

Attachment A

Planning Proposal – Ultimo Pymont

Planning Proposal Ultimo Pyrmont



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Executive Summary

On 29 July 2022, the NSW Government issued a Ministerial Direction to guide the preparation of planning controls for Ultimo and Pymont. This was in response to the NSW Government's Pymont Peninsula Place Strategy (the Strategy). The Direction states that future planning in Ultimo and Pymont must:

- facilitate development consistent with the Place Strategy and the NSW Government's Pymont Peninsula Economic Development Strategy
- align the planning controls with the NSW Government's District Plan priority of growing a stronger and more competitive Harbour CBD
- give effect to the Place Strategy Vision and deliver the envisaged future character of the identified sub-precincts
- be consistent with the Place Strategy 10 directions and Structure Plan, and
- support the delivery of the Place Strategy Big Moves.

This Planning Proposal is a result of the work undertaken by the City to respond to this Strategy. The requirements within the Strategy are for new planning controls to be developed to provide floor space capacity for 8,500 new residents and up to 23,000 new jobs within Ultimo and Pymont. These new dwellings and jobs are located across a range of sites, including some sites that are under the control of the NSW Government. This planning proposal sets new planning controls for sites that are under the control of the City.

The City has undertaken extensive early engagement during the preparation of this planning proposal and associated planning controls. The overarching principles that the City has embraced, as established during early engagement, are as follows:

- more deep soil for more trees and cool green spaces
- more public space for more people – streets and open spaces
- minimise overshadowing of existing residential properties
- reinforce 'street wall' form of most buildings.
- conserve heritage values
- good design for wind and noise
- match land use to place
- consider public views to and from public places.
- maximise development within constraints.

Rather than taking an overarching, top down, precinct wide approach, the City has focused on sites that can sensitively accommodate change whilst delivering place benefits for the community.

The planning proposal places commercial and activity generating floor space closest to the proposed Pymont Metro West Station. This ensures a critical mass of businesses and activity close to public transport to attract employees and visitors. Mixed-use development forms a middle ring of a vibrant and accessible precinct. Residential development, comprising both high density and small lot housing options to the rear of existing terraces forms the final ring still within walking distance of light rail, buses and the Metro.

When added to the sites already rezoned by the NSW Government, this planning proposal will provide the capacity 4,100 dwellings and for up to 20,000 to 27,000 new jobs and across Ultimo Pymont to meet Place Strategy's targets.

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Two rezonings are proposed to provide greater flexibility. 1-33 Saunders Street, Pymont is rezoned from E2 Commercial Centre to a MU1 Mixed Use zone and 20-28 Bulwara Road, Pymont is rezoned from a R1 General Residential to MU1 Mixed Use zone. The rest of the LEP amendments are focussed on height and FSR amendments. For a number of sites, these height and FSR uplifts are only available where non-residential development is carried out. This is to incentivise the desired strategic outcomes of the Place Strategy.

The planning proposal delivers more affordable housing with land subject to a height and FSR increase required to pay an additional contribution on the uplift.

Supporting planning control changes included in the draft Development Control Plans prepared and exhibited alongside this planning proposal.

The Draft Ultimo Pymont Local Infrastructure Contributions Plan 2023 will be exhibited alongside this Planning Proposal. This will enable the City to impose a levy of up to 3% on new development to generate approximately \$148 million in contributions towards infrastructure over the life of the plan to 2041.

1. Background

1.1. Ultimo-Pymont

1.1.1. Site identification

This planning proposal relates to the area of land identified as Ultimo-Pymont in Sydney LEP 2012.

1.1.2. Location and context

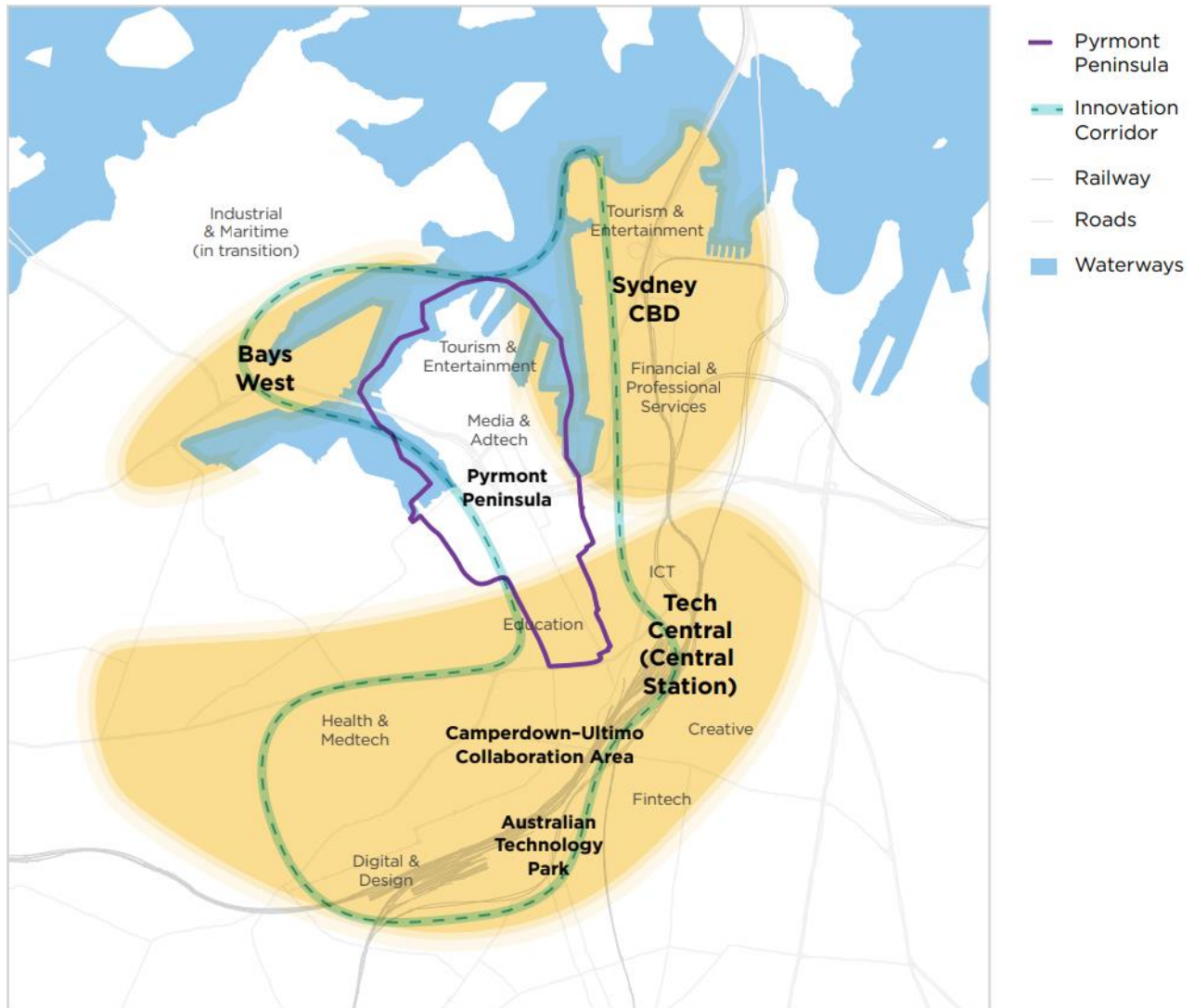
The initial study area, “Pymont Peninsula”, was identified by the Department of Planning and Environment (The Department) in the Pymont Peninsula Place Strategy (the Place Strategy – see section 1.2.1) and is defined in the s9.1 Ministerial Direction for the Peninsula.

The area is within the City of Sydney local government area about 1 kilometre west of Town Hall in Sydney’s CBD. The northern extent of the study area is Pirrama Park and Johnstons Bay. The eastern extent is Darling Harbour and the Goods Line walking path. The southern extent is George Street/Broadway. The western extent is the centre line of Wattle Street and the Western Distributor.

The NSW Government’s Place Strategy outlines that Ultimo and Pymont is Sydney’s fifth largest business district with around 40,000 workers. It forms part of the Innovation Corridor (see Figure 2) and is one of the fastest growing jobs hubs in Greater Sydney and extends from the Camperdown-Ultimo Collaboration Area and Tech Central in the south, through Ultimo-Pymont and the western edge of Central Sydney to Bays West.

Pymont Metro is scheduled to open in early 2030 directly connecting Ultimo and Pymont to Sydney CBD, Bays West and centres along the Metro West alignment including Sydney Olympic Park, Parramatta and Westmead. The NSW Treasury Economic Development Strategy and Demographic Profile developed in support of the NSW Government’s Place Strategy outline that with the opening of Metro in Pymont in early 2030, there will be significant additional demand for people to live, work, visit and move their businesses to Ultimo and Pymont.

Figure 1. the “Innovation Corridor”, Place Strategy, Department 2020



1.1.3. Built form and character

The study area has a very diverse built form and character. It ranges from traditional single storey workers cottages to high rise apartment buildings, and also includes a number of significant commercial buildings. There is a strong heritage built form in parts of the study area, such as largely intact rows of terraces along Harris Street. Examples of maritime heritage are prominent along the waterfront and nearby streets, with warehouses that originally supported the wool trade being located throughout the precinct.

The large 'The Star' complex at the northern part of the study area is a major attractor to the area and comprises an irregular city block bounded by Union Street, Pyrmont Street, Jones Bay Road and Pirrama Road. It is serviced by the existing light rail network and is near the proposed Metro Station.

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The character of the area is heavily influenced by major roadways such as the Western Distributor traversing the study area. The infrastructure, such as the pylons and on and off ramps tend to break the rhythm of the streetscape and create areas of low pedestrian amenity. Elsewhere, areas of attractive street trees and public open spaces such as the Union Street shared zone emphasise the village amenity.

The existing character has been recognised and considered during the preparation of this planning proposal and associated building envelopes.

1.1.4. Heritage

Located on the traditional lands of the Gadigal of the Eora nation, the Precinct was well used by Aboriginal people prior to invasion and colonisation by the British. The Precinct and surrounds were a waterscape of saltmarsh around the harbour edged, changing to vegetation typical of the Port Jackson Basin, such as Sydney peppermint, smooth-barked apple, red bloodwood and blackbutt. The Gadigal people were adept and skilled at living and hunting on the land. Gadigal women were particularly expert fishers. The land was also the sacred container and the blank canvas for their stories, artistry, and culture.

Despite the passing of time, Aboriginal people continued to play an active role in what became inner-city Sydney during the nineteenth and twentieth centuries. Country, including the ridges, creeks and waterways running through or near the area, remained important for Aboriginal people into the mid-1800s, when the intensification of urban development led to the draining, redirection or pollution of remaining creeks and wetlands and the ongoing quarrying of ridges changed that geographical landscape.

One of the first key structures of European Settlement in the precinct was the construction of a windmill on the northern end of the Peninsula by James Macarthur in 1807. By 1832 two settlers, John Harris and James Macarthur, held much of the Peninsula. Macarthur's Pymont Estate comprised most of the northern end of the Peninsula, and the Harris estate generally at the southern end of the peninsula on land comprising what is not Ultimo, Pymont and Haymarket.

During the latter half of the 19th Century, Pymont moved from becoming a largely housing and quarrying location to a more industrialised suburb. This was because of the construction of the Pymont Bridge, which greatly improved accessibility to the location. Wool and sugar became the key industries.

During the early part of the 20th century, additional industrial focussed land uses dominated. Power stations, incinerators and wharves and shipping became an additional focus. Residential development was focussed on providing housing for working class residents who tended to live and work in the area. This pattern continued throughout the post-war period. During the 1970s and 1980s a series of protests and sit-ins were held throughout Ultimo and Pymont as a result redevelopment and road projects leading to widespread evictions.

As part of the Place Strategy, the Department engaged Kelleher Nightingale Consulting Pty Ltd to undertake an Indigenous Cultural Heritage Report. This report was undertaken during Covid-19 restrictions, which limited the options for face-to-face consultation with the Aboriginal community; the report was limited to a desktop review for this reason.

A review of the AHIMS database was undertaken as part of this study. Three registered AHIMS sites were identified within this document. This has been verified by the City. No sites of Aboriginal heritage are listed within the *Sydney Local Environmental Plan 2012* (LEP). One heritage item with Aboriginal significance is noted in the City's Barani website (Tinker's Well) but is not listed in the LEP. Eight registered Aboriginal archaeological sites were identified in the study area. Controls relating to Potential Archaeological Deposits will be included within the DCP.

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As part of the Place Strategy, the Department engaged GML to prepare a non-Indigenous heritage report. This was a review of the existing heritage controls impacting upon the study area, as well as a review of heritage items and heritage conservation areas. This included a series of recommendations regarding additional studies, proposing additional controls, and detailing the way in which additional development could be undertaken. This report has been used to establish the appropriate response to development controls on development in the vicinity of heritage items and heritage conservation areas, as well as for the proposed Ultimo-Pyrmont small lot housing development type.

1.1.5. Land use

The existing land uses can generally be summarised as follows:

- Commercial
- Mixed Use
- Residential

No significant alteration to these uses is proposed. The majority of changes in the planning proposal are to height and floor space ratio, and the introduction of alternative height and floor space ratios for certain sites. Two rezonings are proposed: 1-33 Saunders Street which is proposed to go from E2 Commercial Centre of MU1 Mixed Use, and 20-28 Bulwara Road which is to go from R1 General Residential to MU1 Mixed Use. A table has been prepared at Figure 5 to show the full range of amendments to zonings.

1.1.6. Transport and access

The planned construction of the Metro West station within Pyrmont will significantly improve the public transport in the area. The Place Strategy identified more demand for business and homes in the area as a result of the Metro, which supports the higher commercial and residential densities proposed in this planning proposal. The Planning Proposal focuses the increase in employment on suitable sites generally near public transport access, significantly decreasing reliance on private car usage in the study area.

1.1.7. Public domain

The public domain of Ultimo-Pyrmont is quite disparate. There are areas of very high quality public domain with attractive open space, streetscapes and shared zones. There are also areas bisected by flyovers for arterial roads, large concrete walls and low pedestrian safety and amenity. Several major transport routes pass through the area, including Harris Street, which is a major connector between the western distributor and the eastern and southern suburbs of the City.

The current streetscapes are also varied. There are pockets of single and two storey terrace houses, modern residential flat buildings and mixed-use developments, modern commercial buildings, adaptive reuse of heritage items and vernacular warehouse and commercial facilities. This diverse streetscape is reflected on how this area relates to public spaces. A number of areas, such as along Pyrmont Bridge Road, suffer from poor pedestrian amenity, narrow footpaths and uneven footpaths. Other areas, such as Murray Street and parts of Bulwara Road, provide a high quality pedestrian environment.

There are several public parks and publicly accessible spaces. As with the public domain, these are of varying quality. Areas such as Carmichael Park and Quarry Park provide high-quality public space to the community. Conversely, some publicly accessible spaces are of a lesser quality, and are a less desirable space for community use.

Controls focussed on improving the amenity of these spaces has been a guiding theme in the preparation of site controls, including consideration of overshadowing, streetscape and interaction with heritage items and heritage conservation areas.

1.2. Strategic context

1.2.1. Pyrmont Peninsula Place Strategy

The Pyrmont Peninsula Place Strategy (Place Strategy) is a NSW Government prepared strategy that outlines their vision for how Pyrmont and Ultimo should grow in the future. The Place Strategy is supported by a range of documents, including an Economic Development Strategy prepared by NSW Treasury, Heritage Studies, Urban Design Frameworks, and a Place Based Transport Strategy. The Place Strategy is underpinned by a Ministerial Direction that sets out the requirements and expectations of the NSW Government in this area. The Ministerial Direction applies to anyone contemplating future growth and change in Pyrmont and Ultimo, whether it is the NSW Government, the City or individual landowners/developers.

The Place Strategy sets out the following key directions for the study area:

1. jobs and industries of the future
2. development that complements or enhances that area
3. centres for residents, workers, and visitors
4. a unified planning framework
5. a tapestry of greener public spaces and experiences
6. creativity, culture, and heritage
7. making it easier to move around
8. building now for a sustainable future
9. great homes that can suit the needs of more people
10. a collaborative voice

In addition, the Place Strategy establishes “Five Big Moves” that seek to articulate the vision of the NSW Government for Pyrmont and Ultimo. These are:

1. build and link a world class foreshore
2. enhance the opportunity to provide a vibrant 24-hour cultural and entertainment destination, with small bars, performance spaces, museums, and other entertainment
3. realise the benefits of a new Metro station by making Pyrmont a destination, rather than the point where journeys start
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
5. more, better and activated public spaces across the Peninsula

The Place Strategy set the following targets: floor space to cater for 23,000 new jobs and 4,000 new dwellings for 8,500 new residents by 2040.

In setting this broad framework, the NSW Government introduced some potential development outcomes and identified sites that could potentially be redeveloped, including developing indicative building envelopes. These building envelopes did not consider local places, solar access to existing dwellings, setbacks to heritage items, amenity within the street, or desired future character of areas. The identified sites tended to focus on a smaller number of large towers, rather than spreading the required growth across the area in a way that address and enhances Ultimo and Pyrmont as a place.

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This planning proposal is the response from the City to these requirements. Our review looks at all sites in Ultimo and Pyrmont where we are the planning authority and seeks to update planning controls in response to the Ministerial Direction.

Our approach is place-led and people-focused and seeks to advance known community priorities contained in our community strategic plan Sustainable Sydney 2030-2050, our local strategic planning statement City Plan 2036, and priorities directly identified to us through our early engagement.

NSW Government Key Sites and State Significant sites

The NSW Government undertook the first stage implementation of the Place Strategy in July 2022, when they changed the planning controls for four sites:

- The Star Hotel at 20-80 Pyrmont Street (Lot 500 DP 1161507 and Lot 301 DP 873212),
- an Indigenous Residential College at 622-644 Harris Street (Lot A DP 87139, Lot 1 DP 87261 and Lot 9 DP 86567), and
- two Metro over-station developments at 37-69 Union Street (Lot 1 DP 620352) and 26-32 Pyrmont Bridge Road (Lot 10 DP 1028280).

Under the second stage of implementation, the NSW Government changed the planning controls for the existing fish market at Blackwattle Bay and adjoining sites west of the Western Distributor.

The NSW Government also approved the redevelopment of the Harbourside Shopping Centre site in Darling Harbour.

Collectively, these approvals are referred to as NSW Government “Key Sites” and they do not form part of the City’s review.

There is also land in Pyrmont and Ultimo where the City is not the planning authority as they are either:

- located within an area that is subject to the planning provisions of State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021, rather than the Sydney LEP 2012 and as such the City is not responsible for the planning controls for these sites, or
- State Significant Development, by virtue of their development type, being one identified in State Environmental Planning Policy (Planning Systems) 2021 as State Significant.

1.3. Strategic review process

1.3.1. The City’s strategic review

The NSW Government’s Place Strategy formed the starting point for City’s strategic review. The City has identified sites in the study area that could accommodate an uplift in height and density, and how that uplift could be accommodated whilst considering the following factors:

1. more deep soil for more trees and cool green spaces
2. more public space for more people – streets and open spaces
3. minimise overshadowing of existing residential properties
4. reinforce ‘street wall’ form of most buildings
5. conserve heritage values
6. good design for wind and noise
7. match land use to place

8. consider public views to and from public places
9. maximise development within constraints

The sites have been identified with community input and an analysis of urban design opportunities as described in the attached Early Engagement Report and Urban Design Study. The sites with proposed additional height and density are shown in the table below.

Figure 2. Sites affected by this planning proposal

Address	Lot/DP
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148
20-28 Bulwara Road Pymont	Lot 1 DP433177
2 Edward Street Pymont	Lot 21 DP1000905
60 Union Street Pymont	Lot 2004 DP1103434
1-27 Murray Street Pymont	SP60306
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575
13A-29 Union Street Pymont	Lot 1 DP 119654
69-71 Edward Street Pymont	Lot 2 DP1076300
102 Pymont Street Pymont	Lot 1 DP 1076300
1-33 Saunders Street Pymont	Lot 102 DP853704
140-148 Bank Street Pymont	Lot 1 DP82057
26-38 Saunders Street Pymont	SP61725
14 Quarry Master Drive Pymont	SP70798
79 John Street Pymont	Lot 11 DP1007905
81 John Street Pymont	Lot 10 DP1007905
83 John Street Pymont	Lot 1 DP611040
85 John Street Pymont	Lot 301 DP232783
87 John Street Pymont	Lot 1 DP567806
89 John Street Pymont	Lot 21 DP1123226
91 John Street Pymont	Lot 22 DP1123226
93 John Street Pymont	Lot 23 DP1123226
12 Pymont Street Pymont	Lot 1 DP4520
48 Pirrama Road Pymont	Lot 1012 DP1145894
80 Harris Street Pymont	Lot D DP50010
82 Harris Street Pymont	Lot 1 DP131342
84 Harris Street Pymont	SP79258
86-92 Harris Street Pymont	Lot 1 DP791724
100 Harris Street Pymont	Lot 100 DP 1219280
28-48 Wattle Street Ultimo	Lot 1 DP 571484

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Address	Lot/DP
50-54 Wattle Street Ultimo	Lot 1 DP 62297
446 Wattle Street Ultimo	Lot 9 DP260374
448 Wattle Street Ultimo	Lot 10 DP260374
450 Wattle Street Ultimo	Lot 11 DP260374
452 Wattle Street Ultimo	Lot 12 DP260374
454 Wattle Street Ultimo	Lot 13 DP260374
456 Wattle Street Ultimo	Lot 14 DP260374
458-468 Wattle Street Ultimo	SP65741
470 Wattle Street Ultimo	Lot 1 DP209558
469 Harris Street Ultimo	Lot 1 DP 69694
471 Harris Street Ultimo	Lot 1 DP 64212
473-475 Harris Street Ultimo	Lot 1 DP 64213
477 Harris Street Ultimo	Lot 1 DP 90991
479 Harris Street Ultimo	Lot 2 DP 90991
481 Harris Street Ultimo	Lot 3 DP 90991
483 Harris Street Ultimo	Lot 4 DP 90991
535 Harris Street Ultimo	Lot 1 DP928999
537 Harris Street Ultimo	Lot 2 DP928999
539 Harris Street Ultimo	Lot 3 DP928999
541 Harris Street Ultimo	Lot 4 DP928999
543 Harris Street Ultimo	Lot 5 DP928999
545 Harris Street Ultimo	Lot 6 DP928999
547 Harris Street Ultimo	Lot 7 DP928999
549-559 Harris Street Ultimo	Lot 1 DP79179
561-577 Harris Street Ultimo	Lot 1 DP631356
562-570 Harris Street Ultimo	Lot 44 DP868670
572 Harris Street Ultimo	Lot 45 DP868870
574 Harris Street Ultimo	Lot 46 DP868870
576 Harris Street Ultimo	Lot 47 DP868870
383-389 Bulwara Road, Ultimo	Lot 1 DP 773656

1.3.2. Early Engagement

Significant early engagement has been undertaken during the preparation of this planning proposal, and the proposed controls have been developed in consultation with the community and stakeholders. A full discussion of the early engagement undertaken to date is included at Appendix 1.

1.3.3. Yields

When added to the sites already rezoned by the NSW Government, this planning proposal assists in providing 4,100 dwellings across and capacity for up to 20,000 to 27,000 new jobs and Ultimo and Pymont to meet Place Strategy's targets.

1.3.4. Potential for additional housing

The total number of dwellings that can be delivered on Harris Street sites by the planning proposal has been reduced given the uncertainty about how the section of Harris Street south of the Western Distributor motorway will be addressed by the NSW Government.

The NSW Government's Place Strategy identified that Harris Street should become more pedestrian focussed, with traffic reductions and decreased numbers of lanes. However, the subsequent Transport for NSW Western Distributor Network Improvement Project and the NSW Government's draft Pymont Ultimo Transport Plan indicate that there will be an overall increase in traffic movements along this corridor and only minor improvements for pedestrians. Given this, any new residential development will need to be designed to minimise noise impacts. This significantly reduces the overall number of dwellings that can be delivered on this section of Harris Street.

For Harris Street sites, maximum FSR has generally been reduced by 0.5:1 across a number of sites.

2. Planning controls

2.1 Zoning

Sydney LEP 2012 contains the zoning controls for Ultimo and Pyrmont.

The existing zoning of the lots identified within the precinct is comprised of the following zones:

- E1 – Local Centre
- E2 – Commercial Centre
- R1 – General Residential
- MU1 – Mixed Use

This, combined with the proposed zones, is shown on the Figure 3 below. Only one site is identified for a rezoning.

