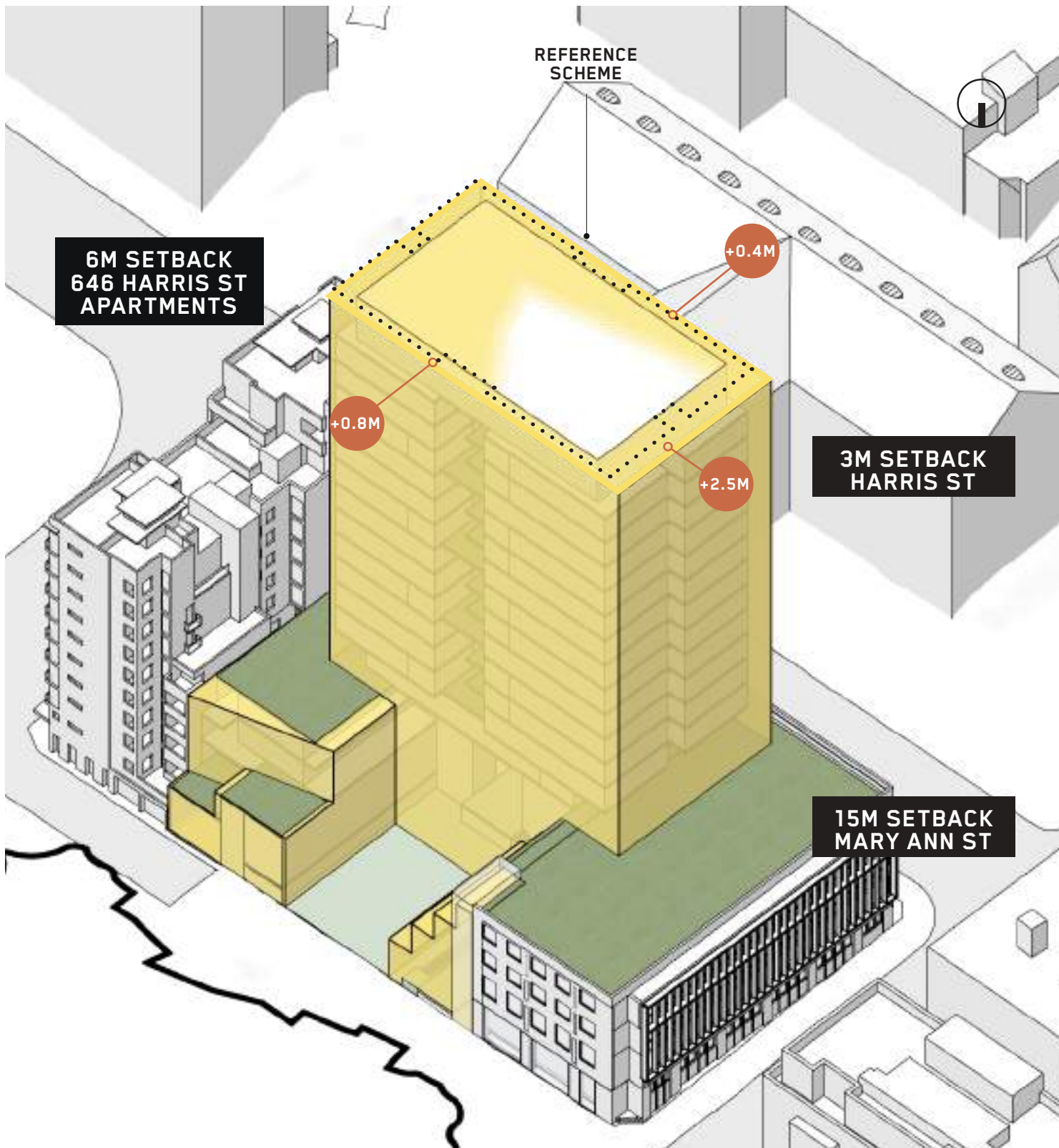
# Developing the Planning Envelope Constraints





# Developing the Planning Envelope

## Reference Scheme Underlay





## 646 Harris Street

Residential apartment building originally approved in 1997 (D97-00899) and completed in early 2000's.

The site is located at the end of a block, and therefore has three street frontage to Omnibus Lane (east), Ultimo Road (south), and Harris Street (west).

The site shares its northern side/rear boundary with UTS Site 13-15.

The building was designed and oriented to its principal Ultimo Road street frontage. Inspection of Council records reveals that the building adopted a defensive design approach to its shared northern boundary with UTS on the expectation that this site would be redeveloped, utilising a range of design solutions, including:

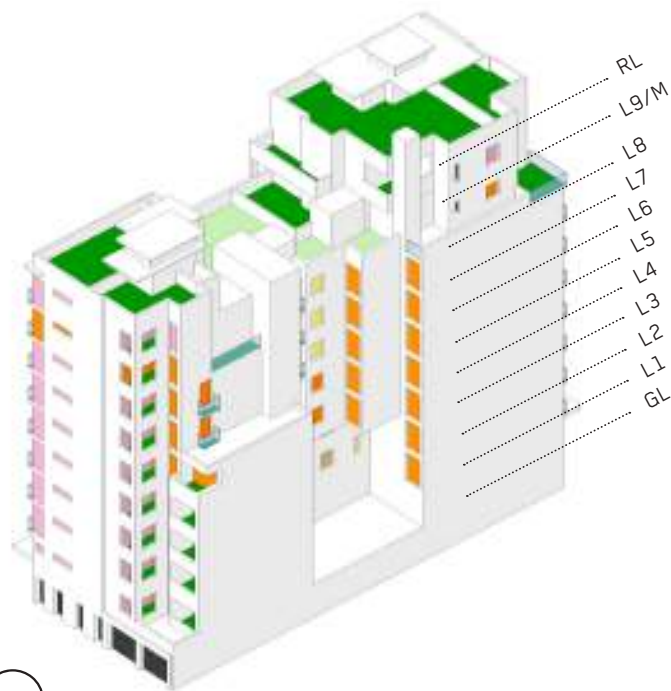
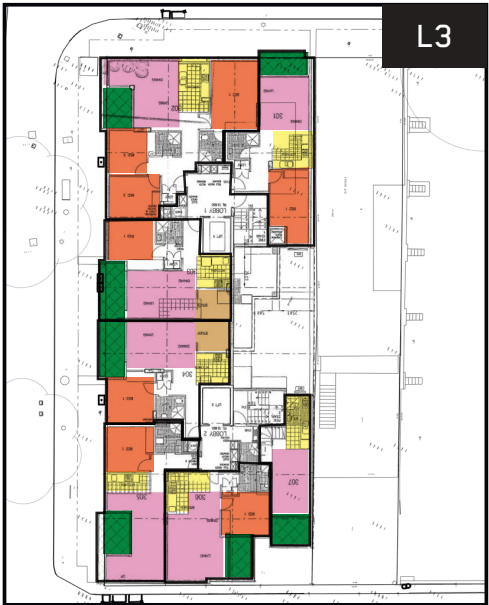
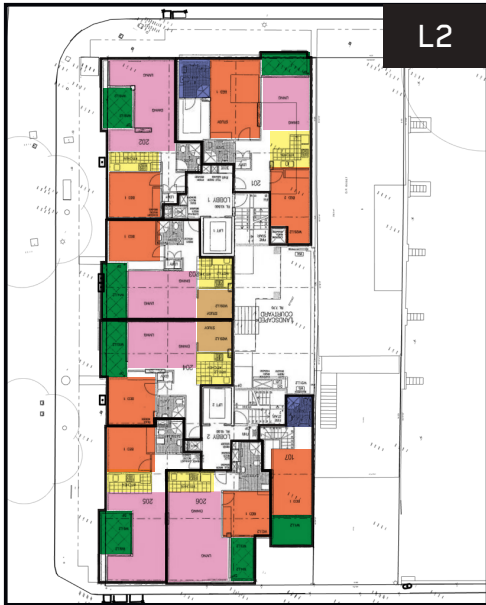
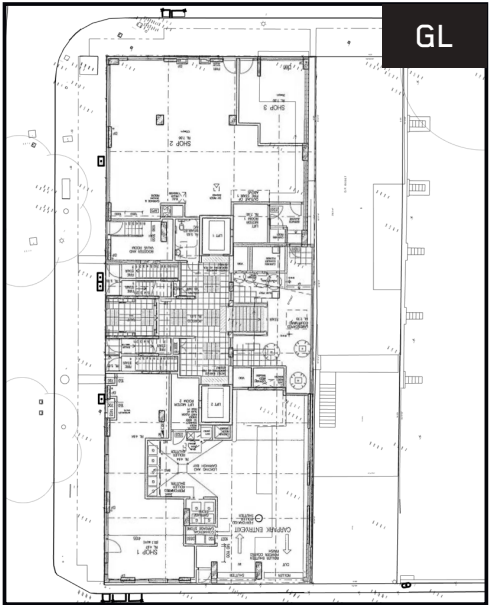
- blank/party walls,
- Orientation living rooms and primary private open space to south, east and west;
- Restricting northern windows/balconies that serve only bedrooms, kitchens, studies or secondary windows to living rooms and primary private open space.



VIEW FROM HARRIS STREET - ULTIMO ROAD



# 646 Harris Street Plan analysis



- COMMUNAL OPEN SPACE
- PRIVATE OPEN SPACE
- STUDY
- STAIR
- BEDROOM
- LIVING / DINING
- BATHROOM
- KITCHEN



# Solar Access Compliance Table

## Winter 9am to 3pm



Level	Unit	EXISTING (9 to 3)		PROPOSED (9 to 3)		PROPOSED (9 to 4)	
		Living	P.O.S.	Living	P.O.S.	Living	P.O.S.
1	105						
	106						
	107						
2	201						
	202						
	203						
	204						
	205						
3	301						
	302						
	303						
	304						
	305						
	306						
	307						
4	401						
	402						
	403						
	404						
	405						
	406						
5	501						
	502						
	503						
	504						
	505						
	506						
6	601						
	602						
	603						
	604						
	605						
	606						
7	701						
	702						
	703						
	704						
	705						
	706						
8	801						
	802						
	803						
	804						
	805						
	806						
9	901						
	902						
	903						
Total number of apartments		49		49		49	
> 2 hour sun to living and P.O.S		4 (8.2%)	11 (22.4%)	3 (6.1%)	10 (20.4%)	4 (8.2%)	18 (36.7%)
> 15 min & < 2 hour		24 (49%)	22 (44.9%)	24 (49%)	22 (44.9%)	31 (63.3%)	22 (44.9%)
No direct sunlight		21 (42.9%)	16 (32.7%)	22 (44.9%)	17 (34.7%)	14 (28.6%)	9 (18.4%)