Figure 3. Property Zoning

Address	Lot/DP	Zone	Proposed Zone
46-48 Pyrmont Bridge Road Pyrmont	Lot 1 DP800148	MU1 Mixed Use	
20-28 Bulwara Road Pyrmont	Lot 1 DP433177	R1 General Residential	MU1 Mixed Use
2 Edward Street Pyrmont	Lot 21 DP1000905	E2 Commercial Centre	
60 Union Street Pyrmont	Lot 2004 DP1103434	E2 Commercial Centre	
1-27 Murray Street Pyrmont	SP60306	MU1 Mixed Use	
55-65 Murray Street Pyrmont	Lots 14, 15 and 16 DP 32575	MU1 Mixed Use	
13A-29 Union Street Pyrmont	Lot 1 DP 119654	MU1 Mixed Use	
69-71 Edward Street Pyrmont	Lot 2 DP1076300	MU1 Mixed Use	
102 Pyrmont Street Pyrmont	Lot 1 DP 1076300	MU1 Mixed Use	
1-33 Saunders Street Pyrmont	Lot 102 DP853704	E2 Commercial Centre	MU1 Mixed Use
140-148 Bank Street Pyrmont	Lot 1 DP82057	E2 Commercial Centre	
26-38 Saunders Street Pyrmont	SP61725	R1 General Residential	
14 Quarry Master Drive Pyrmont	SP70798	R1 General Residential	
79 John Street Pyrmont	Lot 11 DP1007905	MU1 Mixed Use	

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Address	Lot/DP	Zone	Proposed Zone
81 John Street Pymont	Lot 10 DP1007905	MU1 Mixed Use	
83 John Street Pymont	Lot 1 DP611040	MU1 Mixed Use	
85 John Street Pymont	Lot 301 DP232783	MU1 Mixed Use	
87 John Street Pymont	Lot 1 DP567806	MU1 Mixed Use	
89 John Street Pymont	Lot 21 DP1123226	MU1 Mixed Use	
91 John Street Pymont	Lot 22 DP1123226	MU1 Mixed Use	
93 John Street Pymont	Lot 23 DP1123226	MU1 Mixed Use	
12 Pymont Street Pymont	Lot 1 DP4520	E2 Commercial Centre	
48 Pirrama Road Pymont	Lot 1012 DP1145894	E2 Commercial Centre	
26-52 Mount Street Pymont	Lot 1 DP633390	R1 General Residential	
80 Harris Street Pymont	Lot D DP50010	MU1 Mixed Use	
82 Harris Street Pymont	Lot 1 DP131342	MU1 Mixed Use	
84 Harris Street Pymont	SP79258	E2 Commercial Centre	
86-92 Harris Street Pymont	Lot 1 DP791724	E2 Commercial Centre	
100 Harris Street Pymont	Lot 100 DP 1219280	E2 Commercial Centre	
28-48 Wattle St Ultimo	Lot 1 DP 571484	MU1 Mixed Use	
50-54 Wattle St Ultimo	Lot 1 DP 62297	MU1 Mixed Use	
446 Wattle Street Ultimo	Lot 9 DP260374	MU1 Mixed Use	
448 Wattle Street Ultimo	Lot 10 DP260374	MU1 Mixed Use	
450 Wattle Street Ultimo	Lot 11 DP260374	MU1 Mixed Use	
452 Wattle Street Ultimo	Lot 12 DP260374	MU1 Mixed Use	
454 Wattle Street Ultimo	Lot 13 DP260374	MU1 Mixed Use	
456 Wattle Street Ultimo	Lot 14 DP260374	MU1 Mixed Use	
458-468 Wattle Street Ultimo	SP65741	MU1 Mixed Use	
470 Wattle Street Ultimo	Lot 1 DP209558	MU1 Mixed Use	
469 Harris Street Ultimo	Lot 1 DP 69694	MU1 Mixed Use	
471 Harris Street Ultimo	Lot 1 DP 64212	MU1 Mixed Use	
473-475 Harris Street Ultimo	Lot 1 DP 64213	MU1 Mixed Use	
477 Harris Street Ultimo	Lot 1 DP 90991	MU1 Mixed Use	
479 Harris Street Ultimo	Lot 2 DP 90991	MU1 Mixed Use	
481 Harris Street Ultimo	Lot 3 DP 90991	MU1 Mixed Use	

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Address	Lot/DP	Zone	Proposed Zone
483 Harris Street Ultimo	Lot 4 DP 90991	MU1 Mixed Use	
535 Harris Street Ultimo	Lot 1 DP928999	E1 Local Centre	
537 Harris Street Ultimo	Lot 2 DP928999	E1 Local Centre	
539 Harris Street Ultimo	Lot 3 DP928999	E1 Local Centre	
541 Harris Street Ultimo	Lot 4 DP928999	E1 Local Centre	
543 Harris Street Ultimo	Lot 5 DP928999	E1 Local Centre	
545 Harris Street Ultimo	Lot 6 DP928999	E1 Local Centre	
547 Harris Street Ultimo	Lot 7 DP928999	E1 Local Centre	
549-559 Harris Street Ultimo	Lot 1 DP79179	E1 Local Centre	
561-577 Harris Street Ultimo	Lot 1 DP631356	E1 Local Centre	
562-570 Harris Street Ultimo	Lot 44 DP868670	MU1 Mixed Use	
572 Harris Street Ultimo	Lot 45 DP868870	MU1 Mixed Use	
574 Harris Street Ultimo	Lot 46 DP868870	MU1 Mixed Use	
576 Harris Street Ultimo	Lot 47 DP868870	MU1 Mixed Use	
383 – 389 Bulwara Road, Ultimo	Lot 1 DP 773656		

2.2 Building height and floor space ratio

Sydney LEP 2012 contains the maximum building height and floor space ratio controls for Ultimo and Pyrmont.

The existing and proposed maximum building heights and floor space ratio controls for the identified sites are shown in the Figure 4 below.

Figure 4. Height and FSR

Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
46-48 Pyrmont Bridge Road Pyrmont	Lot 1 DP800148	12	38m (increase only available where the development is for a non-residential purpose)	2	3.9 (increase only available where the development is for a non-residential purpose)
20-28 Bulwara Road Pyrmont	Lot 1 DP433177	9	15m (increase only available where the development is	1	1.4 (increase only available where the development is for a

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Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
			for a non-residential purpose)		non-residential purpose)
2 Edward Street Pyrmont	Lot 21 DP1000905	24	RL 86m	4	7.7
60 Union Street Pyrmont	Lot 2004 DP1103434	33	RL 94m	4	7
1-27 Murray Street Pyrmont	SP60306	30	RL 90m (increase only available where the development is for a non-residential purpose)	2.5	6.5 (increase only available where the development is for a non-residential purpose)
55-65 Murray Street Pyrmont	Lots 14, 15 and 16 DP 32575	30	40	4	4.8
13A-29 Union Street Pyrmont	Lot 1 DP 119654	24	45m (increase only available where the development is for a non-residential purpose)	3.5	3.75 (increase only available where the development is for a non-residential purpose)
69-71 Edward Street and 102 Pyrmont Street, Pyrmont	Lot 1 and 2 DP 1076300	24	38m (increase only available where the development is for a non-residential purpose)	4	5.7 (increase only available where the development is for a non-residential purpose)
1-33 Saunders Street Pyrmont	Lot 102 DP853704	33	55m	4	4.22
140-148 Bank Street Pyrmont	Lot 1 DP82057	33	85m	4	11
26-38 Saunders Street Pyrmont	SP61725	24	RL120m	3	6.7
14 Quarry Master Drive Pyrmont	SP70798	27	35m	3.5	4
79 John Street Pyrmont	Lot 11 DP1007905	9	28m	1.25	3
81 John Street Pyrmont	Lot 10 DP1007905	9	28m	1.25	3
83 John Street Pyrmont	Lot 1 DP611040	9	25m	1.25	2.75

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Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
85 John Street Pymont	Lot 301 DP232783	9	25m	1.25	2.75
87 John Street Pymont	Lot 1 DP567806	9	25m	1.25	2.5
89 John Street Pymont	Lot 21 DP1123226	9	25m	1.25	2.5
91 John Street Pymont	Lot 22 DP1123226	9	22m	1.25	2
93 John Street Pymont	Lot 23 DP1123226	9	22m	1.25	2
12 Pymont Street Pymont	Lot 1 DP4520	22	50m	1.75	3.5
48 Pirrama Road Pymont	Lot 1012 DP1145894	24	50m	4.5	4.5
80 Harris Street Pymont	Lot D DP50010	9	33m	1.25	2.75
82 Harris Street Pymont	Lot 1 DP131342	9	33m	1.25	2.75
84 Harris Street Pymont	SP79258	9	33m	1.25	2.75
86-92 Harris Street Pymont	Lot 1 DP791724	15m	27m	2	2.3
100 Harris Street Pymont	Lot 100 DP 1219280	24	38m	3.5	3.5
28-48 Wattle St Ultimo	Lot 1 DP 571484	27m	RL56m (increase only available where the development is for a non-residential purpose)	4	4.1 (increase only available where the development is for a non-residential purpose)
50-54 Wattle St Ultimo	Lot 1 DP 62297	33m	33m	4	4.5 (increase only available where the development is for a non-residential purpose)
446 Wattle Street Ultimo	Lot 9 DP260374	9	35m	1	3.75
448 Wattle Street Ultimo	Lot 10 DP260374	9	35m	1	3.75
450 Wattle Street Ultimo	Lot 11 DP260374	9	35m	1	3.75
452 Wattle Street Ultimo	Lot 12 DP260374	9	35m	1	3.75

Planning Proposal
Ultimo Pyrmont

Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
454 Wattle Street Ultimo	Lot 13 DP260374	9	35m	1	3.75
456 Wattle Street Ultimo	Lot 14 DP260374	9	35m	1	3.75
458-468 Wattle Street Ultimo	SP65741	15	35m	2.5	3.75
470 Wattle Street Ultimo	Lot 1 DP209558	15	30m	2.5	3.5
469 Harris Street Ultimo	Lot 1 DP 69694	9m	27m	1.5	2.4
471 Harris Street Ultimo	Lot 1 DP 64212	9m	27m	1.5	2.4
473-475 Harris Street Ultimo	Lot 1 DP 64213	9m	27m	1.5	2.4
477 Harris Street Ultimo	Lot 1 DP 90991	9m	27m	1.5	2.4
479 Harris Street Ultimo	Lot 2 DP 90991	9m	27m	1.5	2.4
481 Harris Street Ultimo	Lot 3 DP 90991	9m	18m	1.5	1.6
483 Harris Street Ultimo	Lot 4 DP 90991	9m	18m	1.5	1.6
535 Harris Street Ultimo	Lot 1 DP928999	22	42m	3.5	3.3
537 Harris Street Ultimo	Lot 2 DP928999	22	42m	3.5	3.3
539 Harris Street Ultimo	Lot 3 DP928999	22	42m	3.5	3.3
541 Harris Street Ultimo	Lot 4 DP928999	22	42m	3.5	3.3
543 Harris Street Ultimo	Lot 5 DP928999	22	42m	3.5	3.3
545 Harris Street Ultimo	Lot 6 DP928999	22	42m	3.5	3.3
547 Harris Street Ultimo	Lot 7 DP928999	22	42m	3.5	3.3
549-559 Harris Street Ultimo	Lot 1 DP79179	22	42m	4	3.61
561-577 Harris Street Ultimo	Lot 1 DP631356	22	42m	4	3.41
579-583 Harris Street Ultimo		35	38m	6.3	6.5

Planning Proposal Ultimo Pymont

Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
562-570 Harris Street Ultimo	Lot 44 DP868670	9	24m	1	2
572 Harris Street Ultimo	Lot 45 DP868870	9	24m	1.5	2
574 Harris Street Ultimo	Lot 46 DP868870	9	24m	1.5	2
576 Harris Street Ultimo	Lot 47 DP868870	9	24m	1.5	2
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	18m	35m	2	3

2.3 Ultimo-Pymont Small Lot Housing

As a result of the review, an opportunity for a more appropriate response to small lot housing fronting rear lanes was identified. This will only apply to the properties that generally comprise either heritage items, properties in a heritage conservation area, or properties that are both a heritage item and located in a heritage conservation area.

Specific controls have been developed for these properties to allow for the development to be carried out in an appropriate way given the heritage nature of these properties. Specific controls will be contained within the DCP to guide an acceptable outcome for these small lots.

No amendments to planning controls have been proposed as there is no minimum lot size within the LEP. However, a new definition will be required to be prepared to Ultimo-Pymont Small Lot Housing to cater for the subdivision of land with a minimum dwelling size of 35sqm. These lots will require a frontage to a secondary street, will require access to be from the secondary street, will require the existing dwelling maintain a minimum of 16sqm of private open space and will preclude the provision of any vehicle parking. A subdivision of land will be required to be carried out, and assessment of the proposed dwelling will be undertaken concurrently with the assessment of the subdivision. Subdivision without linking to a new dwelling will not be permitted.

In addition, a clause will be inserted in the LEP enabling the existing lot to retain the permissible gross floor area that was available prior to subdivision. A maximum 35sqm gross floor area will apply to the new small housing lot.

2.4 Heritage

Pymont and Ultimo has 127 local heritage listed items within its boundaries, and eight state heritage listed items. There are also three Heritage Conservation Areas within the precinct.

As part of the NSW Government led Place Strategy project, an Indigenous heritage report was prepared by Kelleher Nightingale Consulting Pty Ltd and a non-Indigenous heritage report was prepared by GML Heritage. Both reports have been utilised in the preparation of this planning proposal, as they are recent studies that cover the identified area.

2.4.1 Local heritage listings

There are 127 local heritage listed items within the Precinct boundaries. It is important to note that not all heritage items are in proximity to individual lots that are subject to this planning proposal.

The key heritage items that are subject to this planning proposal are those identified as being suitable for small lot housing. The controls prepared have been developed to mitigate the impacts of this development on the items and character of the area. The development type is reinstating a traditional development type that existed in these areas, as typified by the heritage listed terraces at 1-21 Paternoster Row.

The controls developed have been carefully designed to minimise impacts on both heritage items and heritage conservation areas. Where those items are identified for an uplift in development potential, predominantly through the small lot housing controls, appropriate controls have been put in place to ensure that impacts are minimised, and that the development form is appropriate to the context. These elements have been reviewed by the City's Strategic Heritage advisor, who noted that the proposed built form was highly appropriate for the location but would require amendments to the listing information for the heritage conservation area. This can happen post determination.

2.4.3 State heritage

The Precinct contains eight State Heritage items. These have been considered during the preparation of individual site controls. No changes to controls for state heritage items are proposed. Changes to controls are proposed in the proximity of SHR item 01225, which is the Pyrmont and Glebe Railway Tunnels. Due to the nature of this item, the proximity is across several different sites within the study area. This item forms part of the former Metropolitan Goods Railway, and as such comprises a series of tunnels and cuttings. Provided appropriate caution is taken during the future development of sites adjoining these items, then there should be minimal impacts on these state heritage items.

No other State Heritage items are in proximity to any identified sites within the Study Area.

2.5 Sydney DCP 2012 controls

The study area is currently under the Sydney DCP 2012. A new section of Sydney DCP 2012 has been drafted for sites identified within this planning proposal. The existing DCP will continue to apply to those sites not covered by this planning proposal. An additional DCP section for Ultimo-Pyrmont Small Lot Housing has also been prepared. The draft DCP is to be exhibited alongside this planning proposal. This allows for a clear understanding of the proposed built form and controls proposed for the sites within the study area.

2.6 Pyrmont Peninsula Key Sites

Division 6 of the LEP currently lists four key sites that are considered to be the key sites in Ultimo-Pyrmont. These sites are:

- The Star Hotel at 20-80 Pyrmont Street (Lot 500 DP 1161507 and Lot 301 DP 873212)
- an Indigenous Residential College at 622-644 Harris Street (Lot A DP 87139, Lot 1 DP 87261 and Lot 9 DP 86567), and
- two Metro over-station developments at 37-69 Union Street (Lot 1 DP 620352) and 26-32 Pyrmont Bridge Road (Lot 10 DP 1028280).

Development on these sites require the concurrence of the Secretary of the Department and have individual site controls outside of the controls of the City of Sydney. These are listed within the current Pyrmont Peninsula Division of the LEP.

3. Objectives

This planning proposal will facilitate the renewal of Ultimo and Pymont consistent with the Pymont Peninsula Place Strategy, the Economic Development Strategy and the Section 9.1 Local Planning Direction from the Minister of Planning – 1.15 Implementation of the Pymont Peninsula Place Strategy. The objectives of the planning proposal are to:

- provide additional floor space for employment and business uses close to the Pymont Metro Station;
- provide additional residential floor space through a diverse range of residential accommodation types;
- ensure appropriate levels of sun access is maintained to existing habitable rooms;
- ensure appropriate levels of sun access to Wentworth Park;
- provide for a new development type, Ultimo-Pymont Small Lot Housing, and remove FSR restrictions for both existing and proposed lots in these areas;
- allow business premises as an additional permitted use for certain site in the general residential zone to support activity and provision of local services;
- deliver additional affordable housing by identifying sites with an uplift in residential yield in Schedule 6C of the LEP, requiring an additional contribution for affordable housing on the increased FSR.

4. Explanation of provisions

4.1 Proposed amendment to Sydney LEP 2012

The following amendments are proposed to the Sydney Local Environmental Plan 2012:

Zoning

- Rezone 1-33 Saunders Street, Pymont from E2 Commercial Centre to a MU1 Mixed Use and 20-28 Bulwara Road, Pymont from a R1 General Residential to MU1 Mixed Use as shown in Figure 3 (maps to be prepared – see Section 6).

Sun access

- Amend Clause 6.17(4) and schedule 6A to protect sun access to Wentworth Park by applying a sun access plane.

Height and floor space ratio

- Amend the maximum height and floor space ratio for selected sites as shown in Figure 4 (maps to be prepared – see Section 6).
- Introduce a new provision to allow identified sites to exceed the maximum height and floor space ratio on the height of buildings and floor space ratio maps up to the maximum height and floor space ratio shown on the alternative height of buildings and floor space ratio maps provided the development is entirely for non-residential purposes.
- Amend the alternative height and floor space ratio maps for selected sites as shown in Figure 4 (maps to be prepared – see Section 6).

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Small lot housing

- Introduce the following provisions to facilitate small lot housing:
 - Establish an objective to encourage housing diversity without adversely affecting residential amenity
 - Apply the clause to land identified as small lot housing on the Land Identification Map (maps to be prepared – see Section 6)
 - Enable development consent to be granted for the subdivision of land and the erection of a detached dwelling where:
 - The subdivision of land is into 2 lots with the minimum private open space for the existing dwelling is 16m²
 - The gross floor area of the detached dwelling does not exceed 35sqm
 - Enable the floor space ratio to be exceeded by 35sqm for the purposes of a small lot dwelling under this clause
 - The maximum gross floor area for the existing dwelling lot after subdivision is equal to the gross floor area prior to subdivision.

Affordable housing

- Identify land with a residential uplift in Schedule 6C to ensure affordable housing contributions of 9% of the additional floor space are imposed as shown in the table in the appendix.

Other amendments

- Make business premises an additional permitted use on the following sites:
 - 231-241 Harris Street, Pyrmont
 - 261 Harris Street, Pyrmont
 - 313-369 Harris Street, Pyrmont
- Introduce new active street frontages (maps to be prepared – see Section 6)
- Remove the requirement for a DCP to be prepared for certain sites under CI 7.20 due to the extensive controls contained within the controls.
- Ensure that a building demonstrating design excellence in accordance with clause 6.21 of the Sydney LEP 2012 is only eligible for additional FSR, and not additional height.

Detailed drafting instructions and example provisions are provided in the appendix.

4.2 Site specific DCP

Amendments to Sydney DCP 2012 have been prepared and will be exhibited concurrently with this Planning Proposal.

The first amendment proposes specific controls for the sites included within this Planning Proposal and provides site-by-site envelopes and controls. This is to ensure that impacts on adjoining properties and public space are minimised. The DCP will include overall heights, building envelopes, setbacks, deep soil zones, building typology and pedestrian amenity. Those sites that are not identified within this planning proposal are not included within the DCP and existing controls will continue to apply.

The DCP Chapter also includes additional controls for Small Lot Housing in Ultimo Pyrmont. This section of the DCP has been prepared to demonstrate how the development can be undertaken whilst minimising impacts upon adjoining properties.

5. Justification

5.1 Strategic merit, community consultation and design input

The planning proposal is the next step in the broad precinct planning for Pymont and Ultimo which has been undertaken by both the Department of Planning and Environment and the City. Ongoing consultation and discussion have been held with the community and key stakeholders in this space to keep them informed of the process and how their comments have been reflected in the concepts prepared by the City.

The review of the planning controls for the Pymont and Ultimo has been as a direct result of the strategic work undertaken by the NSW Government in association with the construction of the Metro West Line and construction of the Pymont Metro Station. As such, it is considered that the strategic merit of the planning proposal has already been established by the NSW Government.

Ongoing input from the community has been key in developing the key design considerations guiding this planning proposal. These considerations are:

1. more deep soil for more trees and cool green spaces
2. more public space for more people – streets and open spaces
3. minimise overshadowing of existing residential properties
4. reinforce ‘street wall’ form of most buildings
5. conserve heritage values
6. good design for wind and noise
7. match land use to place
8. consider public views to and from public places
9. maximise development within constraints

The process setting this design considerations and identifying sites is described in the attached Early Engagement Report. The process of testing sites following these design considerations is described in the attached Urban Design Study.

5.2 Need for the planning proposal

Q1. Is the planning proposal the result of any strategic study or report?

This planning proposal implements the Place Strategy, prepared by the NSW Department of Planning and Environment. The work undertaken by the Department identifies targets for new residences and new employment floor space in the study area. The Department undertook a high-level review of planning controls that did not go into the fine grain of the topography, heritage, existing built environment, or community aspirations of the study area, and as such the potential controls developed were not considered the best way to meet these outcomes. Following consultation with the Department it was agreed that the City would be the lead authority for the preparation of the planning proposal and for the urban renewal of Pymont and Ultimo. The City has reviewed the planning controls and sites. Those sites identified in this planning proposal, and the associated controls, are a result of both the Place Strategy and the significant work undertaken independently by the City.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the best way of achieving the objectives given the required changes to height, FSR and land uses to meet the job and housing targets set for the study area. The City has undertaken an extensive design review exercise across the entire study area, which has identified those sites that can absorb the required increases in both employment and residential floor space. The planning proposal and LEP amendments are considered the most appropriate way of achieving the outcomes.

The introduction of small lot housing provides more diverse housing options across the study area, whilst managing development appropriately. The current floor space ratio controls present a challenge to delivering this form of housing and the planning proposal is the best means of removing that barrier.

5.3 Relationship to the strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan

A Metropolis of Three Cities – The Greater Sydney Region Plan is the Greater Sydney Commission's strategic plan for Greater Sydney. It is a 20-year plan with a 40-year vision, seeking to transform Greater Sydney into a metropolis of three distinct but connected cities: the Eastern Harbour City, the Central River City, and the Western Parkland City.

The following Objectives apply to the planning proposal:

Objective	Comment
Objective 4: Infrastructure use is optimised	The Planning Proposal is based on the principle of focusing the intensification of development close to new public transport infrastructure.
Objective 10: Greater housing supply	This Planning Proposal assists in delivering approximately 4100 new dwellings.
Objective 11: Housing is more diverse and affordable	The Planning Proposal includes a diverse range of housing uses, including residential flat buildings, mixed use developments and small lot housing. Where an uplift in residential yield is achieved, lots will be identified in Schedule 6C of the LEP, which will require an additional contribution for the purposes of affordable housing.
Objective 13: Environmental heritage is identified, conserved and enhanced	Development adjoining heritage areas and heritage conservation areas has largely been avoided. The main development type to be undertaken in heritage conservation areas and on heritage items is the proposed small lot housing type. This development type is based on historical subdivision patterns in the area.
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The Planning Proposal expands upon the work undertaken in the Place Strategy to emphasis walkability and maximise development close to public transport.
Objective 30: Urban tree canopy cover is increased	Controls for both Deep Soil areas and street tree plantings are to be implemented to increase urban tree canopy

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Objective	Comment
	coverage. An additional 250 new trees will be provided, and over 2,000sqm of new green roofs provided for, in addition to deep soil zones for new developments.
Objective 31: Public open space is accessible, protected and enhanced	Sun Access Planes have been developed to ensure that the quality of public open space is maintained. Publicly accessible open space such as plazas are included on appropriate sites.
Objective 38: Heatwaves and extreme heat are managed	Urban tree canopies are an effective manner in which climate change and extreme heat can be managed. The proposed controls propose a number of strategies to increase the urban tree canopy by 250 trees. The Planning Proposal also is based on increasing development around key public transport infrastructure, reducing reliance on private cars.
Objective 39: A collaborative approach to city planning	Extensive engagement has been undertaken throughout the preparation of the controls.

Eastern City District Plan

The *Eastern City District Plan* sets out the Greater Sydney Commission's vision for the Eastern City District, of which the City of Sydney is a part. The following planning priorities of the Eastern City District Plan (ECDP) apply to the planning proposal:

Priority	Comment
Priority E1: Planning for a city supported by infrastructure	The planning proposal aims to facilitate new homes in an appropriate location near existing and proposed infrastructure, including the proposed Pyrmont Metro Station
Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport	The planning proposal is responding to the proposed Metro West line and associated station in Pyrmont, and seeks to provide both employment and housing in proximity to new public transport opportunities
Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage	The planning proposal will provide for the renewal of the existing Pyrmont and Ultimo areas, creating a high-quality built form and with controls developed to respect the heritage of the study area.
Priority E8: Growing and investing in health and education precincts and the Innovation Corridor	The planning proposal seeks to build on the existing media, communications and technology sectors that already have a presence in the northern and northwestern sections of the study area. The provision of additional commercial space in this area will help facilitate this. The southern section of the study area includes both TAFE and UTS and forms part of the Camperdown-Ultimo Collaboration Area. The planning controls have been developed in conjunction with these agencies to support this Innovation Corridor.
Priority E10: Delivering integrated land use and transport planning and a 30-minute city	The planning proposal will enable a variety of land uses within proximity to the new Metro West system, building density around public transport infrastructure.
Priority E11: Growing investment, business opportunities and jobs in strategic centre	The planning proposal provides additional space for employment and business growth located close to transport.

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Priority	Comment
Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections	The planning proposal builds upon existing controls that create a high-quality built form the increase liveability, accessibility, and sustainability.
Priority E18: Delivering high quality open space	One of the key drivers of the planning controls in the planning proposal has been ensuring that both public space and publicly accessible space will have appropriate sun protection controls to improve amenity.
Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently	The planning proposal works in conjunction with existing City and State policy on sustainability outcomes.

Q4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

City Plan 2036: Local Strategic Planning Statement

City of Sydney's endorsed Local Strategic Planning Statement sets out the land use planning context, 20-year vision and planning priorities to positively guide change towards the City's vision for a green, global, and connected city. The planning statement explains how the planning system will manage that change to achieve the desired outcomes and guides future changes to controls, including those sought by proponents through planning proposals.

The Planning Statement recognises that the City is made up of 10 distinct villages. The study area forms the bulk of the Harris Street village and incorporates the most western component of the Chinatown and CBD South Village.

The Planning Statement recognises that planned infrastructure investments and NSW Government-led urban renewal projects could provide the catalyst for improvements within the Precinct. The Strategic Review is about positioning the study area for appropriate change in line with City and NSW Government strategies.

The Planning Statement identified the study area as a key area for future growth, with 2,100 dwellings and 22,000 jobs identified in the Harris Street village and 7,000 dwellings and 31,900 jobs in the Chinatown and CBD South village. This strategy predated the Place Strategy but shows a relationship between the broader strategic planning aims of the two documents.

The Planning Statement requires the City to consider specific principles for growth, including consistency with the Regional and District Plan, consistency with relevant directions objectives and actions of other long-term strategies of the City and consideration of land uses currently under-utilised by the market such as accommodation. The planning proposal is consistent with these, as has been discussed elsewhere in this planning proposal.

A specific requirement within the Planning Statement about proposals seeking to respond to a significant investment in infrastructure is provided. This is of relevance to the planning proposal, as one of the key drivers of change, particularly in the northern section of the study area, is the proposed Metro station. The work undertaken demonstrates that there has been significant consideration of the broader context of the area, including access to other infrastructure, appropriately apportioning development across the study area and that a value capture mechanism has been introduced.