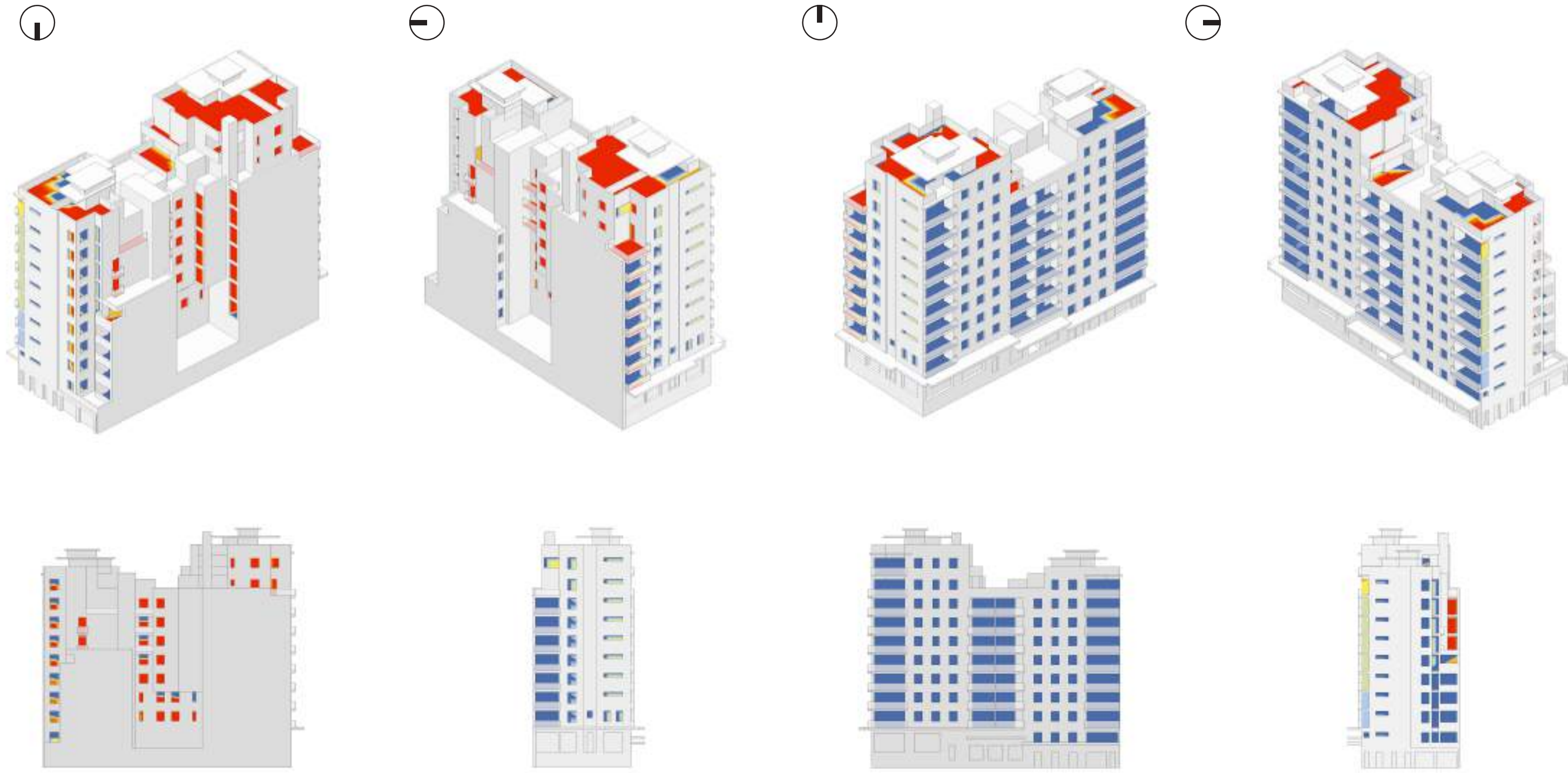
# 646 Harris Street

## Windows and Open Spaces



# Solar Access Existing

Winter 9am to 3pm

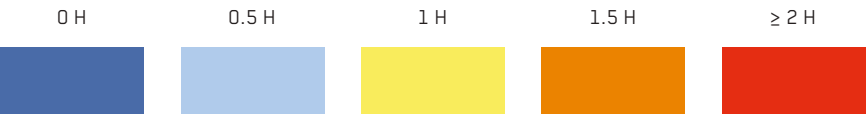


NORTH ELEVATION

HARRIS STREET ELEVATION

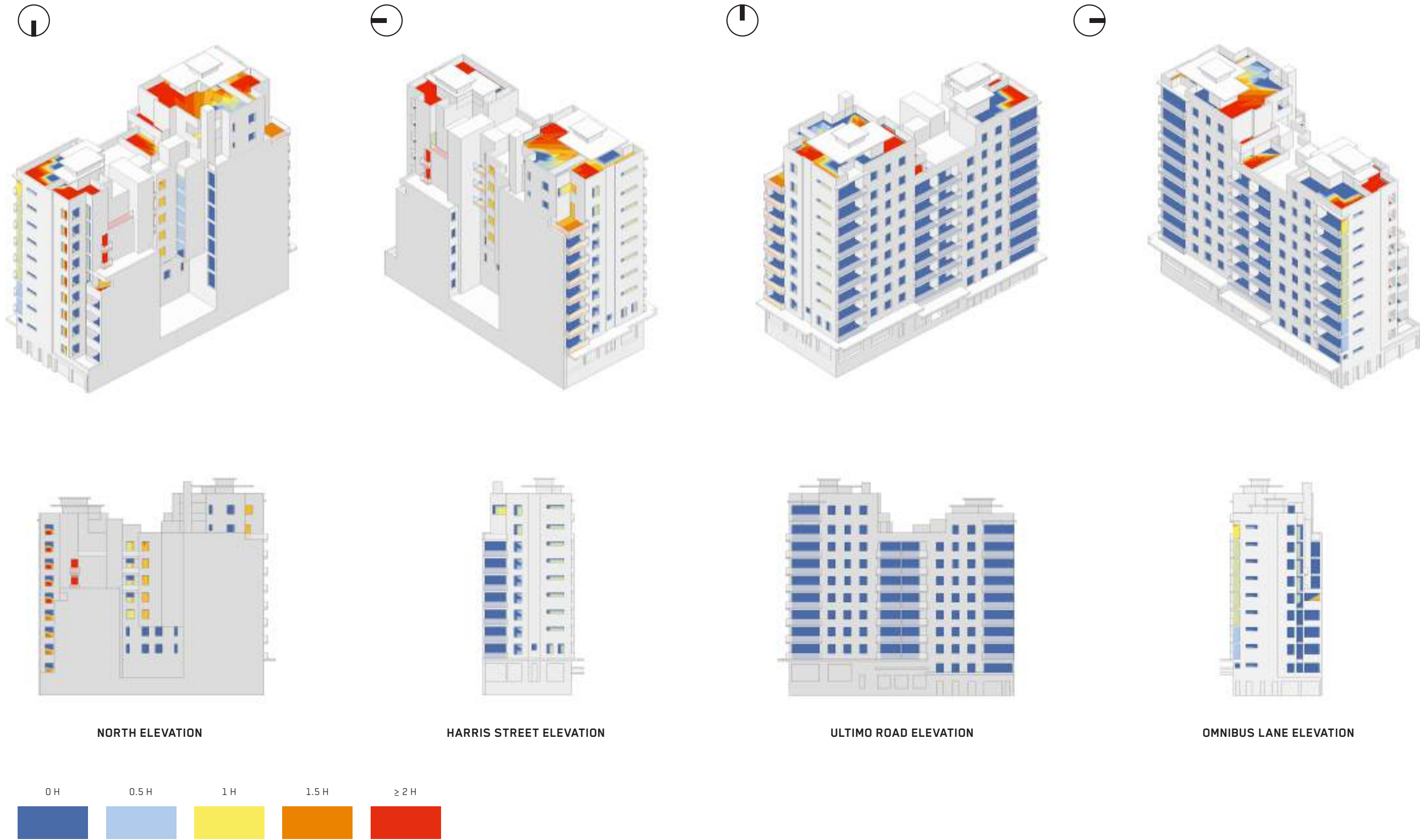
ULTIMO ROAD ELEVATION

OMNIBUS LANE ELEVATION