This planning proposal gives effect to the following planning actions contained in the Statement:

Action	Comment
Action I1.1 Continue to encourage walking and cycling in the city by implementing the City's walking, cycling and Liveable Green	The planning proposal gives effect to this action by proposing new pedestrian through site linkages and street connectivity in the accompanying DCP, a review of street

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Action	Comment
<p>Network strategies, and applying the NSW Government's Movement and Place framework, including working with:</p> <p>a) Land owners, universities, institutions, neighbouring local governments and NSW Government to deliver new, improved and safe connections, such as new streets, in particular across rail corridors, infrastructure sites and other barriers</p> <p>b) The NSW Government to:</p> <p>ii. investigate opportunities to improve pedestrian and cycle priority and reduce travel time for people walking and cycling</p> <p>iii. respond to lower speed environments across the city that make streets safer and more liveable, by reducing speed limits with a target of 30km/h</p> <p>iv. ensure better access to major transport hubs</p>	<p>treatments for more pedestrian friendly spaces and prioritising development around new transport hubs.</p>
<p>Action I1.5 Where a Sydney Metro West station is committed in Pyrmont, work with NSW Government agencies and others to develop a land use framework that:</p> <p>a) Promotes employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses</p> <p>b) Facilitates improved environments for walking and cycling</p> <p>c) Maximises public and active transport interchange.</p>	<p>The finalisation of this planning proposal will complete this action. The planning proposal has been developed with this Action as one of the key influences.</p>
<p>Action I2.7 Review existing development contributions plans regularly so that they adequately reflect infrastructure needs, and investigate if the City can increase the funds it can collect if funds do not meet the costs of providing infrastructure. This includes working with the NSW Government to repeal the outdated Redfern Waterloo Development Contributions Plan and incorporate affected land and development into the City's contributions plans</p>	<p>The proposal is supported a new local infrastructure contributions plan.</p>
<p>Action I3.2 Plan for and provide open space to meet the following criteria and outcomes:</p> <p>a) All residents and workers are to be within 400 metres of quality, functional open space</p> <p>b) Plan to increase public open space provision to meet or exceed 15 per cent of the city's total land area</p>	<p>The planning proposal and accompanying DCP will create additional capacity for publicly accessible open space in the study area through additional deep soil zones, public areas, mid-block connection points, and will leverage off the planned removal of the Wentworth Park greyhound track and expansion and consolidation of Wentworth Park as publicly accessible open space.</p>

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Action	Comment
<p>c) Major urban renewal areas and individual sites are to provide between 9 and 15 per cent of the land as public open space in a consolidated and accessible location, with high-density projects delivering 15 per cent, as described in the Open Space, Sports and Recreation Needs Study 2016</p> <p>e) Sunlight to existing parks and public squares is protected and new parks and squares receive adequate sunlight</p>	
<p>Action L2.1 Plan for local communities to be able to access daily needs and essential services, including fresh food and health and personal services, within walking distance by providing an appropriate mix of uses, including local retail, services, infrastructure and recreation, in local and neighbourhood centres and mixed-use zones supported by adequate floor space on the ground floor (and adjacent floors where appropriate).</p>	<p>This planning proposal ensures that there is a balance of land uses in the study area, encouraging mixed use and commercial development alongside residential development.</p> <p>This includes allowing for business premises to occur on certain R1 zoned land.</p>
<p>Action L2.7 Plan for the desired character of a place through:</p> <p>a) ensuring new development achieves design excellence, including through competitive processes</p> <p>b) collaborating with the NSW Government to improve amenity standards for all housing types.</p>	<p>Buildings over 25m in height will be subject to the Design Excellence Clause within the existing LEP, which allows a bonus provision where a building achieves a positive outcome. The controls contained within the DCP set out requirements to ensure maintenance of sunlight to existing dwellings, as well as ensuring high amenity for new residents.</p>
<p>Action L2.9 Conserve places of heritage significance by:</p> <p>d) ensuring development of heritage items, contributory buildings in conservation areas, and new development in conservation areas conserves the heritage values of the place and is sympathetic to the built form, scale and fabric.</p>	<p>The controls developed in the accompanying DCP have carefully considered the impacts of development envelopes on heritage items and heritage conservation areas. Individual site controls have been developed to provide for sympathetic development outcomes.</p>
<p>Action P2.1 Deliver diverse, suitable and well-designed spaces and places to support City Fringe's contribution to the city's and the District's economic diversity, affordability and resilience with a focus on knowledge-intensive sectors.</p>	<p>The planning proposal creates a planning framework that will deliver a diverse and well-designed area at the gateway to Central Sydney, providing the commercial floorspace needed to create a knowledge intensive employment centre.</p>
<p>Action P2.4 Ensure a genuine mix of uses to support lively and thriving village economies within City Fringe, including residential development provided it does not compromise commercial or enterprise uses.</p>	<p>Appropriately located mixed use development is provided for in this planning proposal.</p>

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Action	Comment
Action P2.8 Work with the NSW Government to review planning controls for Pymont to facilitate appropriate economic and employment growth while remaining sensitive to Pymont's unique built form and heritage qualities.	The planning proposal facilitates this action.
Action S1.3 Protect and increase canopy cover and vegetation across public and private land by: b) reviewing, implementing and monitoring targets and controls for tree canopy cover on private land with the aim to increase tree canopy c) identifying opportunities for vegetation, including canopy cover, in road reserves	The planning proposal and DCP seek to achieve an increase in canopy cover for Ultimo-Pymont through an increase in deep soil planting zones and appropriate street tree planting.

Housing for All: City of Sydney Local Housing Strategy

The Housing Strategy sets out key priorities that guides the development of plans and strategies for the provision of housing in the City. The following priorities apply to the planning proposal:

Priority	Comment
Priority H1: Facilitating more homes in the right locations	The planning proposal aims to facilitate new homes in an appropriate location near existing and proposed infrastructure, including the proposed Pymont Metro Station
Priority H2: Coordinating housing growth with the delivery of infrastructure	The planning proposal is responding to the proposed Metro West line and associated station in Pymont
Priority H3 Increase diversity and choice in housing	The planning proposal will assist in facilitating an additional 4,100 dwellings in a variety of different forms.
Priority H4: Increase the diversity and number of homes available for lower-income households	The planning proposal will facilitate additional opportunities for housing diversity. The planning proposal also includes those properties that achieve a yield uplift in Schedule 6C of the LEP which ensures additional contributions for affordable housing on the percentage of increased yield.
Priority H7: Increasing liveability, sustainability and accessibility through high-quality residential design	The planning proposal builds upon existing controls that create a high-quality built form, building on existing controls.

Sustainable Sydney 2030 – 2050 Continuing the Vision

Sustainable Sydney 2030 – 2050 Continuing the Vision sets out the broad vision for the City, establishing Guiding Principles for the operation of the City. There are Six Guiding Principles. The planning proposal does not undermine any of these Guiding Principles, and the three applicable principles are:

Principle	Comment
We are accountable to the voices and elevate the knowledge and cultures of Aboriginal and Torres Strait Islander peoples	A Connecting with Country framework has been developed for the accompanying DCP.

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Principle	Comment
Our communities are engaged in the governance of their city	The preparation of the individual site controls that this planning proposal will enact have been developed through extensive community consultation and engagement.
We lead through stewardship and collaboration	The Place Strategy is a result of works undertaken by both the NSW Government and the City

Within this, 10 targets have been established to help measure the progress towards these Guiding Principles. The applicable targets are:

Target	Comment
By 2035 we will achieve net zero emissions in the City of Sydney local area.	The planning proposal will support the City achieving this target through utilising new public transport connectivity, minimising price car usage, and encouraging more energy efficient buildings.
By 2050 there will be a minimum overall green cover of 40%, including 27% tree canopy cover.	The controls in the supporting DCP generally require a minimum 15% deep soil planting and provide for a significant increase in street tree plantings, aiming to increase the overall tree canopy cover for Ultimo-Pyrmont. An additional 250 trees will be provided for under the controls.
By 2036 there will be approximately 700,000 jobs in the City of Sydney local area including 200,000 new jobs compared to 2017. An increased proportion of all jobs will be secure jobs.	The planning proposal will result in a significant uplift in the density of commercial and mixed-use zoned land.
By 2036 there will be at least 156,000 private dwellings and 17,500 non-private dwellings that include boarding houses and student accommodation. Of the private dwellings, 7.5% will be social housing and 7.5% will be affordable housing with this proportion maintained into the future.	Dwellings for an additional 8,700 residents will be provided for as part of this planning proposal. No changes to existing affordable housing provision will be provided for as this is best achieved through the existing planning framework.
By 2036 there will be at least 40,000m2 of new cultural production floor space in the City of Sydney local area compared to 2017	The planning proposal will create additional floor space through which this land use will be permissible.
By 2050 people will use public transport, walk or cycle to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.	The planning proposal is driven by the provision of the Pyrmont Metro Station which will create significant additional public transport options for both residents and businesses.
By 2030 every resident will be around a 10-minute walk to what they need for daily life.	An increase in the density of commercial and mixed-use zones in proximity to residential areas is proposed as a part of this planning proposal.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

State Environmental Planning Policies	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent – This planning proposal will not contradict or hinder application of this SEPP. Parts of Ultimo-Pyrmont are

Planning Proposal Ultimo Pyrmont

	mapped as being subject to the foreshores and waterways area boundary. No changes are proposed in these locations. The planning proposal is consistent with the objectives of the section of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Consistent – This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Housing) - 2021	Consistent – This planning proposal increases capacity for residential development across Ultimo-Pyrmont.
SEPP No 65—Design Quality of Residential Flat Development	Consistent – The City's built form modelling has tested the controls contained in this planning proposal to confirm that every site zoned for housing can accommodate housing developments which achieve the amenity requirements of this SEPP. In addition, SEPP 65 will continue to apply to development within the Precinct that develops for market housing.
SEPP (Planning Systems) 2021	Consistent – the planning proposal responds to the introduction of state significant infrastructure under Schedule 5 of this SEPP.
SEPP (Precincts – Eastern Harbour City) 2021	4.1 of the SEPP precludes the SEPP from operating on land to which the Sydney Local Environmental Plan 2012 applies. Therefore the SEPP is not applicable to this planning proposal.
SEPP (Resilience and Hazards) 2021	Consistent - the planning proposal includes land that is mapped as both Coastal Environment Area and Coastal Use Area under the SEPP. The proposed uses are consistent with the objectives of the SEPP
SEPP (Sustainable Buildings) 2022	Consistent – the planning proposal seeks to achieve positive outcomes by ensuring that new development will exceed the latest requirements and will implement other policy work from the City.

Q6. Is the planning proposal consistent with applicable Section 9.1 Ministerial Directions?

Ministerial Direction	Comment
Focus Area 1 Planning Systems	
1.1 Implementation of Regional Plans	The study area comprises part of the area covered by the Sydney Region Plan – A Metropolis of Three Cities. The planning proposal is consistent with the Regional Plan. The planning proposal is consistent with the Ministerial Direction.
1.3 Approval and Referral Requirements	The planning proposal is consistent with the Ministerial Direction
1.4 Site Specific Provisions	The planning proposal is for the rezoning of certain key sites that will create additional housing or employment floorspace to respond to dwelling and job targets in Ultimo-Pyrmont. As this is an existing urban environment with varying densities and constraints. As such a blanket rezoning is not considered appropriate.

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As a response, site specific height and FSR controls are proposed. Additional details regarding building envelopes and built form will be contained within the DCP to be placed on exhibition concurrently to ensure that no reference to drawings is contained within the planning proposal.

The planning proposal is consistent with the Ministerial direction.

Focus Area 1: Planning Systems – Place-based

1.15 Implementation of the Pyrmont Peninsula Place Strategy

The planning proposal is a direct local response to the work undertaken by the NSW Government that led to the Pyrmont Peninsula Place Strategy. This set out ambitious jobs and housing requirements for the area, and took a top down, high level approach to identifying where these targets could be met.

The Place Strategy provided for a focus on employment generating land uses in Ultimo-Pyrmont. To demonstrate compliance with both this Ministerial Direction as well as the Place Strategy, the City has focussed on achieving the desired employment floorspace, with a focus on delivering the bulk of this near the proposed Metro Station, as well as in locations where the environment is less suited to residential outcomes. This complies with Objective (a).

This planning proposal proposes a more nuanced approach to meeting these targets and is based on the key design considerations established during community consultation.

These design considerations do not undermine the 10 Directions and Structure Plan identified within the Place Strategy, respond to the delivery of the Metro station, identified in the Big Moves section and is broadly consistent with the Pyrmont Peninsula Place Strategy – Urban Design Report (Vol. 3 Sub-precinct Master Planning). Consistency with the planning framework in the *Eastern City District Plan* and *Greater Sydney Region Plan* is demonstrated, showing that Objective (b) is met.

As the overall objectives and aims of the Place Strategy and the planning proposal are consistent, it is considered that these inconsistencies are of a minor significance and do not undermine the approval intent of the Pyrmont Peninsula Place Strategy and Urban Design Report and does not undermine the achievement of the Pyrmont Peninsula Place Strategy's Vision, directions, Big Moves, sub-precinct Place Priorities, Framework for Key Sites and Key Infrastructure Opportunities, demonstrating compliance with objective (c).

Focus Area 3: Biodiversity and Conservation

3.2 Heritage Conservation

A number of heritage items are located within the study area, and the impacts from the proposed changes to planning controls have been designed to minimise impacts on these items. No alteration to existing heritage controls is included within this planning proposal.

The planning proposal is consistent with the Ministerial Direction.

3.9 Sydney Harbour Foreshores and Waterways Area

The study area is partially mapped as being a Foreshore and Waterways as defined in State Environmental Planning Policy (Biodiversity and Conservation) 2021. As such, consideration must be given to this direction.

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The planning proposal is consistent with the principles contained within this direction. The building envelopes and controls proposed for the specific sites ensure that public views and access to the harbour are maintained or enhanced, access to foreshore areas is not altered, and the historical significance of the harbour for both Aboriginal communities and the role it played within European occupation are acknowledged.

The planning proposal is consistent with the Ministerial Direction.

Focus Area 4: Resilience and Hazards

4.1 Flooding

There are some sites within the Study Area that are mapped as being flood prone in adopted Council strategies. Most of those areas mapped as being flood prone are because of the overflowing of existing street drains. There are limited areas where the 1% Annual Exceedance Probability flood intrudes from the street into properties. The Probable Maximum Flood extents have also been mapped. Limited sites subject to this planning proposal are mapped as being impacted, with roads predominately impacted. Where sites are mapped, appropriate floorboard levels have been set, and these properties are predominately commercial or mixed use in nature.

The planning proposal is consistent with the NSW Flood Prone Land Policy and is therefore consistent with this ministerial direction.

4.2 Coastal Management

Parts of the study area are mapped as being both in the Coastal Environment Area and the Coastal Use Area under State Environmental Planning Policy (Resilience and Hazards) 2021. No area subject to a proposed rezoning has been identified as a coastal vulnerability area or have been identified as land affected by a current or future coastal hazard.

The planning proposal is consistent with the Ministerial Direction.

4.4 Remediation of Contaminated Land

Ultimo-Pyrmont has had a variety of land uses over its post-settlement history, including a number of historical industrial uses. However, the recent development outcomes have largely been commercial and residential. No significant land zoning changes are included in this planning proposal.

The planning proposal is consistent with the Ministerial Direction.

4.5 Acid Sulfate Soils

The entire area subject to this planning proposal is mapped as having Acid Sulfate Soils, with Class 1 being located to the north and northeast of the Precinct, Class 2 on the eastern and western boundary and Class 5 over the rest of the study area.

All the City of Sydney LGA is mapped as being impacted by Acid Sulfate Soils. The approach taken to Acid Sulfate Soils will be consistent with that taken elsewhere in the City.

The planning proposal does not contain provisions that contradict or hinder application of this direction. The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing Acid Sulfate Soils. Specific responses to the presence of Acid Sulfate

Soils can be addressed on a site-by-site basis through the development application process.

Focus Area 5: Transport and Infrastructure

- | | |
|--|--|
| 5.1 Integrating Land use and Transport | The planning proposal has been initiated by City of Sydney Council to respond to the proposed construction of the Metro West line. This greatly increases the provision of public transportation in the study area, significantly decreasing reliance on private car usage. The bulk of the uplift for both employment and residential purposes are located at the north and south of the study area, which are the areas best served by public transport. The planning proposal is consistent with the Ministerial Direction. |
| 5.2 Reserving Land for Public Purposes | No alteration of land reserved for public purposes, nor additional reservation of land for a public purpose, is proposed as part of this planning proposal. The planning proposal is consistent with the Ministerial Direction. |

Focus Area 6: Housing

- | | |
|-----------------------|---|
| 6.1 Residential Zones | The planning proposal seeks to increase the density of residential accommodation on appropriately located sites within the study area. This will create additional housing diversity in the area, responds to the provision of the Metro transportation links and will set out requirements for appropriate design and sustainability outcomes. The planning proposal is consistent with the Ministerial Direction. |
|-----------------------|---|

Focus Area 7: Industry and Employment

- | | |
|-----------------------------------|--|
| 7.1 Business and Industrial Zones | The planning proposal aims to significantly increase the total potential flood space for employment uses within the identified Employment zones, and places minimum floor space for employment uses within appropriate Mixed use zoned land. The planning proposal is consistent with the Ministerial Direction. |
|-----------------------------------|--|

5.4 Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

This planning proposal is unlikely to adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

One of the main environmental impacts associated with an intensification of development in a high-density urban environment is overshadowing. Appropriate height controls and building envelopes have been developed for each site, expressed in both the LEP and DCP, to ensure that existing dwellings and relevant public open spaces receive an appropriate amount of sun.

No other environmental effects are anticipated to occur as a result of the planning proposal.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The City has recently introduced an increase in developer contributions required for affordable housing. Where there is an uplift in residential development potential an additional 9% Affordable Housing Contribution will be levied on the additional floor space. This will be used to help fund affordable housing programs across the City of Sydney LGA. Land that has been identified for a uplift in residential yield will be included in Schedule 6C of the LEP.

The introduction of the Ultimo-Pymont Small Lot Housing development type is a means of providing for an increase in the diversity of housing types across the study area..

5.5 State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

The main driver for the proposed planning controls was the proposed construction of Sydney Metro stations in the study area. This will create significant additional transport infrastructure that, when combined with the existing Light Rail network, will provide a significant increase in the availability of public transportation opportunities in Pymont.

All utility services including electricity, telecommunications, water, sewer, and stormwater are currently available in the Precinct. If land within the Precinct is redeveloped it is expected the developer will upgrade these services to support the proposed development.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation will be undertaken with relevant NSW Government and Commonwealth public authorities post Gateway determination. Initial consultation has been undertaken with relevant state authorities including Land Housing Corporation, Transport for NSW, TAFE, Department of Education and Training and Department of Planning and Environment.

6. Mapping

The figures in Appendix 2 have been prepared to demonstrate the mapping changes. These have been prepared in a way that best conveys the changes to the community in a logical and straightforward manner, rather than following the map tile boundaries under the current LEP. Amended map tiles will be prepared prior to finalisation.

The following map tiles will be amended:

- Tile 007
 - Sheet FSR_007
 - Sheet HOB_007
 - Sheet LZN_007
 - Sheet SAP_007
- Tile 008
 - Sheet FSR_008
 - Sheet HOB_008
 - Sheet LZN_008
 - Sheet SAP_008
 - Sheet ASF_008
- Tile 009
 - Sheet FSR_009
 - Sheet HOB_009
 - Sheet LZN_009
 - Sheet SAP_009
 - Sheet ASF_009
- Tile 015
 - Sheet FSR_015
 - Sheet HOB_015
 - Sheet LZN_015
 - Sheet SAP_015
 - Sheet ASF_015
 - Sheet AHOB_015
- Tile 016
 - Sheet FSR_016
 - Sheet HOB_016
 - Sheet LZN_016
 - Sheet SAP_016
 - Sheet ASF_016

The following map tiles will be created

- Tile 007
 - Sheet ASF_007
 - Sheet AFSR_EMP_007
 - Sheet AHOB_007
- Tile 008
 - Sheet ASF_008
 - Sheet AFSR_EMP_008
 - Sheet AHOB_008

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- Tile 009
 - Sheet ASF_009
 - Sheet AFSR_EMP_009
 - Sheet AHOB_009
- Tile 015
 - Sheet ASF_015
 - Sheet AFSR_EMP_015
- Tile 016
 - Sheet ASF_016
 - Sheet AFSR_EMP_016
 - Sheet AHOB_016

A new category will need to be created titled “Ultimo Pymont Small Lot Housing” which will be shown on tiles 007, 008, 009, 015 and 016.

7. Community Consultation

Extensive public consultation has been undertaken to date regarding the built form and planning controls contained within this planning proposal. This has included a total of four community information sessions with the Ultimo and Pymont community, where City of Sydney has presented the opportunities and constraints presented by Ultimo-Pymont to the community, including consideration of how to achieve the employment and housing targets required by the NSW Department of Planning and Environment.

These community consultation sessions were held on:

- 3 May 2022 (online)
- 25 October 2022 (Ultimo Community Centre)
- 28 November 2022 (Ultimo Community Centre)
- 18 July 2023 (Town Hall House)

Full details of the consultation undertaken to date is included in Appendix XXX.

Public consultation on the planning proposal itself will be undertaken in accordance with the requirements of the Gateway determination.

It is proposed that, at a minimum, this will involve the notification of the public exhibition of this planning proposal on the City of Sydney website and in writing to the owners and occupiers of adjoining and nearby properties and relevant community groups.

It is expected this planning proposal will be publicly exhibited for at least 28 days.

It is proposed that exhibition material will be made available on the City of Sydney website.

Consultation with relevant NSW agencies and authorities and other relevant organisations will be undertaken in accordance with the Gateway determination.

8. Project Timeline

The anticipated timeline for completion of this planning proposal is as follows:

Stage	Timeframe
Gateway Determination	February 2024
Public exhibition and government agency consultation	February 2024 – March 2024
Consideration of submissions	February 2024 – May 2024
Post exhibition consideration of proposal by Council/CSPC	June 2024
Drafting of LEP provisions	June 2024
Finalisation of LEP and DCP and forwarding to Department of Planning and Environment for notification	July 2024

Appendices

Appendix 1 – Example drafting

Division 6A Ultimo Pymont Precinct

6.67 Ultimo Pymont Precinct

(1) The objectives of this Division are as follows:

- a) To support the growth and development of the Ultimo Pymont Precinct
- b) to increase the amount and quality of open space appropriately located to support an increase in urban tree canopy
- c) to enhance the amenity of streets, parks and public places
- d) to protect and improve sunlight to streets, parks and public places
- e) to minimise overshadowing to residential properties
- f) To provide for a diversity of housing

(2) This Division applies to the Ultimo-Pymont Precinct Land as identified on the locality map.

(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority has considered:

- a) the impact the development will have on the amenity and solar access of nearby residential properties and public spaces
- b) whether the development supports improved pedestrian comfort and safety
- c) Provision of appropriately located deep soil planting

(4) Clause 7.20 does not apply to land to which this division applies.

(5) Clause 6.21D(3)(a) does not apply to a building for which development consent is granted under this clause.

6.68 Mixed Use Development

(1) This clause applies to the following land within the Ultimo-Pymont Precinct:

- a) 46-48 Pymont Bridge Road Pymont
- b) 20-28 Bulwara Road Pymont
- c) 1-27 Murray Street Pymont
- d) 13A-29 Union Street Pymont
- e) 69-71 Edward Street Pymont
- f) 28-48 Wattle St Ultimo
- g) 50-54 Wattle St Ultimo

(2) The objectives of this clause are as follows:

- a) to encourage space for employment and business by providing a greater maximum height and floor space ratio for certain buildings,
- b) to ensure the additional height and floor space reflects the desired character of the area,
- c) to minimise adverse impacts on the amenity of the surrounding area,
- d) to provide for commercial and retail opportunities in the Ultimo-Pymont Precinct

(3) A building on land to which this clause applies may have either or both of the following—

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- a) a height not exceeding the maximum height shown for the land on the Alternative Height of Buildings Map,
- b) a floor space ratio not exceeding the maximum floor space ratio shown for the land on the Alternative Floor Space Ratio Map.

(4) Subclause (3) applies only if the building will be used for non-residential purposes.

Small Lot Housing

7.34 Ultimo Pymont Precinct Small Lot Housing

(1) This clause applies to land identified as small lot housing within the Ultimo-Pymont Precinct Map

(2) The objectives of this clause are to encourage a diverse range of housing options appropriate for the character of the precinct

(3) A single development consent may be granted for development on land to which this clause applies for the subdivision of land and erection of a detached dwelling where—

- a) The subdivision of land is into 2 lots with the minimum private open space for the existing dwelling is 16m², and
- b) the gross floor area of the detached dwelling does not exceed 35 m².

(4) Development to which clause (3) applies may exceed the floor space ratio on the Floor Space Ratio Map by 35m².

(5) The maximum gross floor area for the existing dwelling lot after subdivision is equal to the gross floor area prior to subdivision.

Schedule 1 - Additional Permitted Use

Use of certain land at Harris Street, Pymont

(1) This clause applies to the following land at 231 – 241 Harris Street Pymont, 261 Harris Street Pymont and 313-369 Harris Street Pymont—

- (a) Lot 1, DP847171,
- (b) SP 51673
- (c) Lot 1010 DP 850146
- (c) SP 51507,
- (d) Lot 100, DP 613788.
- (e) SP 18021

(2) Development for the purposes of Business Premises is permitted with development consent.