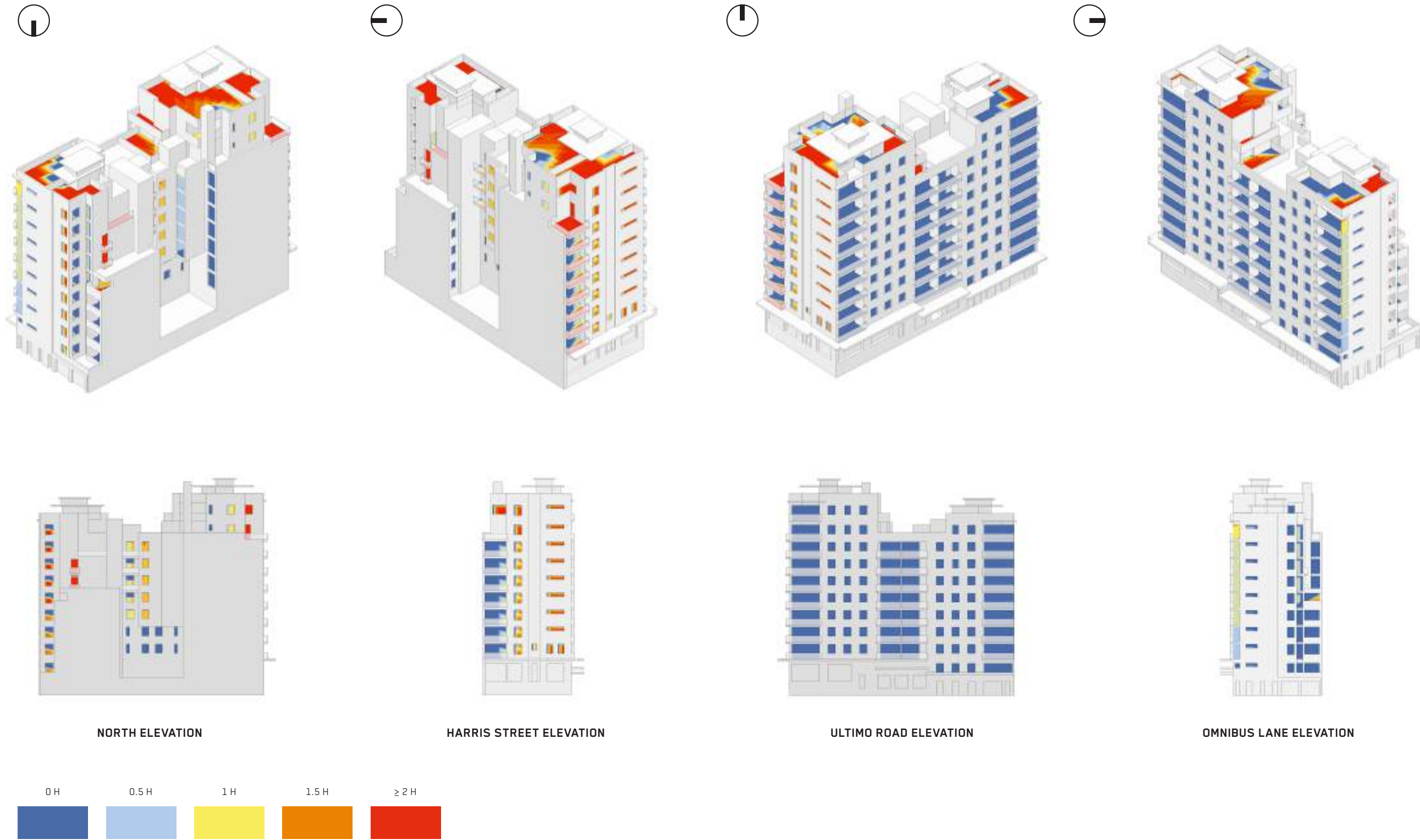


Solar Access Proposed  
Winter 9am to 3pm



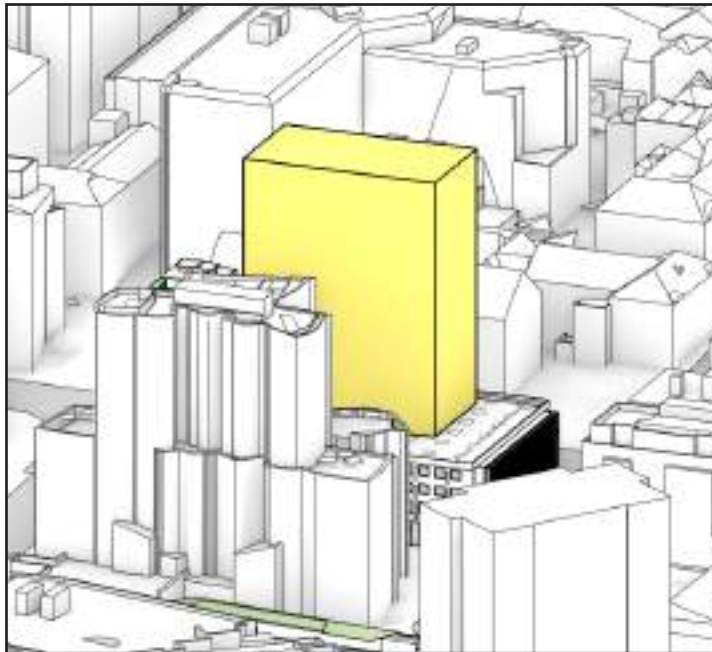
# Solar Access Proposed (9 to 4)