Sun access planes

Amend the table is 6.17(4) by adding the following:

Place	Period of protection	Times of protection
Wentworth Park	All year	10am – 2pm

Add new parts to Schedule 6A as follows:

Part 15 Wentworth Park sun access planes

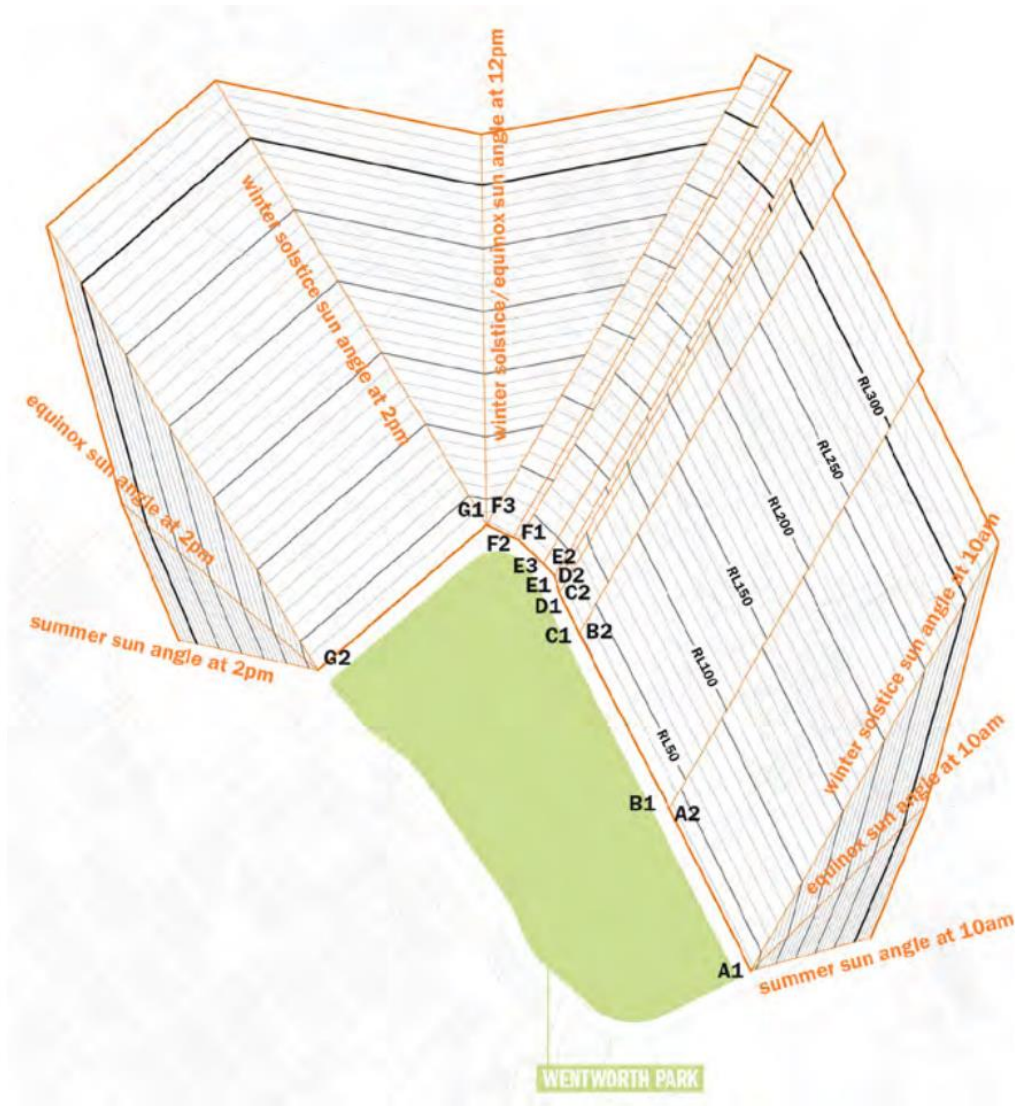
Note—

Regional open space for sporting, active and passive recreation and events. The eastern edge is defined by large format heritage warehouses which set the dominant street wall height and existing

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overshadowing to the park. Its amenity and future expansion will support the projected increase in worker and residential population throughout the Peninsula and in particular Blackwattle Bay.

Wentworth Park sun access plane



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Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333134.9	6249804.4	RL 4	33m
A2	333034.2	6250005.1	RL 3	33m
B1	333034.2	6250005.1	RL 3	27m
B2	332922.5	6250222.2	RL 2	27m
C1	332922.5	6250222.2	RL 2	12m
C2	332898.0	6250272.0	RL 2	12m
C3	332894.9	6250284.6	RL 2	12m
D1	332894.9	6250284.6	RL 2	35m
D2	332891.9	6250293.1	RL 2	35m
E1	332891.9	6250293.1	RL 2	30m
E2	332878.4	6250308.9	RL 2	30m
E3	332848.3	6250337.9	RL 2	30m
F1	332848.3	6250337.9	RL 2	6m
F2	332840.6	6250340.8	RL 2	6m
F3	332808.2	6250356.6	RL 2	6m
G1	332808.2	6250356.6	RL 2	28m
G2	332599.7	6250176.4	RL 2	28m

Schedule 6C Contribution requirement for certain development on Planning Proposal Land

Apply an affordable housing contribution of 9% to any residential floor space that exceeds the maximum floor space ratio that applied prior to the publication of the LEP that implements this planning proposal.

The suggested approach to amending Schedule 6C of the Sydney LEP is to:

- map sites according to their current FSR, for example, sites with a 2:1 FSR that will be mapped “Area 2” on the Affordable Housing Map, sites with a 2.5:1 FSR that will be mapped “Area 3” on the Affordable Housing Map, and so on as shown in the table below;
- identify each area in “Planning Proposal Land” (column 1) of Schedule 6C;
- In each row, require in “Contribution Requirement” (column 2) that the contribution requirement be calculated by “the total amount of (a) the contribution applying to the development under clause 7.13, and (b) if the part of a building intended to be used for a purpose other than residential accommodation has a floor space ratio of less than XX:1—9% of the gross floor area equivalent to the amount by which the floor space ratio of the building exceeds XX:1”, with XX being the current FSR of the sites (before this planning proposal increases development capacity) as shown in the table below.

Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
446 Wattle Street Ultimo	Lot 9 DP260374	1	2	3.75
448 Wattle Street Ultimo	Lot 10 DP260374	1	2	3.75
450 Wattle Street Ultimo	Lot 11 DP260374	1	2	3.75

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Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
452 Wattle Street Ultimo	Lot 12 DP260374	1	2	3.75
454 Wattle Street Ultimo	Lot 13 DP260374	1	2	3.75
456 Wattle Street Ultimo	Lot 14 DP260374	1	2	3.75
562-570 Harris Street Ultimo	Lot 44 DP868670	1	2	2
79 John Street Pymont	Lot 11 DP1007905	1.25	3	3
81 John Street Pymont	Lot 10 DP1007905	1.25	3	3
83 John Street Pymont	Lot 1 DP611040	1.25	3	2.75
85 John Street Pymont	Lot 301 DP232783	1.25	3	2.75
87 John Street Pymont	Lot 1 DP567806	1.25	3	2.5
89 John Street Pymont	Lot 21 DP1123226	1.25	3	2.5
91 John Street Pymont	Lot 22 DP1123226	1.25	3	2
93 John Street Pymont	Lot 23 DP1123226	1.25	3	2
80 Harris Street Pymont	Lot D DP50010	1.25	3	2.75
82 Harris Street Pymont	Lot 1 DP131342	1.25	3	2.75
84 Harris Street Pymont	SP79258	1.25	3	2.75
469 Harris Street Ultimo	Lot 1 DP 69694	1.5	4	2.43
471 Harris Street Ultimo	Lot 1 DP 64212	1.5	4	2.4
473-475 Harris Street Ultimo	Lot 1 DP 64213	1.5	4	2.4
477 Harris Street Ultimo	Lot 1 DP 90991	1.5	4	2.4
479 Harris Street Ultimo	Lot 2 DP 90991	1.5	4	2.4
481 Harris Street Ultimo	Lot 3 DP 90991	1.5	4	1.6
483 Harris Street Ultimo	Lot 4 DP 90991	1.5	4	1.6
572 Harris Street Ultimo	Lot 45 DP868870	1.5	4	2
574 Harris Street Ultimo	Lot 46 DP868870	1.5	4	2
576 Harris Street Ultimo	Lot 47 DP868870	1.5	4	2

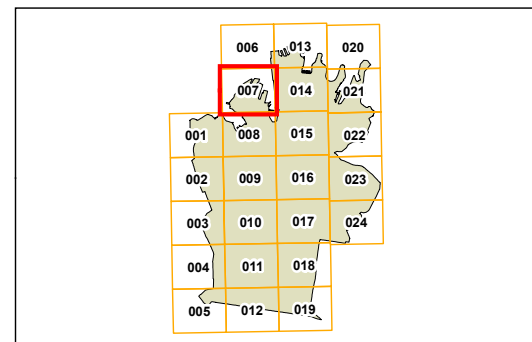
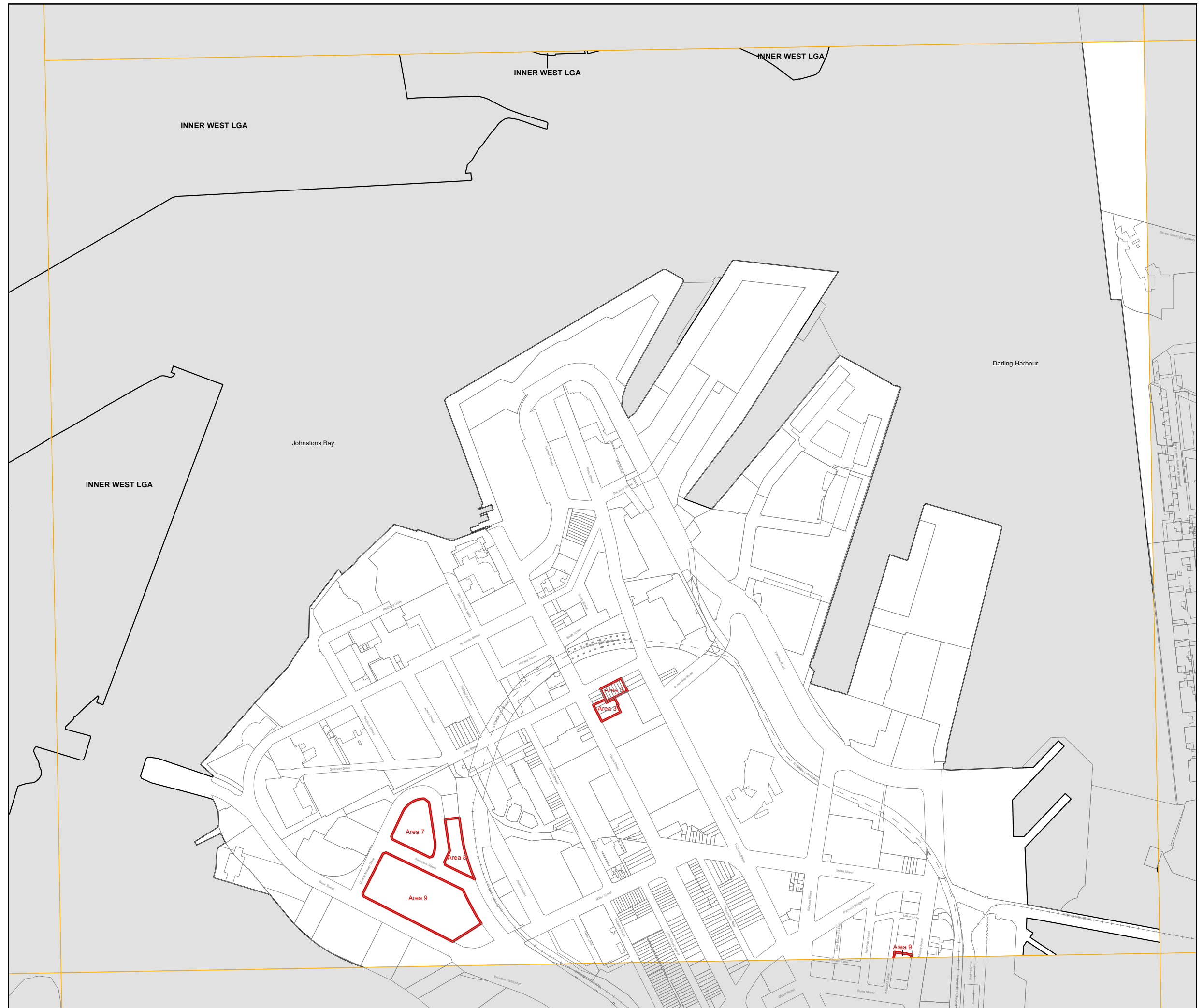
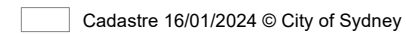
Planning Proposal
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Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	2	5	3
458-468 Wattle Street Ultimo	SP65741	2.5	6	3.75
470 Wattle Street Ultimo	Lot 1 DP209558	2.5	6	3.5
26-38 Saunders Street Pymont	SP61725	3	7	6.7
14 Quarry Master Drive Pymont	SP70798	3.5	8	4
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575	4	9	4.8
1-33 Saunders Street Pymont	Lot 102 DP853704		9	4.22
579-583 Harris Street Ultimo		6.3	10	6.5

Appendix 2 – Maps

Affordable Housing
☐ Refer to clause 7.13B

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Projection: GDA 2020
Zone 56

A horizontal scale bar with a black outline. The left end is labeled '0' and the right end is labeled '200 m'.

Scale: 1:5,000 @ A3

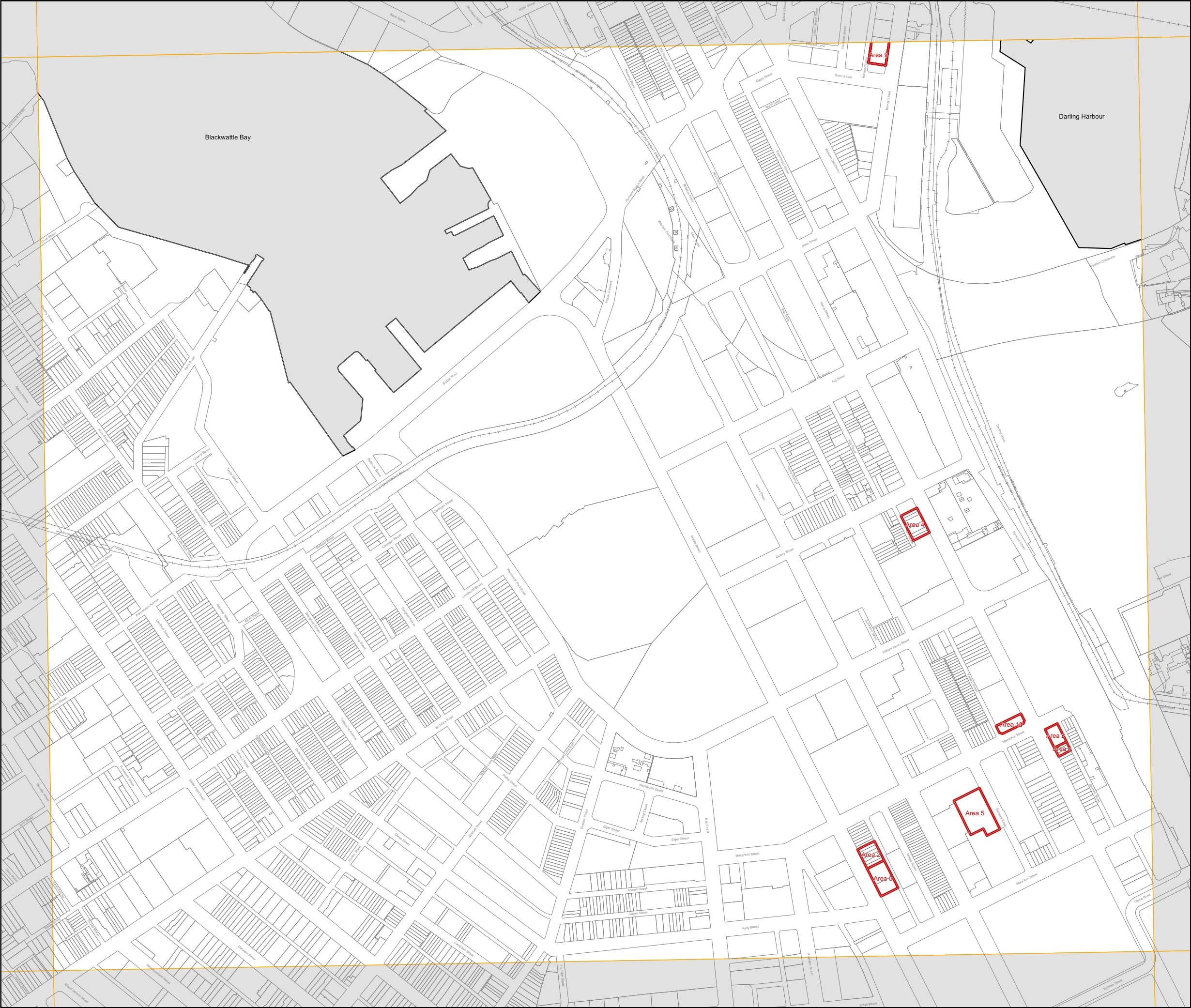
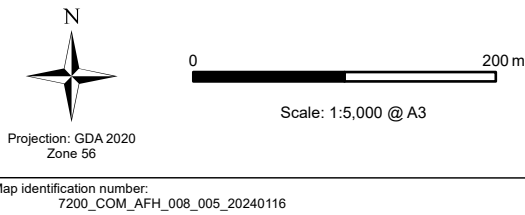
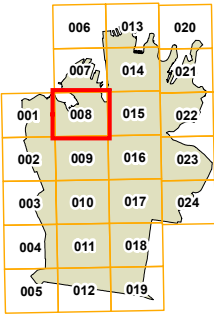
Map identification number:
7200_COM_AFH_007_005_20240116

Affordable Housing Map
- Sheet AFH_008

Affordable Housing
Refer to clause 7.13B

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Pre-Exhibition



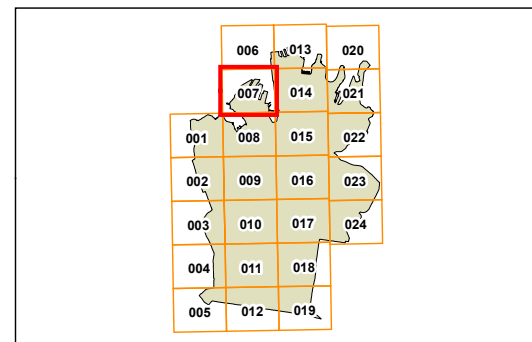
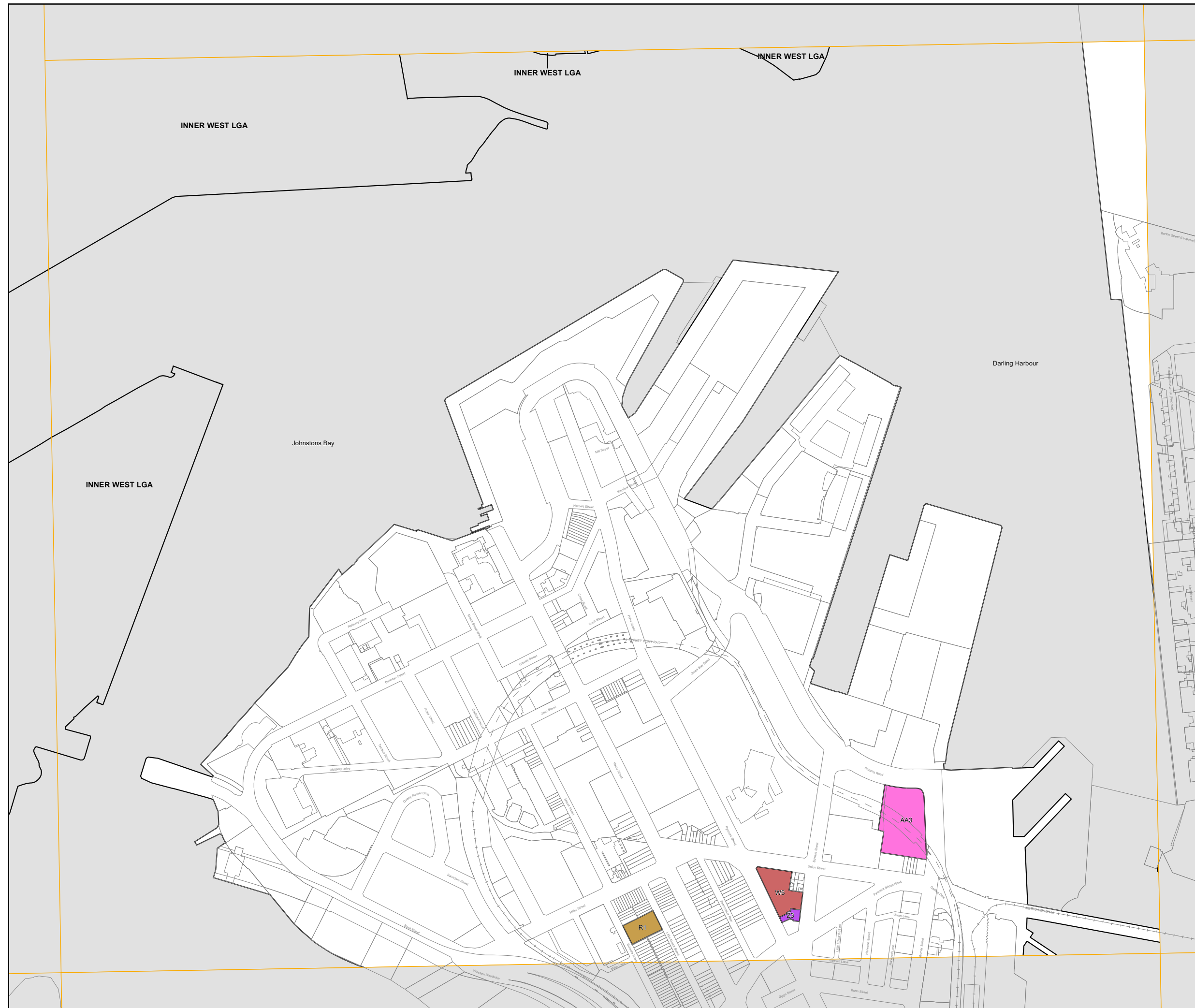
Alternative Floor Space Ratio Map
- Sheet AFSR_007

Alternative Maximum Floor Space Ratio (n:1)

R1	1.4
W5	3.75
W6	3.9
X2	4.1
Y1	4.5
Z3	5.7
AA3	6.5

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0 200m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56Map identification number:
7200_COM_AFSR_007_005_20231218

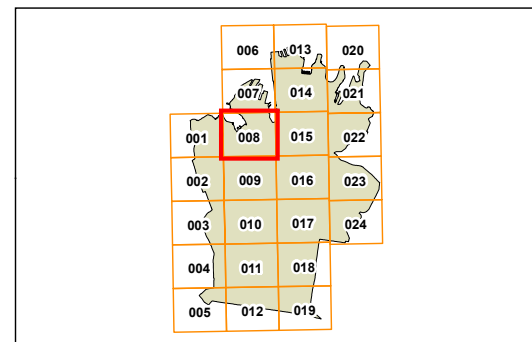
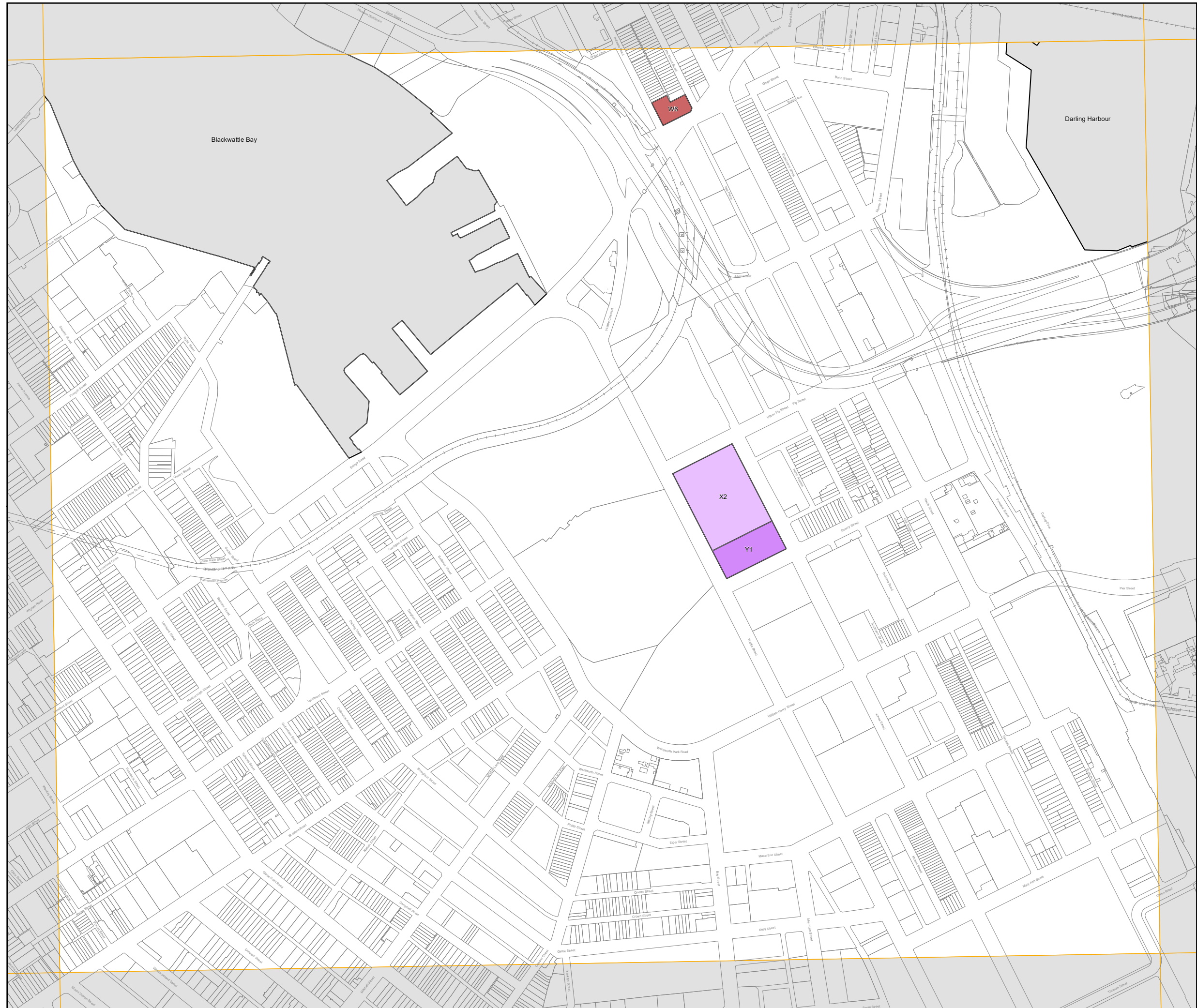
Alternative Floor Space Ratio Map
- Sheet AFSR_008

Alternative Maximum Floor Space Ratio (n:1)