Winter 9am to 4pm

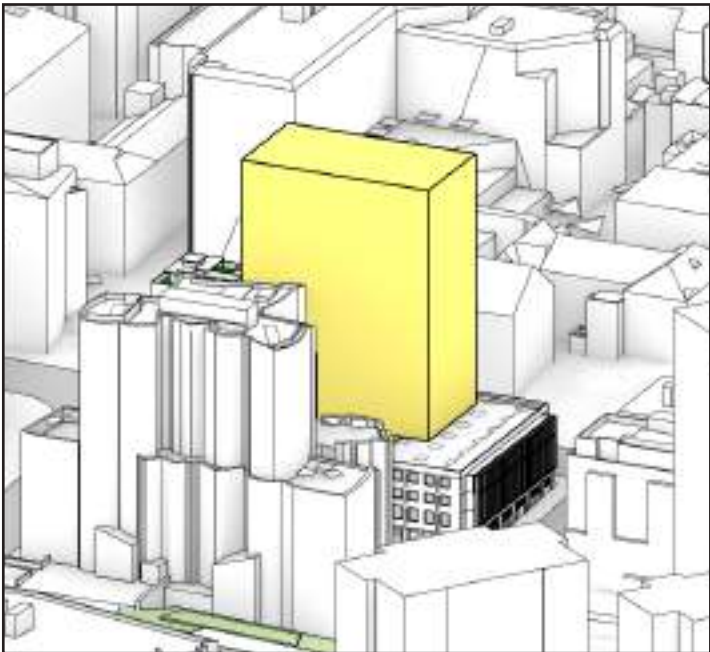




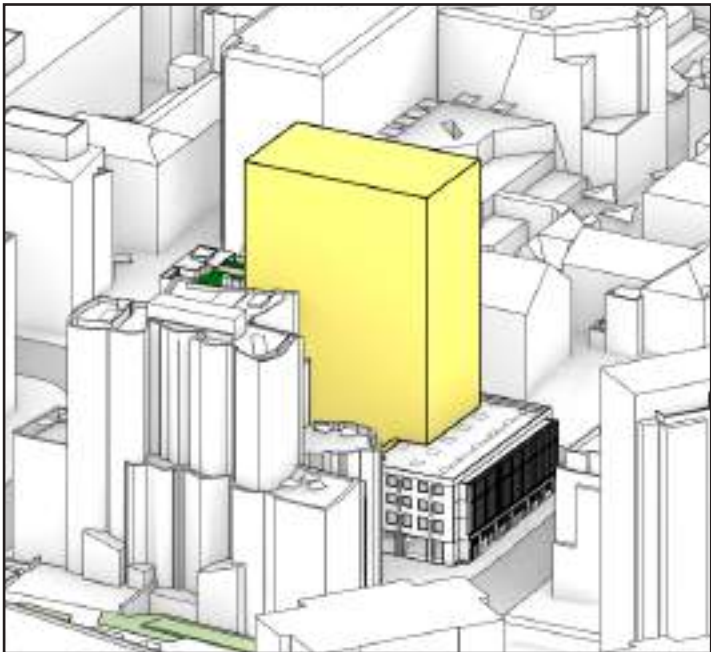
Views from the Sun  
Winter 9am to 3pm



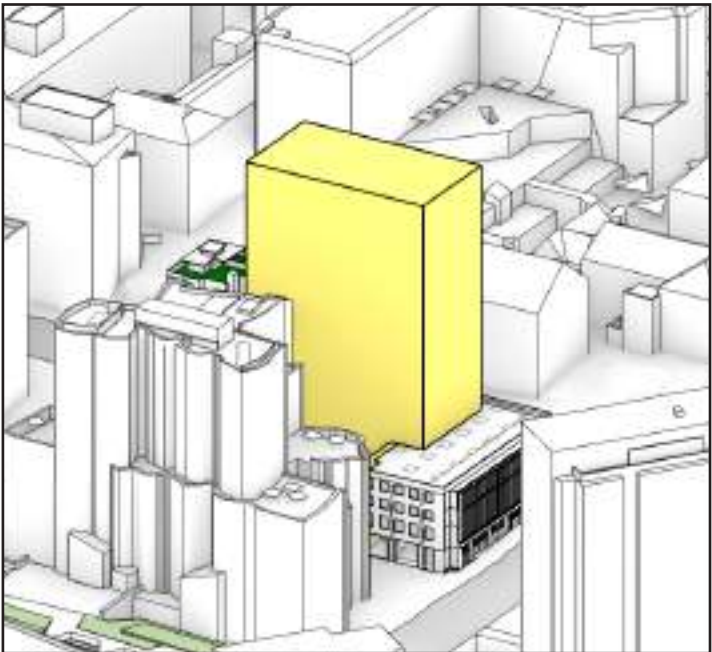
9:00



9:15



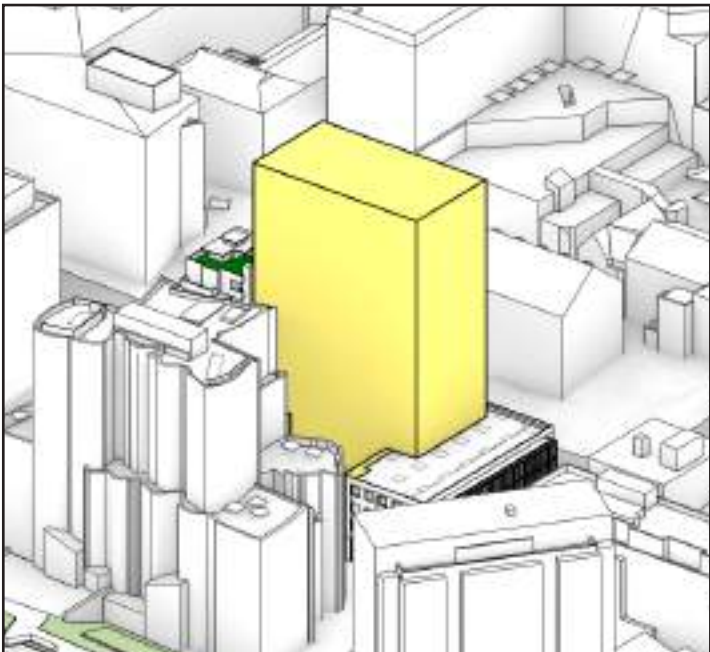
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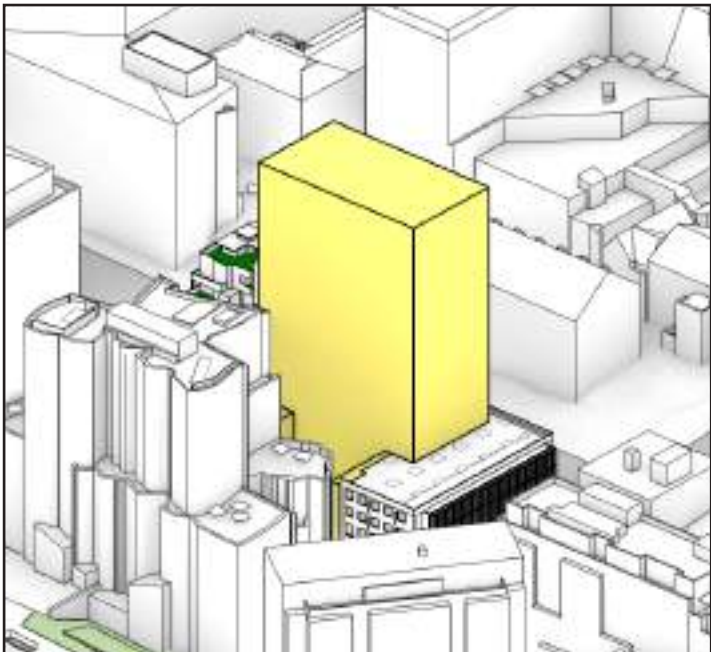
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10:00