R1	1.4
W5	3.75
W6	3.9
X2	4.1
Y1	4.5
Z3	5.7
AA3	6.5

Cadastral

Cadastral 18/12/2023 © City of Sydney



0 200m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56Map identification number:
7200_COM_AFSR_008_005_20231218

Sydney Local Environmental Plan 2012

Alternative Height of Buildings Map - Sheet AHOB_007

Maximum Building Height (m)

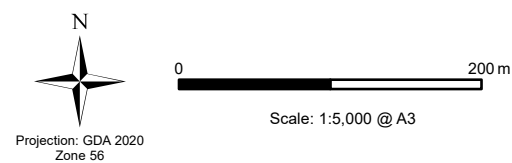
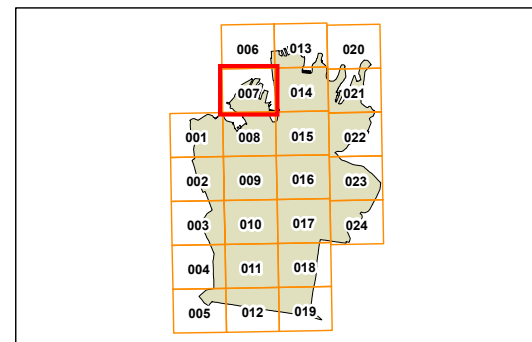
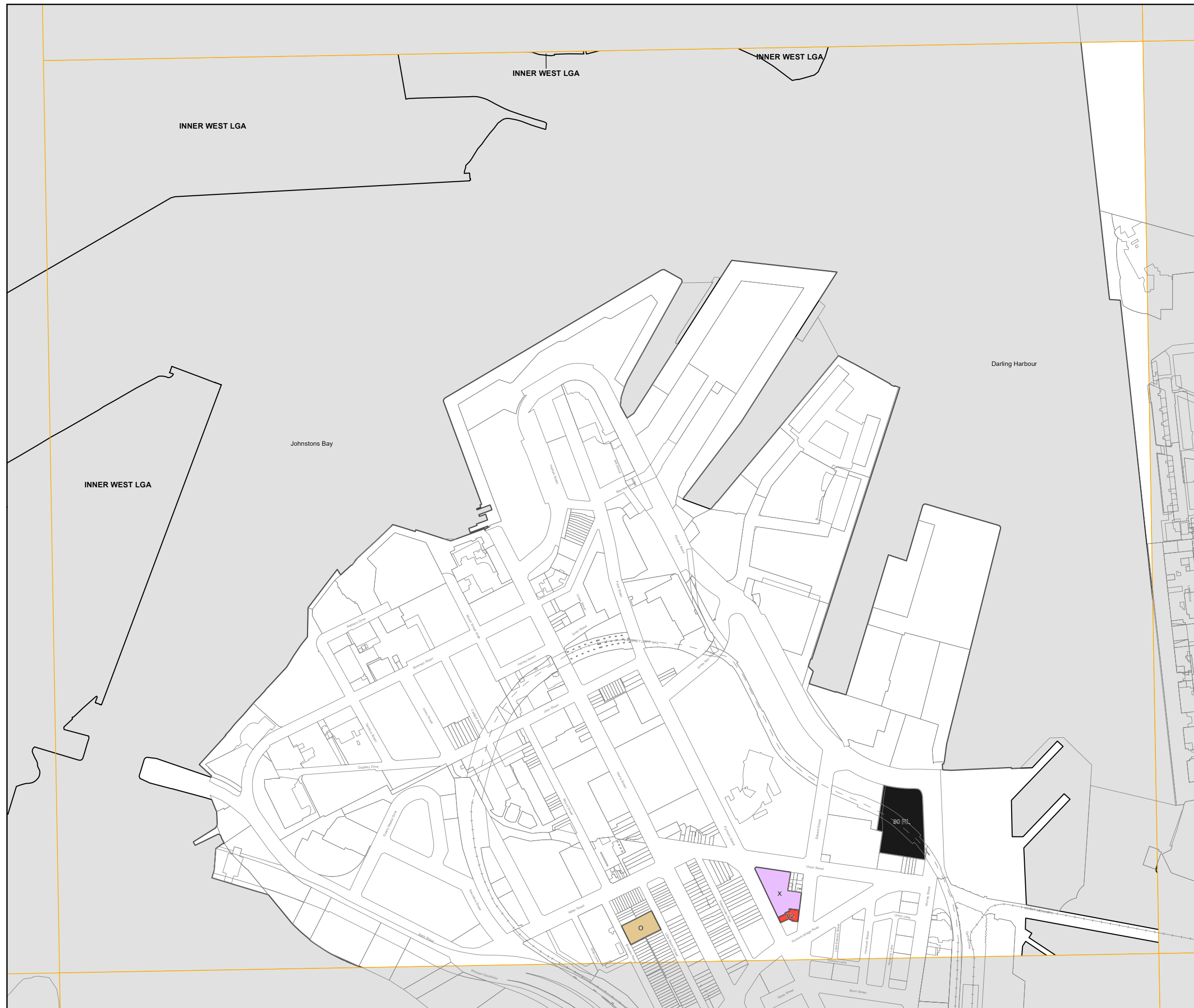
- 15
- 38
- 45

Maximum Building Height (m) Heights shown on map in RL (m)

- 50 - 60
- 90 - 100

Cadastre

- Cadastre 14/12/2023 © City of Sydney



Sydney Local Environmental Plan 2012

Alternative Height of Buildings Map - Sheet AHOB_008

Maximum Building Height (m)

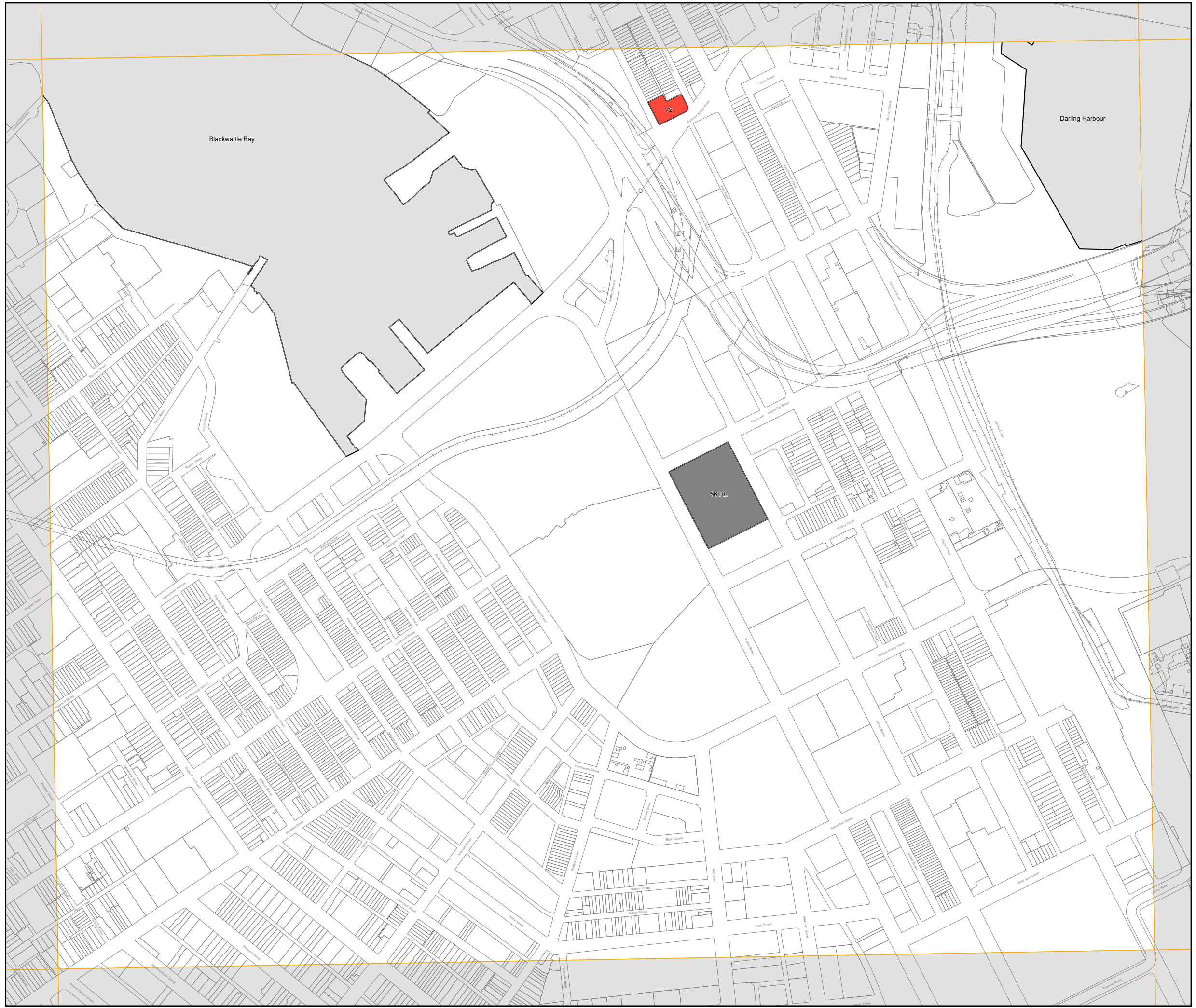
- 15
- V2 38
- X 45

Maximum Building Height (m) Heights shown on map in RL (m)

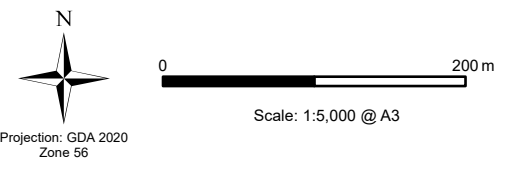
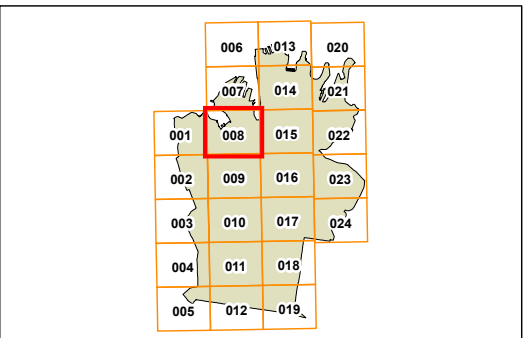
- 50 - 60
- 90 - 100

Cadastre

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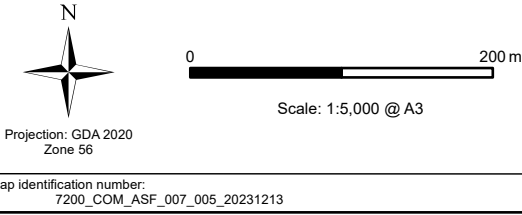
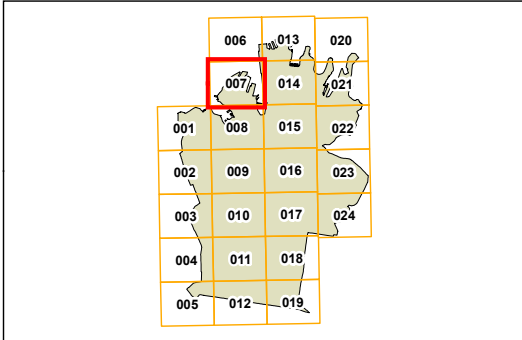
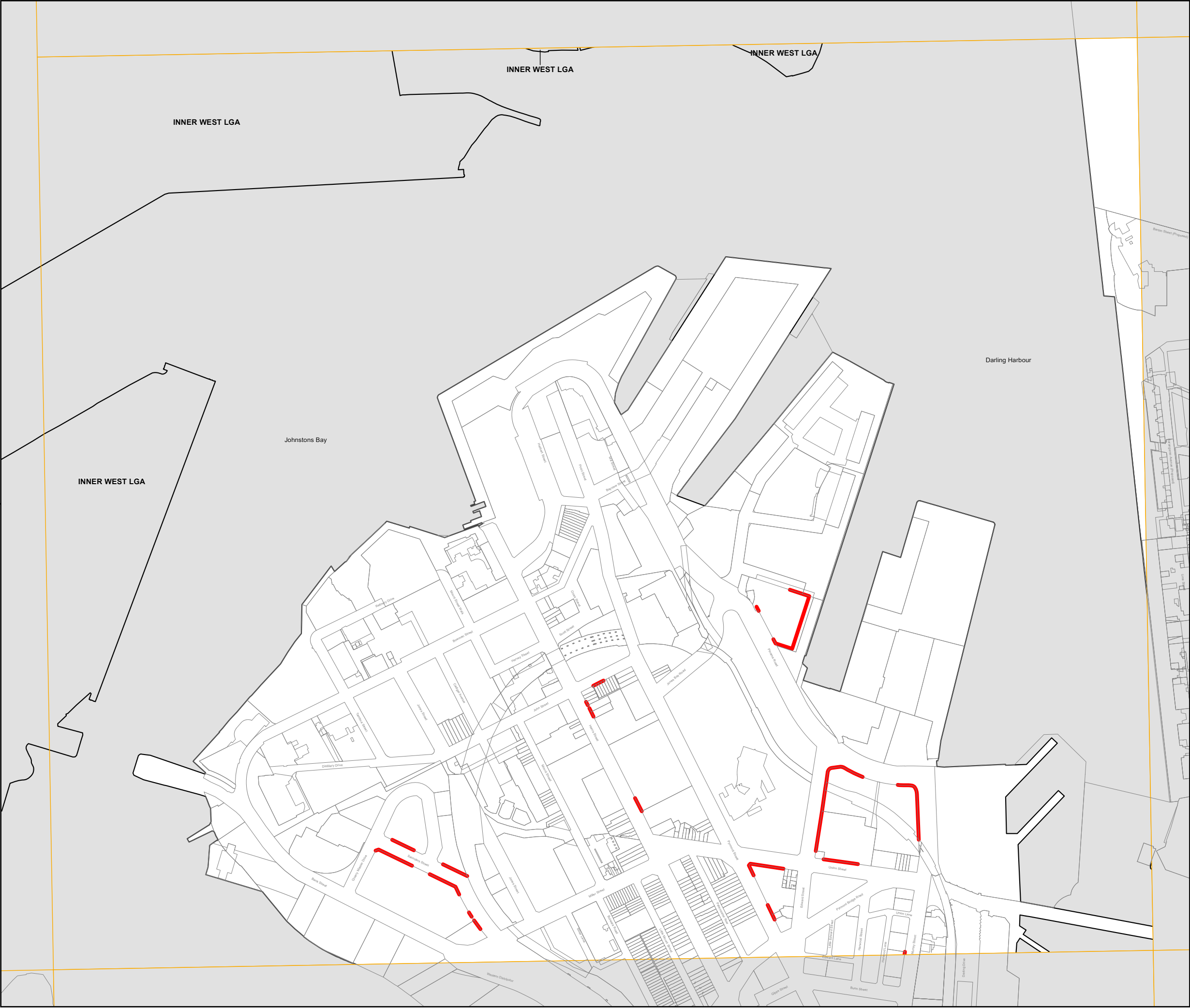
Active Street Frontages
- Sheet ASF_007

Active Street Frontages

Active Street Frontage

Cadastre

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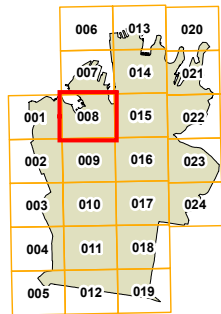
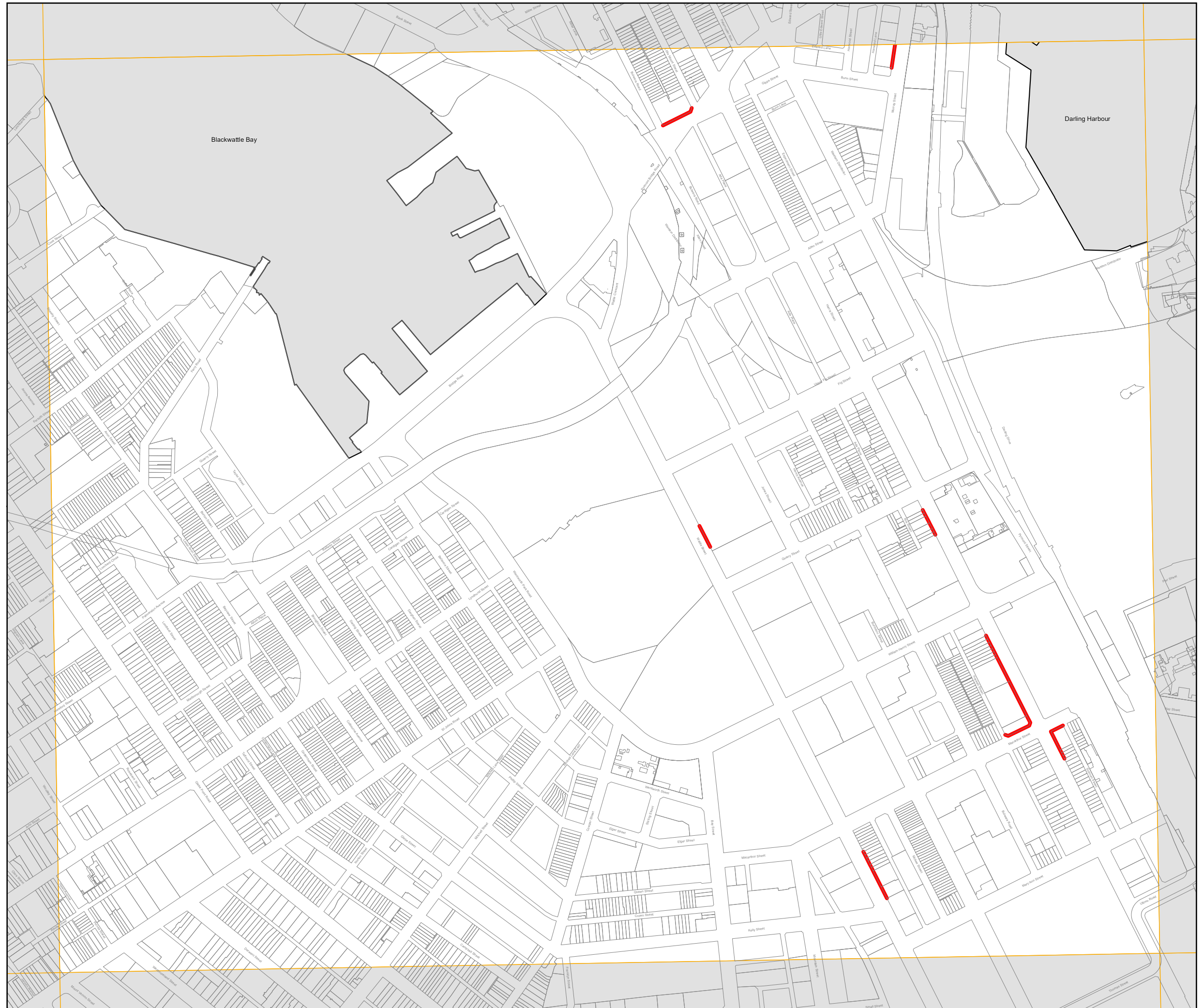
Active Street Frontages
- Sheet ASF_008

Active Street Frontages

Active Street Frontage

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0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
7200_COM_ASF_008_005_20231212

Sydney Local Environmental Plan 2012

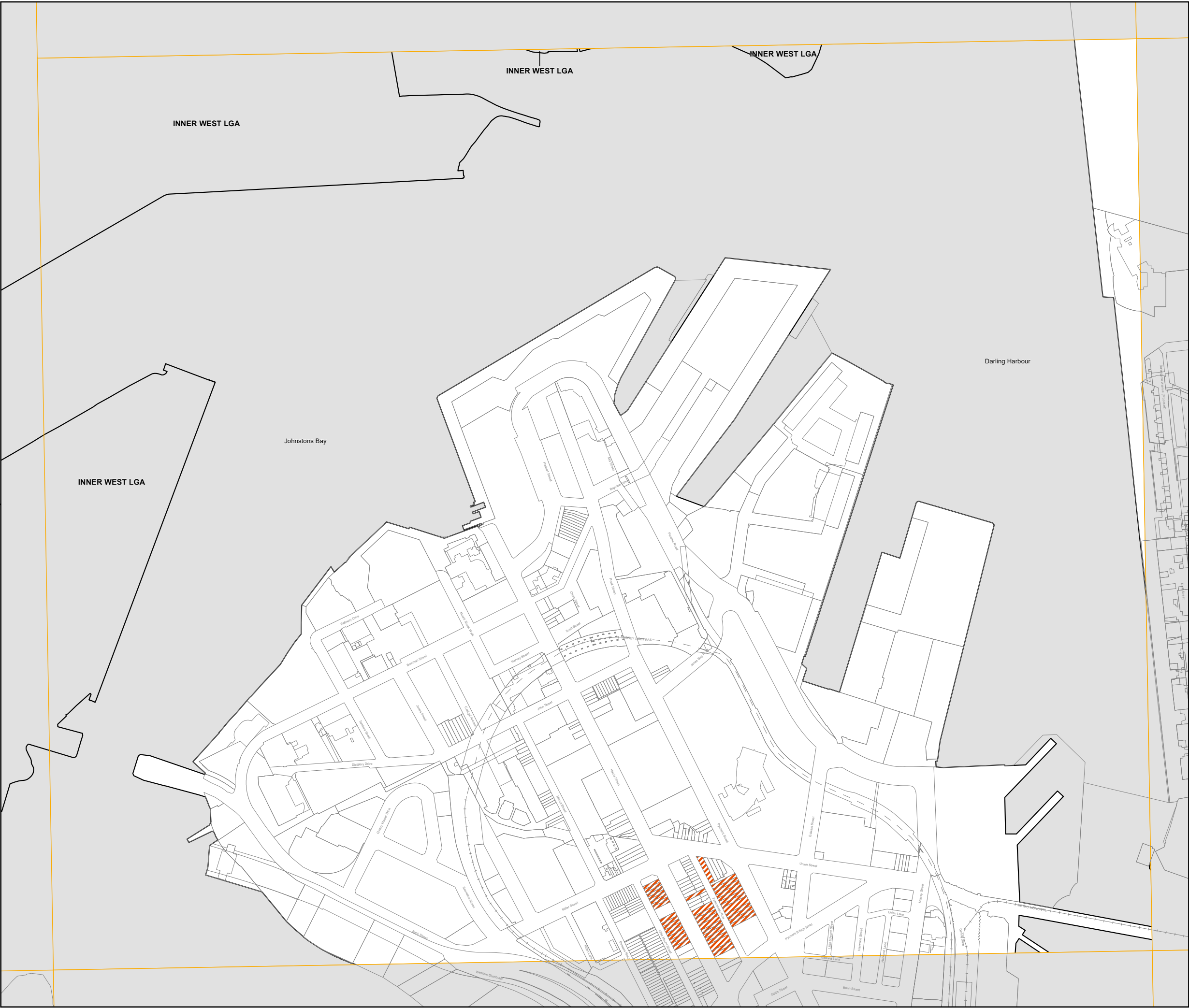
Locality and Site Identification Map
Key Sites Map
Foreshore Building Line Map
- Sheet CL1_007

Locality and Site Identification Map

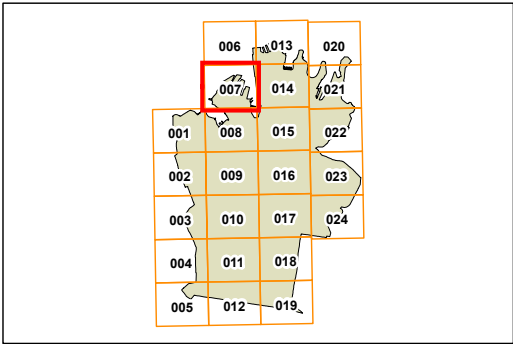
Small Lot Housing

Cadastre

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0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 1994
Zone 56

Map identification number:
7200_COM_CL1_007_005_20240110

Sydney
Local Environmental
Plan 2012

Locality and Site Identification Map
Key Sites Map
Foreshore Building Line Map
- Sheet CL1_008

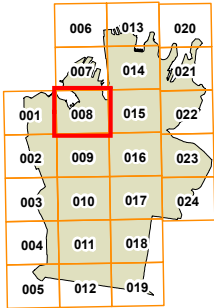
Locality and Site Identification Map

Small Lot Housing

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Scale: 1:5,000 @ A3

Projection: GDA 1994
Zone 56

Map identification number:
7200_COM_CL1_008_005_20240110



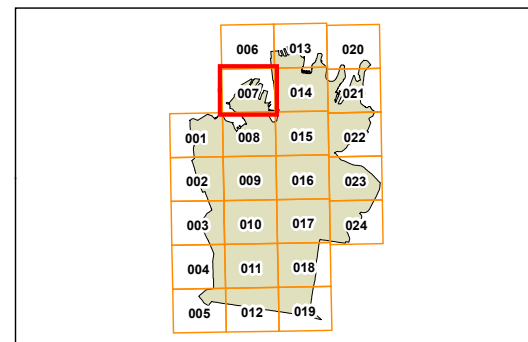
Floor Space Ratio Map -
Sheet FSR_007

Maximum Floor Space Ratio (n:1)

S2	1.6
T1	2
T3	2.3
U1	2.5
U6	2.75
V1	3
V4	3.3
V5	3.41
W1	3.5
W3	3.61
W5	3.75
X1	4
X4	4.22
Y5	4.83
AA3	6.5
AA4	6.7
AB1	7
AB3	7.7
AF	11

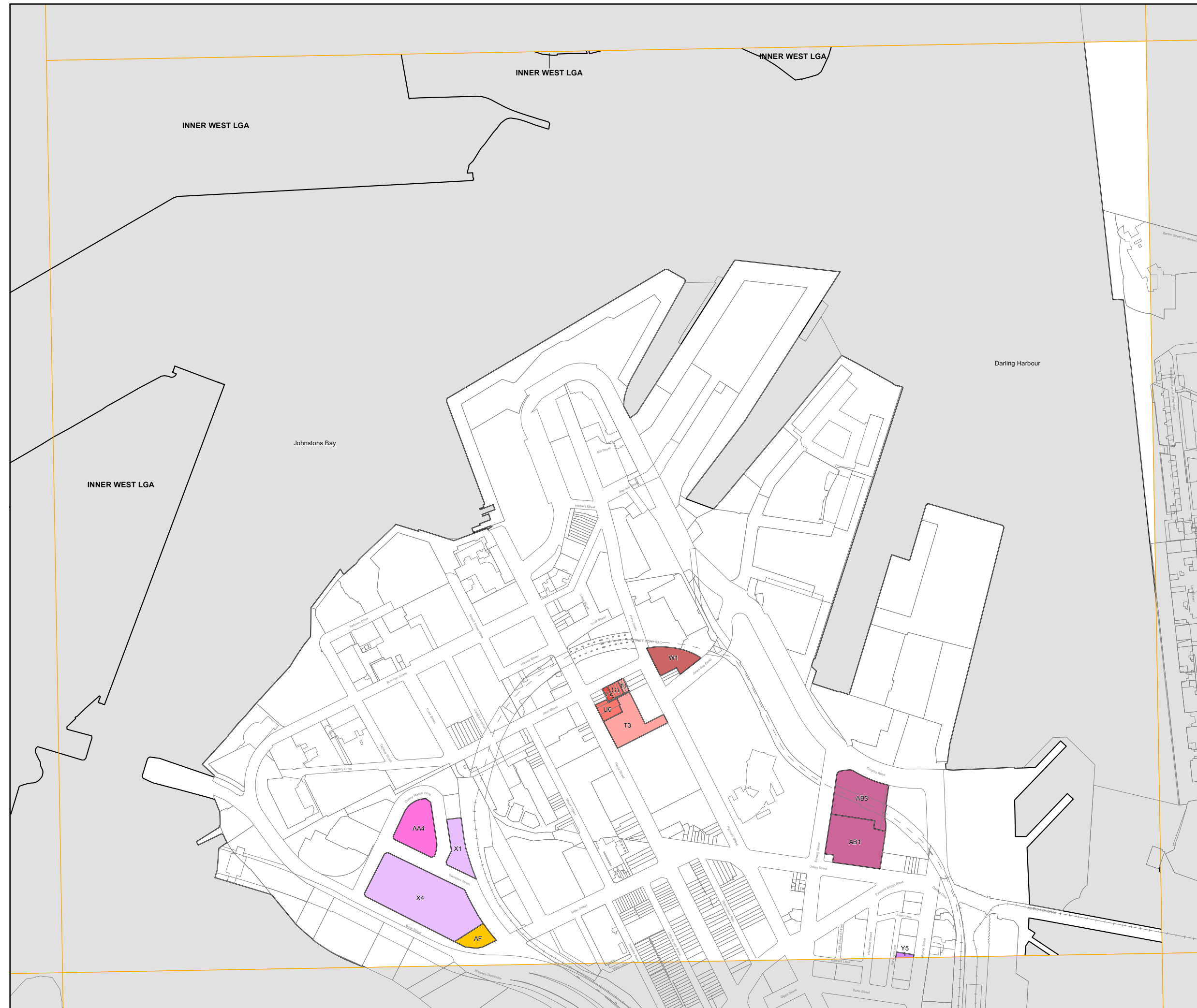
Cadastre

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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56Map identification number:
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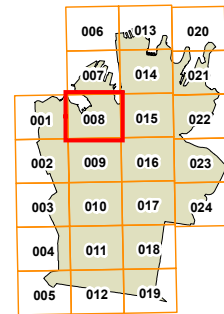
Floor Space Ratio Map -
Sheet FSR_008

Maximum Floor Space Ratio (n:1)

S2	1.6
T1	2
T3	2.3
U1	2.5
U6	2.75
V1	3
V4	3.3
V5	3.41
W1	3.5
W3	3.61
W5	3.75
X1	4
X4	4.22
Y5	4.83
AA3	6.5
AA4	6.7
AB1	7
AB3	7.7
AF	11

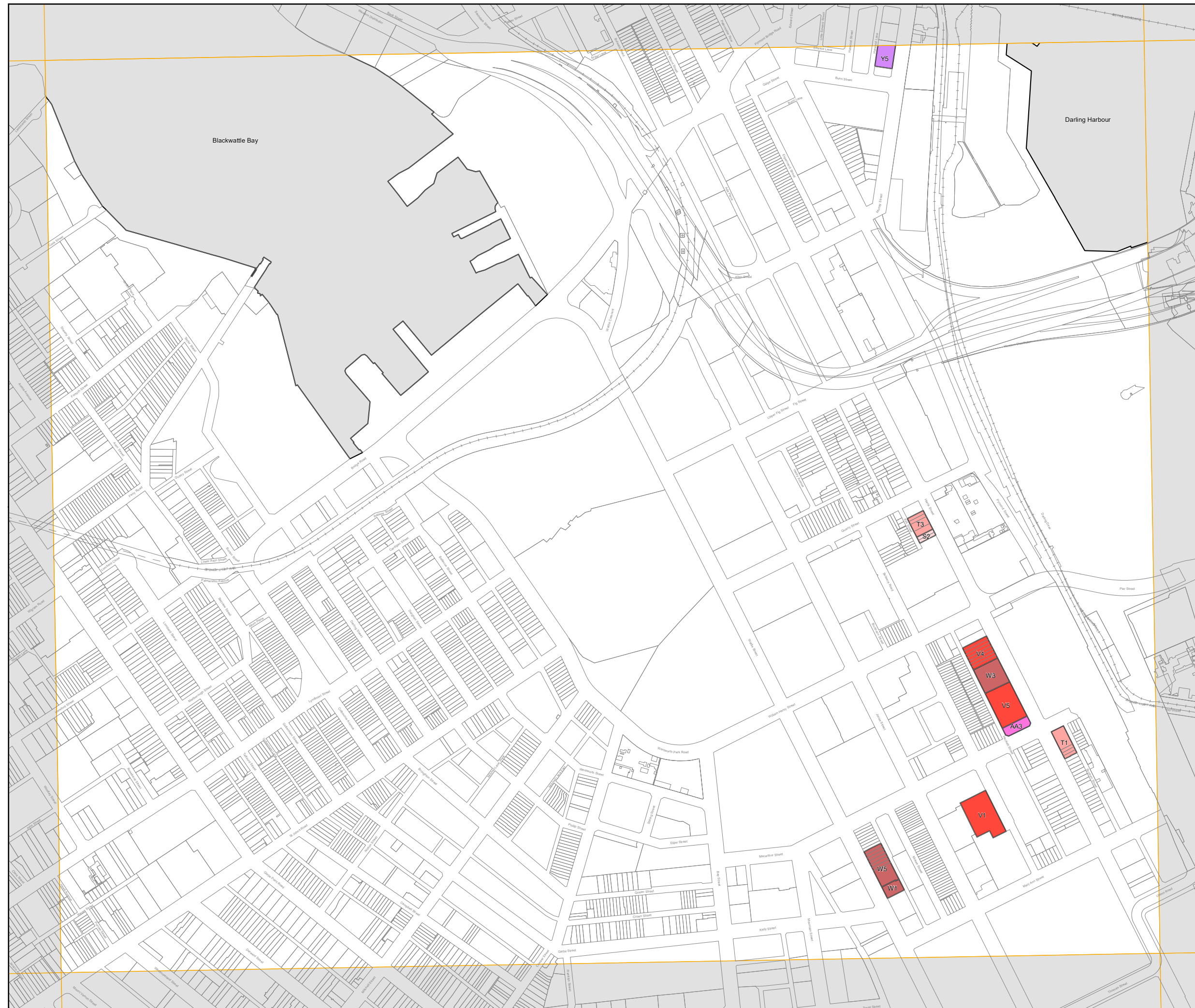
Cadastre

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0 200m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56Map identification number:
7200_COM_FSR_008_005_20240110

Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_007

Maximum Building Height (m)

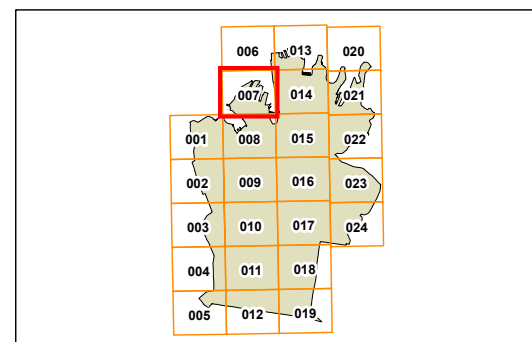
P	18
R	22
S2	24
T2	27
T3	28
U1	30
U2	33
V1	35
V2	38
W1	40
W2	42
Y	50
Z	55
AB2	85

Maximum Building Height (m) Heights shown on map in RL (m)

80 - 90
90 - 100
120 - 130

Cadastre

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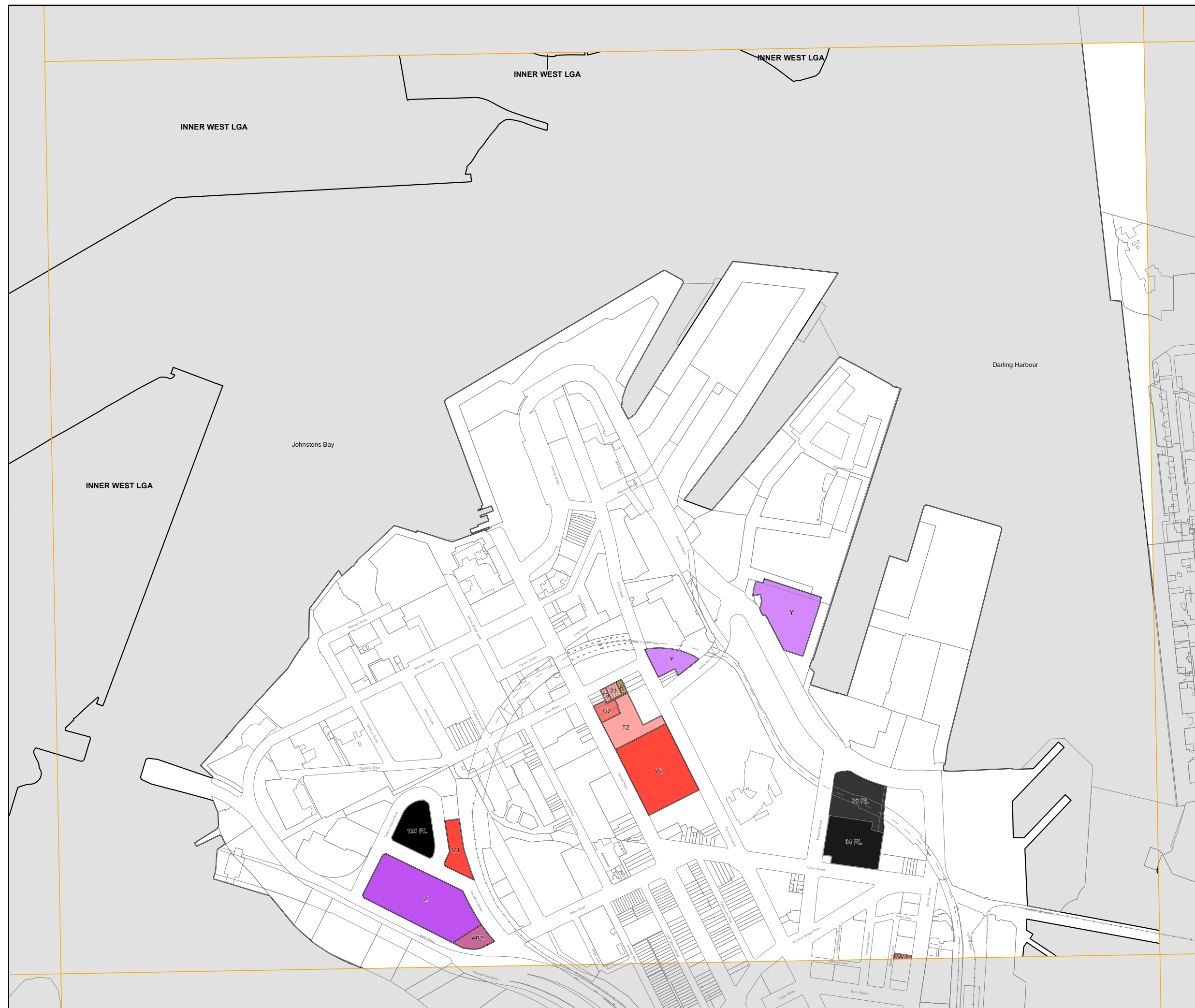


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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
7200_COM_HOB_007_005_20231214



Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_008

Maximum Building Height (m)

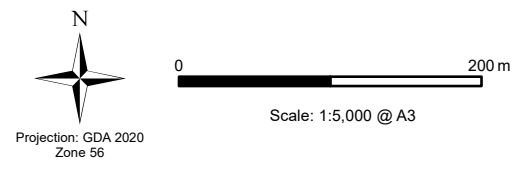
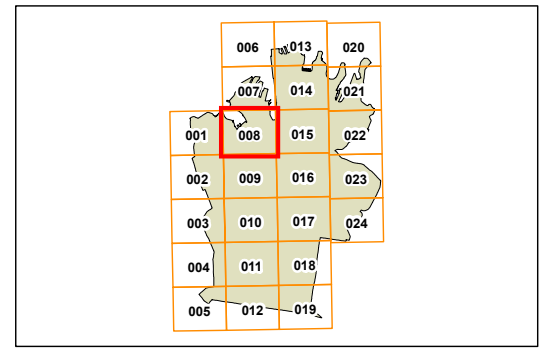
- P 18
- R 22
- S2 24
- T2 27
- T3 28
- U1 30
- U2 33
- V1 35
- V2 38
- W1 40
- W2 42
- Y 50
- Z 55
- AB2 85

Maximum Building Height (m)

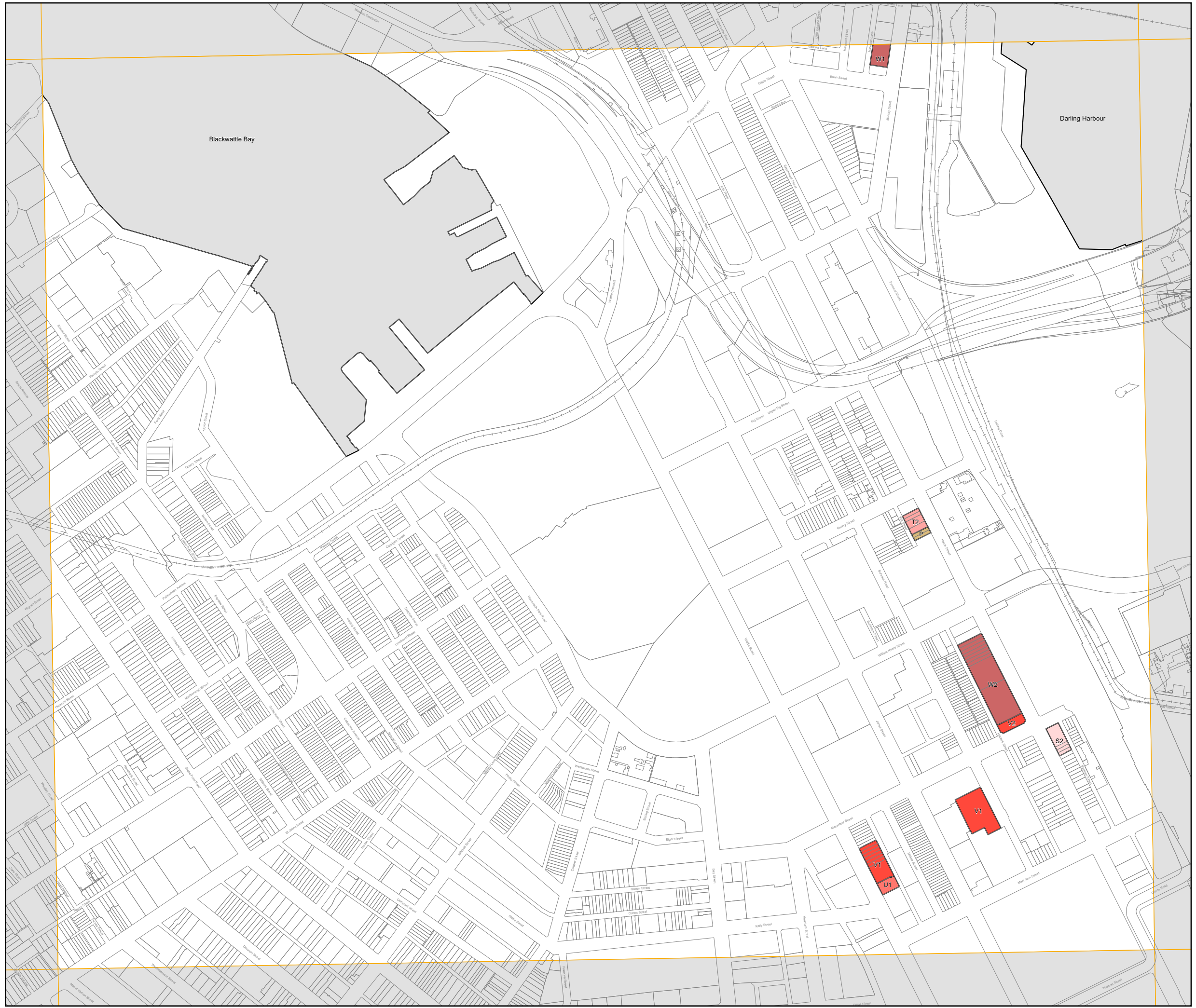
- Heights shown on map in RL (m)
- 80 - 90
 - 90 - 100
 - 120 - 130

Cadastre

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Map identification number:
7200_COM_HOB_008_005_20231214

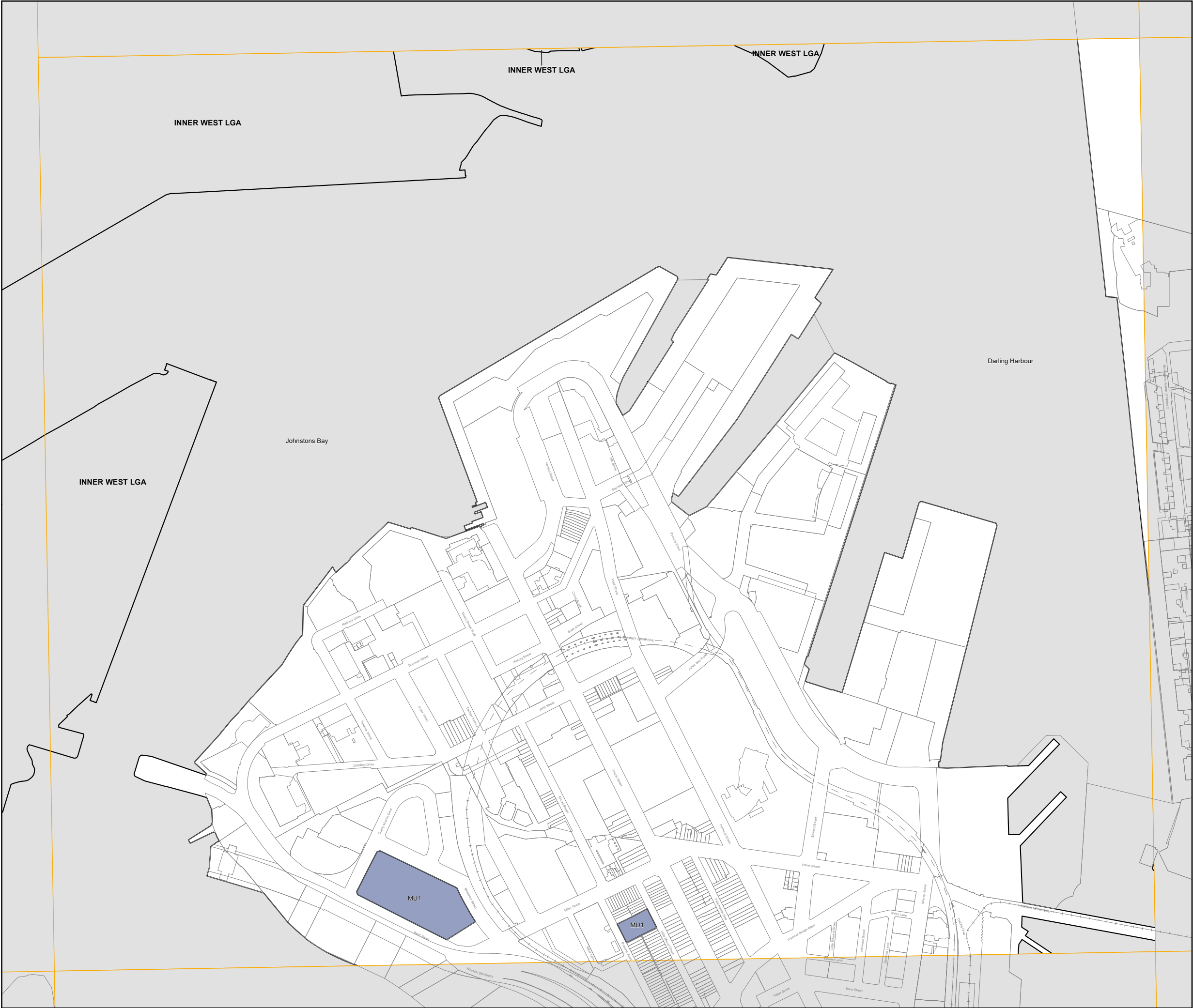


Zone

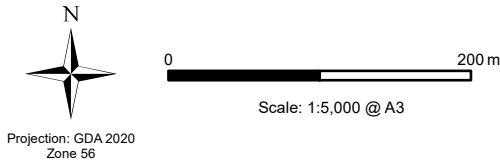
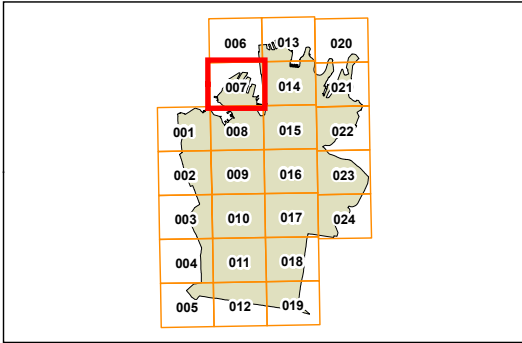
MU1 Mixed Use

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Appendix 3 - Consistency with Ministerial Direction 1.15 Implementation of the Pymont Peninsula Place Strategy

Ministerial Direction 1.15 Implementation of the Pymont Peninsula Place Strategy (Place Strategy) requires a planning proposal for land subject to the Place Strategy to be consistent with the Place Strategy and the Place Strategy – Urban Design Report (Vol. 3 Sub-precinct Master Planning). The consistency of this planning proposal with the terms of the Ministerial Direction is outlined below.

1.1 The Planning Proposal gives effect to the objectives of Ministerial Direction 1.15 and the Vision (Part 5) of the Place Strategy

The planning proposal gives effect to the objectives of the Ministerial Direction by facilitating development within Ultimo Pymont that is consistent with the Place Strategy and the Economic Development Strategy as outlined below.

This planning proposal is aligned with the Eastern City District Plan Planning Priority E7 Growing a Stronger and More Competitive Harbour CBD and actively supports the consistent delivery of objectives in the Eastern City District Plan and Greater Sydney Region Plan. The planning proposal delivers additional capacity for employment floorspace close to the new Metro station to provide for 20,000-27,000 jobs.

As outlined in Table 1 below, this planning proposal guides growth and change balanced with character, heritage, access to sunlight and public space, views, trees and infrastructure considerations across the Peninsula.