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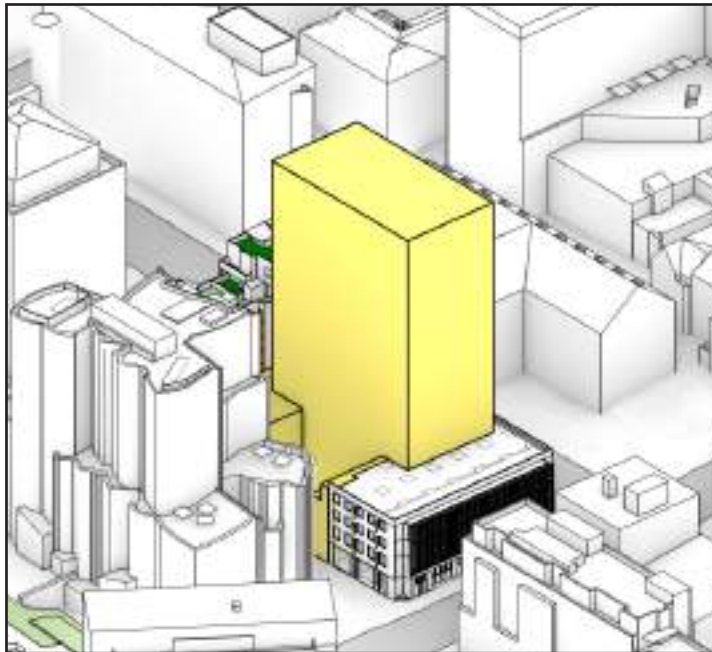
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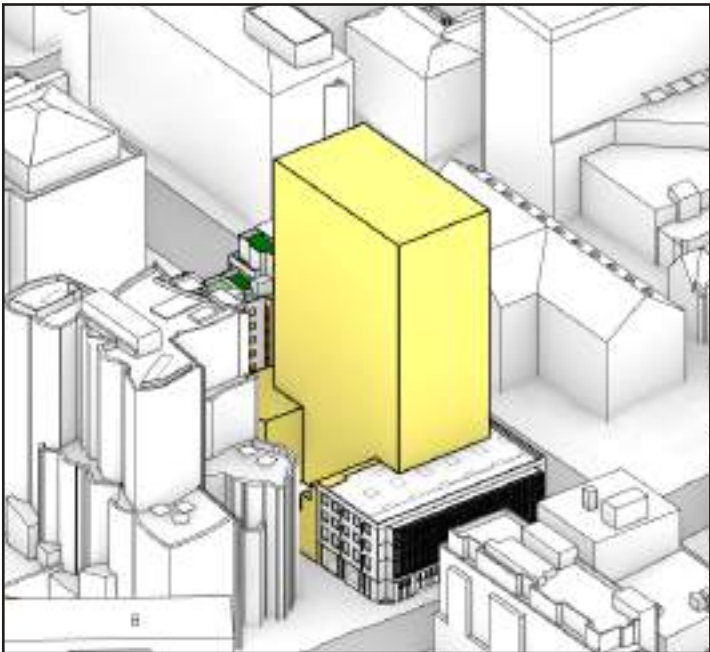
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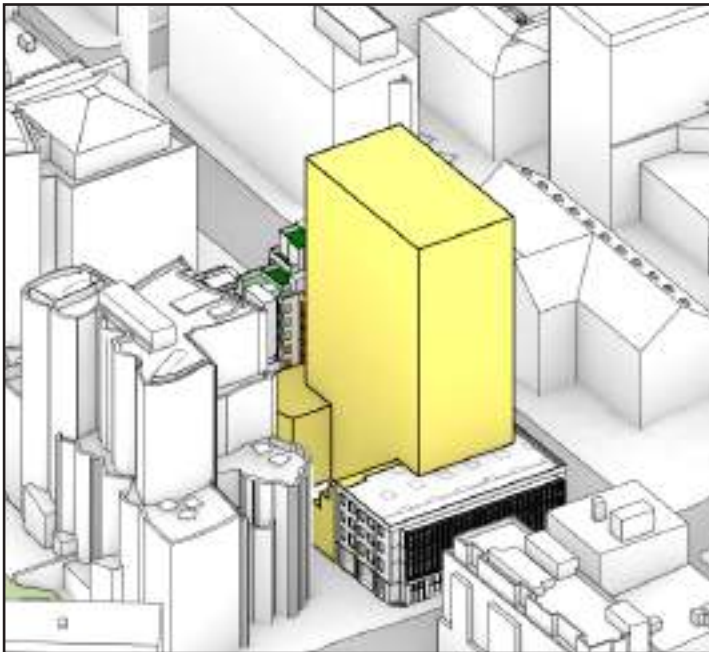
Views from the Sun  
Winter 9am to 3pm