Table 1 Alignment of the planning proposal with the Vision of the Place Strategy

Vision	Comment
A renowned and treasured cultural and entertainment precinct	<p>Consistent</p> <p>This planning proposal contributes towards capacity for 4,100 homes and up to 20,000 to 27,000 jobs to support the success and vibrancy of key cultural and entertainment destinations within Ultimo Pymont.</p> <p>This planning proposal does not alter the planning controls for key cultural and entertainment uses which were identified as NSW Government key sites.</p>
Pymont will be at the forefront of the future of work.	<p>Consistent</p> <p>This planning proposal provides capacity towards up to 20,000 to 27,000 jobs in a range of building typologies in highly accessible locations and provides for the types of commercial buildings industry have told us are in high demand.</p> <p>This planning proposal also provides capacity for 4,100 homes to continue the tradition of Ultimo Pymont being a place where people live close to their work.</p> <p>A significant proportion of the commercial floorspace capacity is within close proximity of the new Metro Station, to promote public transport use by workers and customers, support a self-sustaining workplace precinct in a diversity of building</p>

Vision	Comment
	typologies and support the growth and clustering of creative media businesses.
Green and connected.	<p>Consistent</p> <p>The proposed planning controls facilitate opportunities to increase publicly accessible open space, widen footpaths, accommodate over 250 new trees, 2,000 square metres of new green roofs, and minimise overshadowing to existing residents and important public parks and places. The proposed planning controls also maintain and improve views and vistas to strengthen connections between Ultimo Pymont and the waterfront.</p>
Embracing a sensible approach to growth	<p>Consistent</p> <p>The strategic review looked at all sites in Ultimo and Pymont where the City is the planning authority and seeks to update the planning framework in response to the Direction. The City's review started with sites identified in the Place Strategy as being potentially capable of change and then expanded to look at nearly every site in Ultimo and Pymont.</p> <p>Ultimo was identified in the Planning Strategy as the location of the most growth. This planning proposal introduces new planning controls for a range of sites, to increase residential capacity within the Ultimo sub-precinct.</p> <p>After discussions with the landowners, this planning proposal does not introduce new planning controls for the UTS Broadway Campus and the TAFE NSW Ultimo Campus. Site-specific controls for those sites can be implemented through a separate planning process in the future. Further detail is included in Attachment A3 Sites Reviewed but Not Changing.</p> <p>This planning proposal introduces new planning controls for a number of sites in the southern part of the Darling Island sub-precinct, to facilitate commercial floorspace in close proximity of the Metro Station. This planning proposal also introduces new controls for a number of sites in the Blackwattle Bay sub-precinct to facilitate both residential and commercial floorspace near the foreshore walk as envisioned in the Place Strategy.</p> <p>This planning proposal has not included any within the Tumbalong Park sub-precinct. This area is largely under the responsibility of the NSW Government.</p>
A variety of building typologies	<p>Consistent</p> <p>This planning proposal delivers a range of building typologies and land uses, as demonstrated in Figure 5 Diagrammatic representation of the development permitted on each site included in this planning proposal.</p> <p>The proposed planning controls which contribute towards 4,100 dwellings are to be provided across a variety of building types, including residential flat buildings, mixed use developments and</p>

Vision	Comment
	<p>small lot housing which will have excellent access to sunlight and natural ventilation.</p> <p>The proposed planning controls which contribute towards accommodating up to 20,000 to 27,000 jobs in a range of building typologies in highly accessible locations and align with the types of commercial buildings industry have told us are in high demand.</p>
<p>People will use public transport, walk or cycle to get to and from the Peninsula.</p>	<p>Consistent</p> <p>Proximity to the future metro station has guided the City's land use approach. The City's planning proposal reflects a land use approach that seeks to:</p> <ul style="list-style-type: none"> a) incentivise a critical mass of business floor space close to Pymont Metro Station to promote public transport use by workers and customers; b) plan for a middle ring of mixed-use developments with strong public transport accessibility to provide homes for people and good access to local shops and services for existing and future residents; and c) provide an outer ring of residential development, comprised of housing options ranging from higher density to small lot dwellings, located slightly further from public transport but still within walking distance of light rail, bus routes or the Pymont metro station. <p>This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan to fund public domain upgrades and dedicated cycleways to improve connectivity.</p>
<p>A diversity of housing, including new affordable and social housing.</p>	<p>Consistent</p> <p>The proposed planning controls contribute towards providing for up to 4,100 homes in a variety of building forms and scales, including residential flat buildings, mixed use developments and small lot housing.</p> <p>This planning proposal delivers more affordable housing with land subject to a height and FSR increase for residential development required to pay an additional contribution on the uplift.</p> <p>This planning proposal does not change the planning controls for social or affordable housing sites, thus ensuring social and affordable housing tenants remain in the Ultimo Pymont community.</p>
<p>A tapestry of publicly accessible open spaces</p>	<p>Consistent</p> <p>This planning proposal increases the quantum of open space across Ultimo Pymont and protects solar access to existing parks.</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not</p>

Planning Proposal
Ultimo Pyrmont

Vision	Comment
	<p>overshadowed by new development during the hours of primary use.</p> <p>The draft DCP Ultimo Pyrmont introduces site-specific controls which require development to provide publicly accessible open space with deep soil. The co-location of deep soil areas and streets makes it possible for the publicly accessible open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking, throughout the peninsula.</p> <p>The proposed planning controls also introduce a series of open spaces and through site links radiating from the metro station, so more people can access the station more easily and people arriving by metro can easily find their way to their destinations in comfort.</p>

Planning Proposal Ultimo Pymont

Residential typologies

Commercial typologies

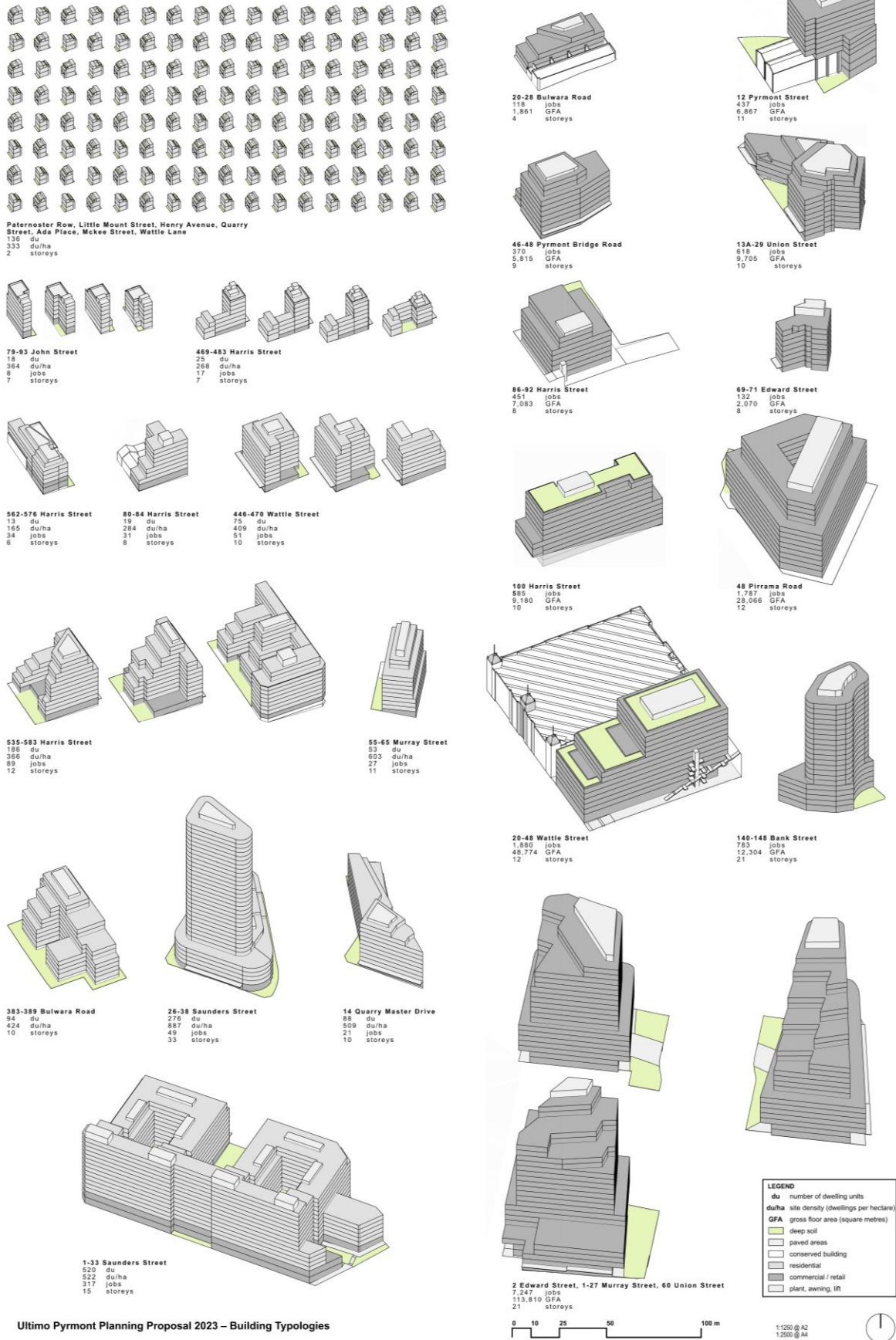


Figure 5 Diagrammatic representation of the development permitted on each site included in this planning proposal

1.2 The Planning Proposal is consistent with the 10 directions (Part 6) and Structure Plan (Part 8) in the Pyrmont Peninsula Place Strategy

This planning proposal is consistent with the 10 directions, as outlined in the table below.

Table 2 Alignment of the planning proposal with the 10 directions of the Place Strategy

10 Directions	Comment
1. Jobs and industries of the future	<p>Consistent</p> <p>This planning proposal provides capacity towards up to 20,000 to 27,000 jobs in a range of building typologies including low scale heritage buildings, large floorplate mid-rise buildings, and towers. This planning proposal provides for the type of office premises that industry has told us are in high demand in the area.</p> <p>A significant proportion of the commercial floorspace capacity is within close proximity of the new Metro Station to support the growth and clustering of creative media businesses.</p> <p>The amenity of the area for workers will be enhanced through new publicly accessible open spaces, through site links, and mixed use development with local retail and services.</p>
2. Development that complements or enhances the area	<p>Consistent</p> <p>The City's approach is place-led and people-focused. The urban design analysis which informed this planning proposal was guided by the following design considerations:</p> <ol style="list-style-type: none">1. more deep soil for more trees and cool green spaces;2. more public space for more people – streets and open spaces;3. minimise overshadowing of existing residential properties;4. reinforce 'street wall' form of most buildings;5. conserve heritage values;6. good design for wind and noise;7. match land use to place;8. consider public views to and from public places; and9. maximise development within constraints. <p>The detailed planning controls proposed in this planning proposal and the draft DCP Ultimo Pyrmont have been developed with consideration to the site-specific matters listed above. Using these guiding considerations has ensured that the new planning controls facilitate development that fits within the</p>

10 Directions	Comment
	<p>Peninsula's evolving character and complements the area.</p> <p>A full description of the urban design benefits of this planning proposal are outlined throughout this Appendix.</p>
3. Centres for residents, workers and visitors	<p>Consistent</p> <p>This planning proposal supports the vibrancy of the Darling Island sub-precinct, increasing the size of the pedestrianised section of Harwood Street and incentivising non-residential development to create a node of activity and support the entertainment precinct.</p> <p>This planning proposal enables mixed use development with active frontages on Harris Street to support its role as a main street. In response to landowner requests, this planning proposal also introduces business premises as a permitted use to three R1 General Residential zoned sites on Harris Street to provide the opportunity for more ground floor businesses to provide local services.</p> <p>While the Place Strategy identifies that Harris Street should become a pedestrian-focused street with traffic reductions and a decreased number of lanes, the subsequent Transport for NSW Western Distributor Network Improvement Project and the NSW Government's draft Pyrmont Ultimo Transport Plan indicate that there will be an overall increase in traffic movements along this corridor and only minor improvements for pedestrians. The City has previously raised concerns that the Western Distributor Network Improvement Project and the draft Pyrmont Ultimo Transport Plan are both inconsistent with the Place Strategy.</p> <p>Given the prediction that traffic volumes on Harris Street will increase, the proposed planning controls for sites on Harris Street provide for the need to design to minimise noise impacts. This significantly reduces the overall number of dwellings that can be delivered on Harris Street.</p> <p>After discussions with the landowners, this planning proposal does not introduce new planning controls for the UTS Broadway Campus and the TAFE NSW Ultimo Campus. Site-specific controls for those sites can be implemented through a separate planning process in the future to support a new activity centre at the southern end of Harris Street. Further detail is included in Attachment A3 Sites Reviewed but Not Changing.</p>
4. A unified planning framework	<p>Consistent</p>

10 Directions	Comment
	<p>This planning proposal gives effect to the Place Strategy, as detailed in this Appendix. This planning proposal does not impact the planning pathway for any NSW Government key sites.</p> <p>All new planning controls are proposed to be contained within the Sydney LEP 2012 and the draft DCP Ultimo Pyrmont.</p>
<p>5. A tapestry of greener public spaces and experiences</p>	<p>Consistent</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not overshadowed by new development during the hours of primary use.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pyrmont Local Infrastructure Contributions Plan to fund capacity improvements to both the northern and southern sections of Wentworth Park, to enable this open space to continue to meet demand for active and passive recreation.</p> <p>The draft DCP Ultimo Pyrmont, which will be exhibited with this planning proposal, introduces site-specific controls which require development to provide publicly accessible open space with deep soil. The co-location of deep soil areas and streets makes it possible for the publicly accessible open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking, throughout the peninsula.</p> <p>The proposed planning controls also introduce a series of open spaces and through site links radiating from the metro station, so more people can access the station more easily and people arriving by metro can easily find their way to their destinations in comfort. These connections are detailed in Section 1.5 below.</p> <p>This planning proposal together with the detailed planning controls of the draft DCP Ultimo Pyrmont ensure that view corridors to the water are maintained or enhanced.</p>
<p>6. Creativity, culture and heritage</p>	<p>Consistent</p> <p>This planning proposal supports the Sydney Harbour foreshore walk through ensuring no impact on the solar access of the foreshore parks.</p> <p>This planning proposal and the draft DCP Ultimo Pyrmont supports the 'market to museum' link along Pyrmont Bridge Road by requiring any development of 46-48 Pyrmont Bridge Road provide a 6.5 metre setback to Pyrmont Bridge Road to relieve a crucial pedestrian pinch point.</p>

10 Directions	Comment
	<p>This planning proposal responds to the heritage context of the area and preserves the industrial heritage of Ultimo Pymont. For example, targeted changes to planning controls of 28-48 Wattle Street require the preservation and restoration of heritage significant fabric while maximising floor space and encouraging the retention of small creative industries existing on the site.</p> <p>This planning proposal does not alter the planning controls for key cultural and entertainment uses which were identified as NSW Government key sites.</p>
<p>7. Making it easier to move around</p>	<p>Consistent</p> <p>The proposed planning controls identify several new and upgraded through site links to improve east-west connections and enhance “ridge to harbour” walking links.</p> <p>This includes a series of open spaces and through site links radiating from the metro station so more people can access the station more easily and people arriving by metro can easily find their way to their destinations in comfort.</p> <p>The proposed planning controls improve wayfinding to the Pymont Bay Light Rail stop, facilitating safe and legible interchange between the Pymont Metro Station and light rail.</p> <p>The Draft DCP Ultimo Pymont contains detailed design provisions for 28-48 Wattle Street which requires an accessible through-site link to ensure all people can travel east-west through the area.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan to fund public domain upgrades, tree planting and dedicated cycleways to improve walking and cycling connectivity.</p> <p>Further detail on through site links and public domain upgrades is included in Section 1.5 below.</p>
<p>8. Building now for a sustainable future</p>	<p>Consistent</p> <p>This planning proposal and draft DCP Ultimo Pymont seek to achieve an increase in canopy cover through an increase in deep soil planting requirements and appropriate street tree planting.</p> <p>This planning proposal works in conjunction with existing City and State policy on sustainability outcomes, including net-zero energy requirements for non-residential development.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan</p>

10 Directions	Comment
	to fund public domain upgrades, tree planting and dedicated cycleways to improve connectivity.
9. Great homes that can suit the needs of more people	<p>Consistent</p> <p>This planning proposal introduces planning controls which enable a diversity of housing types across a variety of scales, including residential flat buildings, mixed use developments and small lot housing. As shown in Figure 5, the scale of residential development enabled through this planning proposal varies from 2 storeys to 33 storeys, providing diverse options for residents.</p> <p>This planning proposal provides for an increased supply of affordable housing by requiring sites receiving residential uplift to provide nine per cent of the residential uplift floor space as affordable rental housing. This will be either through the provision of dwellings or an equivalent monetary contribution.</p> <p>This contribution is in addition to the new general controls in Ultimo and Pyrmont which will require a contribution rate of one per cent of the total floor area for non-residential uses and three per cent of the total floor area of the development for residential uses as affordable rental housing.</p>
10. A collaborative voice	<p>Consistent</p> <p>The City's approach is place-led and people-focused. It seeks to advance known community priorities contained in our community strategic plan, Sustainable Sydney 2030-2050 Continuing the Vision, our local strategic planning statement City Plan 2036, and priorities directly identified to us through engagement with residents, landowners and community groups.</p> <p>In May 2022 the City started consultation with community and stakeholder groups about the strategic review. We held conversations with residents and landowners to understand their concerns, interests and perspectives on how to best accommodate growth and change in Ultimo and Pyrmont. This early engagement influenced the urban design analysis, draft planning controls and the preparation of a local infrastructure contributions plan.</p>

This planning proposal is consistent with the Structure Plan of the Place Strategy, as outlined in the table below.

Table 3 Alignment of the planning proposal with the Structure Plan of the Place Strategy

Structure Plan	Comment
Regional Harbour Parkland	<p>Consistent</p> <p>This planning proposal supports the Sydney Harbour foreshore walk as a continuous water-edge experience, connecting people to an understanding of place and of care for Country through ensuring no change to solar access of the foreshore parks.</p> <p>This planning proposal enhances access to the foreshore through new and enhanced through site links and widened footpaths. These are detailed below in Section 1.5.</p>
World class harbour foreshore walk	<p>Consistent</p> <p>This planning proposal does not involve any sites involved in the delivery of the foreshore walk.</p>
High street/intermediate transport corridor	<p>Consistent</p> <p>This planning proposal enables mixed use development with active frontages on Harris Street to support its role as a main street. In response to landowner requests, this planning proposal also introduces business premises as a permitted use to three R1 General Residential zoned sites on Harris Street to provide the opportunity for more ground floor businesses to provide local services.</p> <p>While the Place Strategy identifies that Harris Street should become a pedestrian-focused street with traffic reductions and a decreased number of lanes, the subsequent Transport for NSW Western Distributor Network Improvement Project and the NSW Government's draft Pyrmont Ultimo Transport Plan indicate that there will be an overall increase in traffic movements along this corridor and only minor improvements for pedestrians. The City has previously raised concerns that the Western Distributor Network Improvement Project and the draft Pyrmont Ultimo Transport Plan are both inconsistent with the Place Strategy.</p> <p>Given the prediction that traffic volumes on Harris Street will increase, the proposed planning controls for sites on Harris Street provide for the need to design to minimise noise impacts. This significantly reduces the overall number of dwellings that can be delivered on Harris Street.</p> <p>After discussions with the landowners, this planning proposal does not introduce new planning controls for the UTS Broadway Campus and the TAFE NSW Ultimo Campus. Site-specific controls for those sites can be implemented through a separate planning process in the future to support a new activity centre at the southern end of Harris Street.</p>

Structure Plan	Comment
Strategic active transport route and green walkable streets	<p>Consistent</p> <p>This planning proposal is accompanied with a Draft Ultimo Pyrmont Local Infrastructure Contributions Plan to fund public domain upgrades, tree planting and dedicated cycleways to improve walking and cycling connectivity.</p> <p>The controls for small lot housing will encourage the removal of driveways from narrow streets in conservation areas and provide space for the planting of street trees, improving the amenity and walkability of narrow streets.</p> <p>The draft DCP Ultimo Pyrmont introduces site-specific controls which require development to provide publicly accessible open space with deep soil. The co-location of deep soil areas and streets makes it possible for the publicly accessible open spaces on private lots to be accessible to the public and increases canopy cover on streets.</p>
Local open spaces	<p>Consistent</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not overshadowed by new development during the hours of primary use.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pyrmont Local Infrastructure Contributions Plan to fund capacity improvements to both the northern and southern sections of Wentworth Park, to enable this open space to continue to meet demand for active and passive recreation.</p> <p>The City has undertaken extensive work modelling the potential impacts associated with development uplift. The proposed planning controls seek to protect public views from public places and protect solar access to important parks and places so they remain pleasant places for people to spend time.</p> <p>The draft DCP Ultimo Pyrmont introduces site-specific controls which require development to provide publicly accessible open space with deep soil. The co-location of deep soil areas and streets makes it possible for the publicly accessible open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking.</p>
Areas capable of change	<p>Consistent</p> <p>This planning proposal introduces new controls to contribute towards providing for 4,100 dwellings and 20,000-27,000 jobs in Ultimo Pyrmont across a range of building typologies.</p> <p>The City looked at nearly every site in Ultimo and Pyrmont to try and determine the most sensitive way to accommodate the growth envisaged by the NSW Government. Our starting point for reviewing sites were the sites identified in the Place Strategy as being potentially capable of change and therefore</p>

Structure Plan	Comment
	<p>candidates for delivering additional jobs and homes. We then extended our consideration to additional sites identified through our review process.</p> <p>Sites have undergone initial consideration and discussion with landowners and the community. In instances where planning control changes were deemed appropriate, urban design testing was undertaken. Some sites identified in the Planning Strategy as an area capable of change were reviewed, but no planning control changes progressed as part of the proposed planning framework. The report at Attachment A3 provides a summary of these sites and the City's consideration.</p>

1.3 The Planning Proposal delivers on envisaged future character for sub-precincts (Part 9), including relevant place priorities in the Pymont Peninsula Place Strategy

This planning proposal delivers on envisaged future character for sub-precincts, as outlined in Table 4 below.

Table 4 Alignment of the Planning Proposal with the envisaged future character for sub-precincts of the Place Strategy

Sub-precincts	Comment
Darling Island	<p>Consistent</p> <p>This planning proposal plans for new jobs in a range of building typologies and scales within walking distance of the Pymont Metro station to cater for the growth of industries including tourism, culture, entertainment and innovation.</p> <p>This planning proposal does not provide for residential development within the Darling Island sub-precinct as the sites to which this planning proposal apply are all within close proximity of the Pymont Metro station and support built form envelopes better suited to commercial uses.</p> <p>View corridors to provide connections across the peninsula to the waterfront and waterfront open spaces have been identified and expanded upon in the proposed built form controls. This includes new planning controls for 48 Pirrama Road to enhance the John Street view corridor and open up views from Darling Island to the Anzac Bridge.</p> <p>The draft DCP Ultimo Pymont also identifies a network of new and improved through site links to improve wayfinding and pedestrian connectivity to the new Metro station. This includes widening the pedestrianised section of Harwood Street to improve wayfinding to the light rail and improve visual and pedestrian access from the ridgeline to the waterfront. New detailed controls for the light rail crossing at 2</p>

Sub-precincts	Comment
	<p>Edward Street and Union Street provide for a visible and accessible connection from Union Street to the waterfront.</p> <p>The draft DCP Ultimo Pyrmont requires all sites receiving uplift through this planning proposal to undertake a competitive design excellence process. This will ensure that development applications appropriately consider their built form context, including pedestrian connectivity, view corridors and heritage, and deliver the highest standard of architectural, urban and landscape design.</p> <p>The proposed controls adapt older buildings for new workplaces to retain the heritage of the sub-precinct. The proposed controls for 12 Pyrmont Street retain the heritage-listed former warehouse and permit an 11-storey addition which can be used for commercial purposes.</p> <p>Taller buildings have been located to retain heritage buildings, ensure no solar impact on Union Square, enhance view corridors and maintain the visual privacy of existing residential buildings.</p> <p>A range of other place priorities are not relevant to this planning proposal and have not been addressed.</p>
Tumbalong Park	<p>Not applicable</p> <p>This planning proposal does not apply to any sites within the Tumbalong Park sub-precinct.</p>
Ultimo	<p>Consistent</p> <p>Detailed urban design analysis for each site to which this planning proposal applies has identified appropriate opportunities for deep soil for tree planting, publicly accessible open space, footpath widening and through site links. These requirements are included in the draft DCP Ultimo Pyrmont to ensure these public benefits are delivered.</p> <p>The draft DCP Ultimo Pyrmont requires all sites receiving uplift through this planning proposal to undertake a competitive design excellence process. This will ensure that development applications appropriately consider their built form context and deliver the highest standard of architectural, urban and landscape design.</p> <p>Detailed urban design analysis for each site has ensured that taller buildings are located so they respect privacy, minimise overshadowing of existing residential development and open space, maintain or enhance view corridors and conserve heritage.</p> <p>This planning proposal introduces planning controls to facilitate small lot housing on small streets at the rear of appropriate heritage-listed terraces and appropriate sites in the Harris Street Heritage Conservation Area (conservation area). These controls encourage the retention and restoration</p>

Sub-precincts	Comment
	<p>of significant fabric and reinforce the character of the conservation area.</p> <p>After discussions with the landowners, this planning proposal does not introduce new planning controls for the UTS Broadway Campus and the TAFE NSW Ultimo Campus. Site-specific controls for those sites can be implemented through a separate planning process in the future to support the place priorities for the Ultimo sub-precinct. Further detail is included in Attachment A3 Sites Reviewed but Not Changing.</p> <p>A range of other place priorities are not relevant to this planning proposal and have not been addressed.</p>
Wentworth Park	<p>Consistent</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not overshadowed by new development during the hours of primary use.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan to fund capacity improvements to both the northern and southern sections of Wentworth Park, to enable this open space to continue to meet demand for active and passive recreation.</p> <p>This planning proposal responds to the heritage context of the area and preserves the industrial heritage of Ultimo Pymont. Targeted changes to the planning controls of heritage-listed warehouses at 28-48 Wattle Street and 50-54 Wattle Street require the preservation and restoration of significant heritage fabric while maximising floor space to ensure the warehouse buildings continue to provide for creative industries.</p> <p>A range of new and improved through site links are identified in the draft DCP Ultimo Pymont to improve connectivity and overcome the difficult topography. This includes an accessible through-site link at 28-48 Wattle Street to ensure all people can travel from east-west from the ridgeline to Wentworth Park.</p> <p>This planning proposal introduces planning controls to facilitate small lot housing on small streets at the rear of appropriate sites in the Ultimo conservation area. These controls encourage the retention and restoration of significant fabric and reinforce the character of the conservation area.</p> <p>A range of other place priorities are not relevant to this planning proposal and have not been addressed.</p>
Blackwattle Bay	<p>Consistent</p> <p>This planning proposal facilitates residential, mixed use and commercial development of sites within the Blackwattle Bay sub-precinct to complement the redevelopment of the existing fish market at Blackwattle Bay and adjoining sites to the west of the Western Distributor motorway.</p>

Sub-precincts	Comment
	<p>As outlined in Attachment A2 Urban Design Study, detailed design analysis has ensured any development facilitated through this planning proposal results in no reduction in the amount of area of the northern foreshore promenade receiving at least 2 hours of solar access.</p> <p>The planning controls for 1-33 Saunders Street and 140-148 Bank Street have been designed to maintain a view corridor from Glebe Foreshore to the Former CSR McCaffery's Building.</p> <p>The draft DCP Ultimo Pyrmont contains provisions requiring ground level setbacks, upper level setbacks, through site links and a public square to ensure development within Blackwattle Bay improves the amenity of the public domain.</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of that project is an update to the deep soil and landscaping requirements to specify minimum areas of deep soil and minimum tree planting requirements for different land uses and site areas. These controls will ensure all development over a minimum size, including in Blackwattle Bay, provide deep soil and tree planting, and where deep soil cannot be delivered, a green roof is substituted.</p> <p>A range of other place priorities are not relevant to this planning proposal and have not been addressed.</p>
Pirrama	<p>Not applicable</p> <p>This planning proposal does not apply to any sites within the Pirrama sub-precinct.</p>
Pyrmont Village	<p>Consistent</p> <p>This planning proposal provides for a mix of uses along Harris Street, with commercial uses encouraged near the Metro station and mixed use or residential uses located further from the station.</p> <p>Union square is protected as an important place, with no change to its solar access as part of this planning proposal.</p> <p>View corridors to the foreshore, to parks and to landmarks have informed the proposed areas of pedestrianised streets, through-site links, widened footpaths, deep soil areas and upper level setbacks.</p> <p>The proposed planning controls for 46-48 Pyrmont Bridge Road require a 6.5 metre setback to Pyrmont Bridge Road at a crucial pinch point on the main walking path between Pyrmont Metro and Blackwattle Bay/Sydney Fish Markets. Combined with reallocating the disused bus bay for footpath widening, the community will have more space to walk and gather.</p> <p>The proposed planning controls for 100 Harris Street preserve the form of the recently restored and refurbished heritage-</p>

Sub-precincts	Comment
	<p>listed former woolstore and allow for the demolition and construction of a new 10 storey commercial building to the south of the heritage-listed item. These proposed controls preserve the heritage character and forms of the area and provide flexible new commercial floor space.</p> <p>This planning proposal also introduces planning controls to facilitate small lot housing on small streets at the rear of appropriate sites in the Pyrmont and Ultimo conservation areas. These controls preserve the heritage character of the conservation areas and provide for flexible new small lot housing with high amenity.</p> <p>The draft DCP Ultimo Pyrmont which accompanies this planning proposal requires developments provide deep soil for trees. Where deep soil cannot be provided at ground level, trees are to be planted on podium and rooftops.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pyrmont Local Infrastructure Contributions Plan to fund upgrades to the Pyrmont Community Centre, Ultimo Community Centre and the Maybanke Recreation Facility to enable these community spaces to continue to meet the community's needs.</p> <p>A range of other place priorities are not relevant to this planning proposal and have not been addressed.</p>

1.4 The Planning Proposal supports the delivery of the Big Moves (Part 7) in the Pyrmont Peninsula Place Strategy

This planning proposal supports the delivery of the Big Moves in the Place Strategy through its considered place-based proposed planning controls.