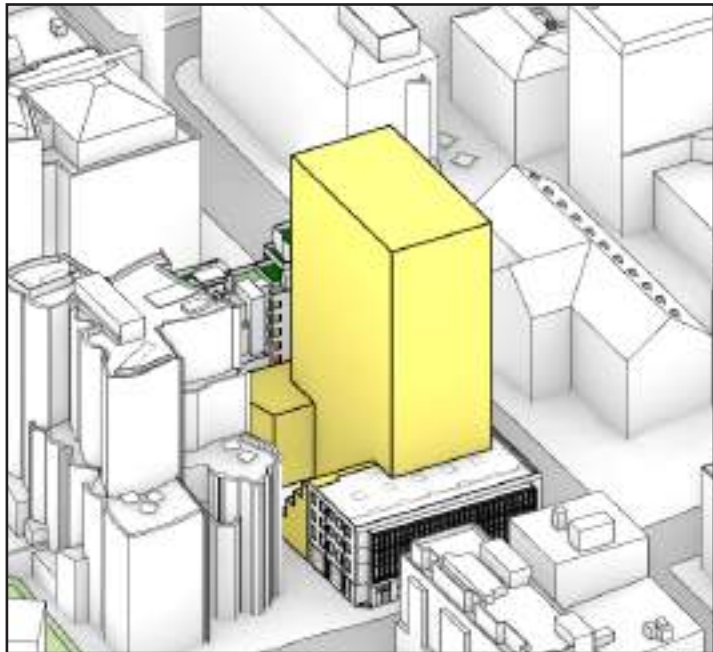
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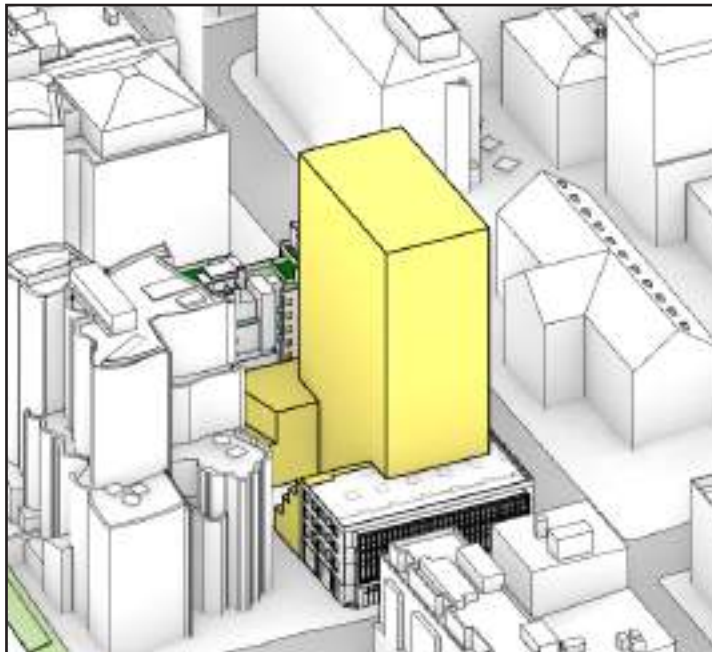
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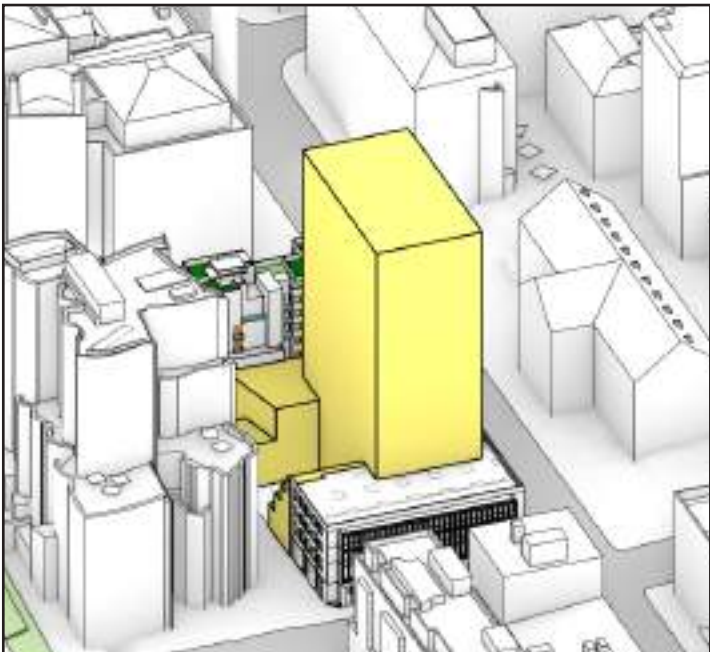
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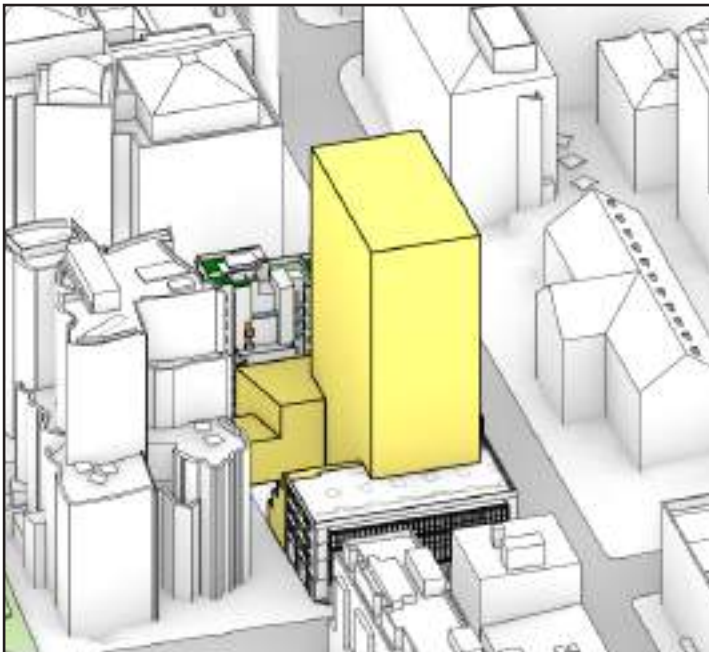
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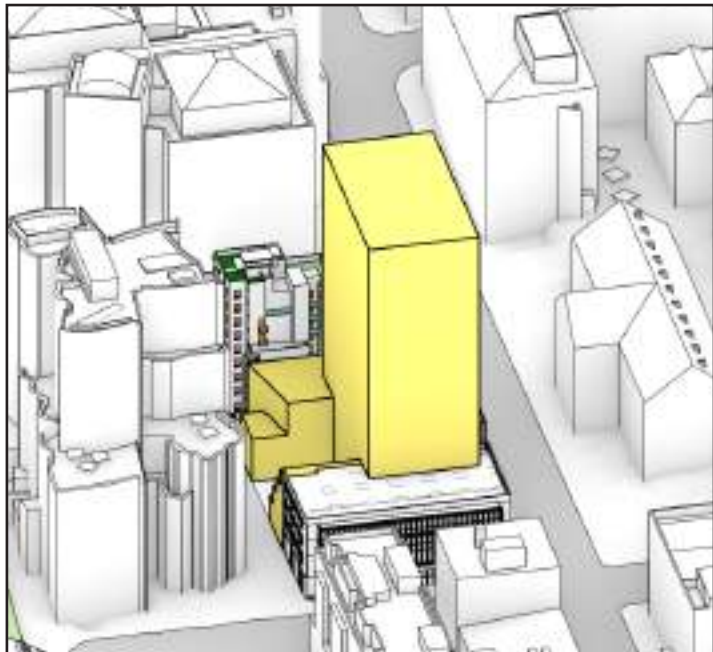
12:00



12:15



12:30



12:45