Big Moves	Comment
A world-class harbour foreshore walk	<p>Consistent</p> <p>This planning proposal does not involve any sites involved in the delivery of the foreshore walk.</p> <p>This planning proposal supports the Sydney Harbour foreshore walk as a continuous water-edge experience through ensuring no change to solar access of the foreshore parks.</p> <p>This planning proposal enhances access to the foreshore through new and enhanced through site links and widened footpaths. These are detailed below in Section 1.5.</p>
A vibrant 24-hour cultural and entertainment destination	<p>Consistent</p> <p>The City's approach is place-led and people-focused. This planning proposal and draft DCP Ultimo Pyrmont require sites to provide publicly accessible open spaces, deep soil for trees, new and improved through site links, footpath widening</p>

Big Moves	Comment
	<p>and active frontages to enhance and activate the public domain and provide more places for people.</p> <p>This planning proposal includes incentive planning controls for commercial floor space to encourage job creation in Pymont Ultimo and support the creative and entertainment industries.</p> <p>This planning proposal and draft DCP Ultimo Pymont do not introduce any changes to hours of operation, retaining the existing controls which enable cultural and creative uses at night.</p>
Connect to Metro	<p>Consistent</p> <p>This planning proposal supports connections to the Pymont Metro station through:</p> <ul style="list-style-type: none"> a) incentivising a critical mass of business floor space close to the station to promote public transport use by workers and customers, support a self-sustaining workplace precinct in a diversity of building typologies while also continuing to support the growth and clustering of creative media businesses; b) planning for a middle ring of mixed-use developments with strong public transport accessibility to provide homes for people and good access to local shops and services for existing and future residents; and c) provide an outer ring of residential development, comprised of housing options ranging from higher density to small lot dwellings, located slightly further from public transport but still within walking distance of light rail, bus routes or the Pymont metro station. <p>The proposed planning controls also introduce a series of open spaces and through site links radiating from the metro station to improve wayfinding and pedestrian connections to the Metro station. These are detailed below in Section 1.5.</p>
Low carbon, high performance precinct	<p>Consistent</p> <p>The City has a target of net zero emissions in the Council area by 2035. The City's existing planning controls require office buildings, shopping centres and hotels to meet certain minimum energy efficiency performance standards and to demonstrate net zero emissions from energy use from 1 January 2026.</p> <p>The City is unable to introduce higher energy efficiency requirements on residential buildings which are covered by the Sustainable Buildings SEPP 2022.</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the parking requirements. Maximum parking rates for certain sites are proposed to be reduced in Pymont Ultimo to reflect the improved accessibility context due to the Pymont Metro. The requirements for bicycle parking are</p>

Big Moves	Comment
	<p>proposed to be updated to ensure easy access to bicycles for regular trips.</p> <p>The City's existing planning controls require new development to connect to any existing recycled water network. The City's update to its general planning controls also includes an update to the water efficiency, rainwater capture and stormwater management controls.</p> <p>This planning proposal and draft DCP Ultimo Pymont also require sites to provide publicly accessible open spaces, deep soil for trees, new and improved through site links, footpath widening and active frontages to enhance and activate the public domain to improve the walkability of the area.</p> <p>This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan to fund public domain upgrades, tree planting and dedicated cycleways to improve connectivity.</p> <p>Transport for NSW has exhibited a draft Pymont-Ultimo Transport Plan, which is meant to detail the delivery of the objectives and initiatives in the Planning Strategy and Urban Design Report. The City has previously raised concerns that this plan is inconsistent with the objectives outlined in the Planning Strategy, particularly that integrated parking models and multi-utility hubs are not included in the Plan's actions.</p>
<p>More, and better activated public space</p>	<p>Consistent</p> <p>This planning proposal increases the quantum of open space across Ultimo Pymont and protects solar access to existing parks.</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not overshadowed by new development during the hours of primary use.</p> <p>The draft DCP Ultimo Pymont introduces site-specific controls which require development to provide publicly accessible open space with deep soil. The co-location of deep soil areas and streets makes it possible for the publicly accessible open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking, throughout the peninsula.</p> <p>The proposed planning controls also introduce a series of open spaces and through site links radiating from the metro station to improve accessibility and wayfinding around the station.</p> <p>View corridors to provide connections across the peninsula to the waterfront and waterfront open spaces have been identified and expanded upon in the proposed built form controls.</p>

1.5 The Planning Proposal is consistent with Peninsula wide objectives contained in Part 2 of the Urban Design Report

2.1 Country

The objectives of this section of the Urban Design Report are not covered by the scope of this planning proposal. Future development applications for individual sites and public domain works will give effect to these objectives.

2.2 Movement

Many of the objectives and initiatives of this section of the Urban Design Report are not covered by the scope of this planning proposal. The City's broad approach to improving movement is outlined below, and alignment to relevant objectives provided at Table 5.

Where delivery of a project or part of a project is a local government responsibility, the City will work with TfNSW on delivery in line with the Urban Design Report and the Pymont-Ultimo Transport Plan, along with the City's public domain codes and guidelines. The Draft Ultimo Pymont Local Infrastructure Contributions Plan, exhibited alongside this planning proposal, will enable delivery as development progresses.

Through-site links and footpath widening

This planning proposal has been developed in line with the objectives and initiatives of this section. Built form outcomes are not proposed that would interfere with delivery of any of the key initiatives, and on relevant sites a contribution to delivery of identified movement networks is proposed with through-site links and setbacks to enable footpath widening.

The proposed controls for 2 Edward Street, 60 Union Street and 1-27 Murray Street deliver improved access between Union Street and the foreshore. The existing pedestrianised section of Harwood Street will be significantly widened, providing for a safer and more legible pedestrianised space between Pymont Metro, the Pymont Bay light rail stop and the foreshore.

The proposed controls also deliver an improved pedestrian link on Edward Street. The controls involve footpath widening on Edward Street, and replacing the current light rail overpass with a connection that is more legible, wider, safer and fully accessible. The Edward Street connection aligns with the location of the station entry to Pymont Metro and connects to businesses and destinations in Pymont Bay and Darling Island.

Through-site links proposed for 1-33 Saunders Street, 140-148 Bank Street and 14 Quarry Master Drive will connect existing pedestrian links and new development sites to Blackwattle Bay and the Fish Market light rail stop.

Through-site links proposed as part of 86-92 Harris Street and 100 Harris Street will provide new access from Harris Street to Pymont Street, allowing improved access from Harris Street to the foreshore via Jones Bay Road and to The Star. Lift access provided as part of the 86-92 Harris Street through-site link will ensure accessible movement.

A through-site link proposed as part of 28-48 Wattle Street, with the proposed lift access, will complete an important accessible east-west connection between Tumbalong Park and Wentworth Park.

The proposed built form at 46-48 Pymont Bridge Road will provide a 6.5 metre setback to Pymont Bridge Road at a crucial chokepoint on the main walking path between Pymont Metro and Blackwattle Bay/Sydney Fish Markets. Combined with reallocating the disused bus bay for footpath widening, this will result in a much better connection to a major tourist destination and trip generator for Pymont Metro.

NSW Government plans

Planning Proposal Ultimo Pyrmont

Delivery of many of the objectives and initiatives of the Place Strategy and Urban Design Report is the responsibility of the NSW Government, especially initiatives that involve NSW Government controlled lands and public transport.

To this end Transport for NSW has exhibited a draft Pyrmont-Ultimo Transport Plan, which is meant to detail the delivery of the objectives and initiatives in the Place Strategy and Urban Design Report. The City has previously raised concerns that this plan is inconsistent with the objectives outlined in the Place Strategy and its Urban Design Report, particularly:

- Integrating parking models and multi-utility hubs are not included in the Plan's actions
- Overcoming the topography in pedestrian links is not addressed by the Plan
- Transitioning Pirrama Road into a shared access way is not included in the Plan
- The creation of a plaza connecting Allen Street to the light rail and ICC is not included in the Plan
- The future vision for Harris Street as a two-way street, with single lanes in either direction, contra-flow bus lanes, widened footpaths, new pedestrian crossings and bus stop rationalisation appears to be entirely left out of the Plan
- The need to improve access to Bowman Street and Bank Street from Distillery Drive via stairs or a lift has not been included in the Plan.

Transport for NSW are also progressing with the Western Distributor Road Network Improvements. The City has previously raised concerns that this project is incompatible with the objectives and initiatives outlined in the Place Strategy and its Urban Design Report, especially the future vision for Harris Street. The project is also incompatible with the NSW Government's intention to maximise housing in areas where people want to live, as the increased traffic volumes on Harris Street reduce residential capacity on adjacent sites due to amenity considerations.

Table 5 Alignment of the planning proposal with the Movement objectives of the Urban Design Report

2.2 Movement objectives	Comment
1. Establish a hierarchy of movement that clarifies the role of key streets and intersections.	<p>Not applicable</p> <p>No new or changed streets or intersections are proposed in this planning proposal.</p>
2. Provide safe, accessible and legible movement between transport modes and destinations within, around and across the Peninsula.	<p>Consistent</p> <p>Through-site links and footpath widening is proposed as part of built form outcomes where it contributes to access between current and future destinations and transport hubs.</p>
3. Maximise the convenience of walking and cycling to support investment in public transport infrastructure and minimise private vehicle use.	<p>Consistent</p> <p>New through-site links and wider footpaths on key routes will support the convenience of walking and cycling compared to driving across the Pyrmont peninsula.</p> <p>As the proposed new links are fully accessible and contribute to completing larger accessible routes, they are better able to supplant short car trips including for people with disability, people with young children, etc.</p>

2.2 Movement objectives	Comment
	<p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the parking requirements. Maximum parking rates for certain sites are proposed to be reduced to reflect the improved accessibility context due to the Pymont Metro, and the requirements for bicycle parking are proposed to be updated to ensure easy access to bicycles for regular trips.</p>
<p>4. Provide an uninterrupted foreshore walk with a continuous pedestrian and cycling route that also provides clear access to water for recreation and transport.</p>	<p>Not applicable</p> <p>This planning proposal does not involve any sites involved in the delivery of the foreshore walk.</p>
<p>5. Provide a continuous Walking and Cycling Loop in the Peninsula that enables convenient links between destinations in the Innovation Corridor, connects to the regional cycling network and integrates with the wider tech central cycling network.</p>	<p>Not applicable</p> <p>This planning proposal does not involve any sites involved in the delivery of the Walking and Cycling Loop. Proposed through-site links and footpath widening will provide easier access to the identified loop.</p>
<p>6. Calm local streets providing an improvement to street amenity and enabling safer lower speed spaces for community enjoyment.</p>	<p>Consistent</p> <p>The Draft Ultimo Pymont Local Infrastructure Contributions Plan includes streetscape improvement to small streets as a local works item to be funded by local infrastructure contributions. The intention of this work item is to achieve place improvements in small street where planning control changes are proposed, making them calmer, greener streets that provide better amenity for the adjacent residents.</p>
<p>7. Deliver generous and attractive through site links that increase mid-block permeability, facilitate safe and direct movement.</p>	<p>Consistent</p> <p>Through-site links are proposed on large sites in order to improve permeability, introduce more east-west links across the peninsula, and reduce walking distances especially to key destinations.</p> <p>The pedestrianised area of Harwood Street is proposed to be significantly widened in order to become a highly visible pedestrian thoroughfare.</p> <p>Sites with through-site links and pedestrianised areas typically have non-residential uses proposed for the ground floor with active frontages facing the walkway. This improves the safety of through-site links with passive surveillance and increases their activity.</p>

2.3 Open space network

Many of the objectives of this section of the Urban Design Report are not covered by the scope of this planning proposal. Alignment with the objectives is shown at Table 6.

This planning proposal has been developed in line with the objectives of this section of the Urban Design Report. The proposed built forms protect sun access planes to public open space, and do not obstruct any of the proposed open space network outcomes, including those on lands controlled by the NSW Government. Proposed built form locates areas of deep soil where they can best contribute as public open space, such as along main streets and entrances to through-site links.

Upgrades to City of Sydney parks and streets will be delivered by the City as development progresses, informed by the Place Strategy and Urban Design Report and in line with the City's own codes and guidelines. The Draft Ultimo Pyrmont Local Infrastructure Contributions Plan, exhibited alongside this planning proposal, will enable delivery of these projects.

Table 6 Alignment of the planning proposal with the Open space network objectives of the Urban Design Report

2.3 Open space network objectives	Comment
1. Ensure public open space is designed and delivered in accordance with Connection with Country principles.	Not applicable This planning proposal identifies areas of deep soil that may be dedicated as public open space in future. Nothing in this planning proposal prevents the areas being designed and delivered in accordance with Connecting with Country principles.
2. Protect, conserve, restore and enhance biodiversity and connected urban ecologies to increase greening of the urban environments and connect people to nature.	Consistent This planning proposal prioritises the delivery of deep soil areas suitable for diverse landscaping and tree planting. This will ensure new development provides sustainable, long term tree planting and contributes to high quality urban ecology. The majority of sites have proposed over 15% site area as deep soil area. Sites that are unable to deliver deep soil are proposed to include significant green roofs as an alternative. Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to urban ecology requirements, including for habitat features and bird strike prevention treatments.
3. Recognise streets as open spaces with places for respite and play which will be enhanced with increased planting and reduction of on-street parking over time as public transport improves.	Not applicable This planning proposal does not involve changes to local streets or on-street parking. The Draft Ultimo Pyrmont Local Infrastructure Contributions Plan, exhibited alongside this planning proposal, includes an allocation for inroad street tree planting in the schedule of proposed works. This will be delivered over time as development occurs.

2.3 Open space network objectives	Comment
	On-street parking arrangements will continue to be managed over time as development occurs and the traffic context changes.
4. Facilitate the return of Wentworth Park to community as public open space.	<p>Not applicable</p> <p>This planning proposal does not involve Wentworth Park. The proposed built form does not prevent the conversion of any area of Wentworth Park to public open space.</p> <p>The Draft Ultimo Pyrmont Local Infrastructure Contributions Plan, exhibited alongside this planning proposal, includes an allocation for capacity improvements to Wentworth Park in the schedule of proposed works. This will be delivered over time as development occurs.</p>
5. Provide new and upgraded open spaces under and along the Western Distributor corridor.	<p>Not applicable</p> <p>This planning proposal does not involve the space under the Western Distributor Corridor. The proposed built form does not rely on the space or prevent its conversion to open space in future.</p>
6. Upgrade and expand existing open spaces through strategic closure of streets not required for maintaining site access or servicing and to meet universal design standards.	<p>Not applicable</p> <p>This planning proposal does not involve changes to local streets.</p> <p>Street closures will continue to be managed over time as development occurs and the traffic context changes.</p>
7. Provide for new public, publicly accessible open space and through site links on key sites and larger renewals where significant change is projected.	<p>Consistent</p> <p>This planning proposal carefully locates deep soil areas on proposed development sites in order to maximise their utility as publicly accessible open space in future. Deep soil areas on large development sites are typically located along public streets, and consolidated into larger single areas.</p> <p>Through-site links are proposed on large development sites to improve permeability of large blocks and where they can contribute to important pedestrian connections.</p>
8. Ensure new open space is located and designed to universal design standards, maximise solar access,	<p>Consistent</p> <p>The City has undertaken extensive work modelling the potential impacts associated with development uplift.</p>

2.3 Open space network objectives	Comment
amenity, safety and use throughout the day and night.	<p>The proposed planning controls seek to protect public views from public places and protect solar access to important parks and places so they remain pleasant places for people to spend time.</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to requirements for any new public open space delivered as part of development.</p> <p>The existing and proposed DCP requirements ensure public open space delivered as part of development prioritises universal design, solar access and amenity.</p>
9. Co-locate open space with community facilities where possible to support community events and activation.	<p>Not applicable</p> <p>This planning proposal does not locate any new community facilities or public open space.</p>
10. Increase urban tree canopy and greening to meet a 40% target between public and private lands, including provision for deep soil as per City of Sydney's guidelines, incorporating green roofs, façades and walls, appropriate material selection and the integration of Water Sensitive Urban Design (WSUD) requirements.	<p>Not applicable</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the deep soil and tree planting requirements in new development.</p> <p>This planning proposal has been developed incorporating the proposed requirements.</p>
11. Support Resilient Sydney Strategy 2018 and Decentralised Water Master Plan through the design and implementation of storm water management, rainwater management and Water Sensitive Urban Design (WSUD) within the public and private realm.	<p>Not applicable</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the water efficiency, rainwater capture and stormwater management controls.</p> <p>The City's existing planning controls require new development to connect to any existing recycled water network.</p>
12. Include provision for digital infrastructure to support knowledge-based and tech industry start-ups / businesses and educational facilities within the public domain, including publicly accessible private land, ensuring that all service infrastructure is concealed.	<p>Not applicable</p> <p>Delivery of telecommunications infrastructure is governed by the Telecommunications Act 1997. This Commonwealth legislation overrides any local planning controls that would seek to ensure service infrastructure is concealed.</p>

2.4 Views

This planning proposal has been developed in line with the objectives for views in the Place Strategy and Urban Design Report. The City's broad approach is outlined below, and alignment to relevant objectives provided at Table 7.

The proposed controls for 2 Edward Street, 60 Union Street and 1-27 Murray Street protect and extend the Harwood Street view corridor to Pyrmont Bay. This view corridor is not identified in the Urban Design Report, but was included in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct and is respected by current built form. Approved built form for the Pyrmont Metro site partially obstructs this view corridor, as the point on the corner of Union Street and Pyrmont Bridge Road extends into the Harwood Street view corridor when viewed from Harwood Street on the other side of Pyrmont Bridge Road. The City has advocated to the NSW Government for this built form to be amended to acknowledge and protect the existing view corridor.

The proposed controls for 12 Pyrmont Street and 48 Pirrama Road protect and expand the John Street view corridor. This is described in the Urban Design Report as the east John Street view to the city centre, and the Carmichael Park view to the Anzac Bridge Pylons. The controls proposed for 48 Pirrama Road will complete the view corridor, locating deep soil where built form currently exists.

The proposed controls for 26-38 Saunders Street and 140-148 Bank Street protect the view corridor between the Former CSR McCaffery's Building at the top of the cliff face and the site of the future Sydney Fish Markets at Blackwattle Bay. This view corridor is not identified in the Urban Design Report, but was included in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct and respected by current built form.

Table 7 Alignment of the planning proposal with the Views objectives of the Urban Design Report

2.2 Views objectives	Comment
1. Views are to be maintained and created along streets to reinforce connections to waterfront and regional open spaces at the Peninsula edges from the ridge along Harris Street.	Consistent View corridors to provide connections across the peninsula to the waterfront and waterfront open spaces have been identified and expanded upon in the proposed built form controls.
2. Views from key intersections are to support wayfinding within and across the Peninsula.	Consistent Views from intersections have been considered in urban design testing. Established street wall heights have been respected, with additional height set back from the street wall, allowing improved wayfinding from intersections.
3. Views to landmarks and major public facilities are to be protected including the Anzac Bridge Pylons and suspension wires, ICC and Sydney Fish Markets.	Consistent Views to the Anzac Bridge Pylons along the John Street view corridor and Carmichael Park have been protected. Any existing views to the ICC will not be affected by the proposed built form. Views to the future Sydney Fish Markets from the cliff walk will be protected by the view corridor to the Former CSR McCaffery's Building. Views to the Fish Markets from other locations will not be affected by the proposed built form.

2.2 Views objectives	Comment
4. Built form to protect and enhance the existing view corridor from Martin Place as defined within the Central Sydney Planning Framework.	<p>Consistent</p> <p>The Martin Place view corridor in the Central Sydney Planning Strategy is intended to preserve sky view looking west from Martin Place. This planning proposal does not propose any built form that impacts this view corridor.</p> <p>48 Pirrama Road is within the identified view corridor in the Urban Design Report, however in the City's analysis the proposed RL 55m built form does not impact sky view from Martin Place.</p>
5. Create new and maintain existing views along streets and between buildings to water, open space and landmarks to support legibility and wayfinding, enhance existing character and visually connect people to the natural setting of the Peninsula.	<p>Consistent</p> <p>View corridors into and out of the Pyrmont peninsula have been considered in designing built form in this planning proposal. Existing view corridors established in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct have been identified and protected.</p> <p>View corridors to the foreshore, to parks and to landmarks have informed the proposed areas of pedestrianised streets, through-site links, widened footpaths, deep soil areas and upper level setbacks.</p> <p>Multiple angles of view analysis has been provided for every site with proposed changes to built form controls.</p>
6. Create new and maintain existing views to the sky from public open space, key streets and between new developments to protect amenity and ensure a diversity in scale and character in built form.	<p>Consistent</p> <p>The proposed built form outcomes in this planning proposal have been developed with the priority of providing sky view to existing open space and new open space provided by through-site links, widened footpaths and pedestrianised areas, and deep soil areas. Prevailing street wall heights are maintained with any additional height set back from the street, protecting sky view from key streets.</p> <p>View analysis from key streets and existing open space is provided for every site with proposed changes to built form controls.</p>
7. Protect the unique waterfront character of the Peninsula by ensuring new buildings and landscape reveal its topography and escarpments, heritage buildings and spaces, and the transition of buildings from north to south.	<p>Consistent</p> <p>The view corridors provided in the proposed built form play an important role in revealing the waterfront character of the peninsula. Protected views ensure the waterfront on both sides are visible from the middle of the peninsula, and that heritage structures on top of the clifftop are visible from the bay below.</p>

1.6 The Planning Proposal is consistent with the Peninsula height strategy contained in Part 3 of the Urban Design Report

Identifying sites suitable for uplift, and the allocation of heights on those sites, has been guided by the height strategy in the Urban Design Report. The heights proposed on sites identified for uplift in this planning proposal have been carefully designed to minimise overshadowing to existing dwellings and public open space, reinforce existing street walls, protect important view corridors, and respond to the noise and wind context to protect the amenity of new and existing residents.

Alignment to relevant provisions is provided at Table 8.

Table 8 Alignment of the planning proposal with the Height strategy in the Urban Design Report

3.1 Height strategy	Comment
<i>General provisions</i>	
1. New development should complement and enhance the existing character of escarpments, street scale and heritage fabric.	<p>Consistent</p> <p>A guiding principle of reinforcing the street wall form of most buildings has been used in setting the proposed built form controls. Additional height is located behind upper level setbacks in order to maintain a street wall height established by heritage buildings, important corner sites and the prevailing character of a street.</p>
2. Building heights should be varied across the Peninsula in accordance with the zones indicated in Figure 3.1.1.	<p>Consistent</p> <p>The built form controls have been developed with reference to the overall vision of the distribution of building heights across the height zones in the Urban Design Report.</p> <p>More detail is provided under the height zone-specific objectives below.</p>
3. Parameters for Key Sites are outlined under Chapter 10 'Framework for Key Sites' of the Pymont Peninsula Place Strategy (DPE 2020).	<p>Not applicable</p> <p>This planning proposal does not cover any land identified as a Key Site in the Place Strategy.</p> <p>Where approved built form envelopes for the Key Sites are available, this planning proposal has used these envelopes to inform the proposed built form controls. These envelopes are included in the view analysis used in the urban design study.</p>
4. Ensure that increases to existing building heights do not compromise the amenity of public open spaces identified as areas to be protected from additional overshadowing in the Peninsula.	<p>Consistent</p> <p>Proposed built form outcomes on all identified sites have been thoroughly tested to minimise any overshadowing of public open space.</p> <p>This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open</p>

3.1 Height strategy	Comment
	<p>space is not overshadowed by new development during the hours of primary use.</p> <p>46-48 Pyrmont Bridge Road: Delivers a net increase in solar access to Paradise Reserve</p> <p>2 Edward Street, 60 Union Street and 1-27 Murray Street: Solar access to Harwood Place is maximised, and Pyrmont Bay Park is not affected.</p> <p>1-33 Saunders Street & 140-148 Bank Street, and 26-38 Saunders Street: Overshadowing to new public space at Blackwattle Bay has been minimised, and there is no loss of solar access to the foreshore promenade.</p> <p>48 Pirrama Road: Overshadowing to Pyrmont Bay Park and Metcalfe Park has been considered and minimised.</p> <p>28-48 Wattle Street and 50-54 Wattle Street: No additional overshadowing to Wentworth Park.</p> <p>383-389 Bulwara Road: Overshadowing to Mary Ann Street Park has been considered and minimised.</p> <p>446-456 Wattle Street: Overshadowing to McKee Street Reserve has been considered and minimised.</p>
<p>5. New development should respect and respond to the lower building height along Harris Street and stepping down to the 'valley' of Darling Harbour and Blackwattle Bay.</p>	<p>Consistent</p> <p>The proposed built form outcomes on sites along Harris Street are sympathetic to the street wall heights in each vicinity, and have modest additional height respecting that it is the highly visible ridgeline of the Pyrmont peninsula. Additional height is located on sites in the low lying parts of the peninsula.</p>
<p>6. Street wall heights should reflect existing low scale context and maximise sunlight and daylight to streets, to encourage a cohesive street experience, support plant growth and support ground level activity within the footpath area.</p>	<p>Consistent</p> <p>Reinforcing the street wall form of most buildings, and responding to the prevailing street wall height of different streets and character areas, is a guiding principle for the proposed built form controls. Additional height is typically located behind upper level setbacks where a street wall is established, allowing views and light to the street level.</p>
<p>7. Building setbacks above the street wall are to mitigate wind impacts as per the City of Sydney's guidelines to ensure an appropriate and comfortable street environment for activity and pedestrian movement.</p>	<p>Consistent</p> <p>The proposed built form controls have been thoroughly tested against prevailing wind conditions in order to minimise the impacts of any additional height on ground level amenity. Stepped upper level setbacks are used for taller buildings to interrupt downdraft, and curved corners are proposed on sites that experience high winds to divert wind around the building.</p>

3.1 Height strategy	Comment
<p>8. That the impact of any increase to building heights will be supported by wind modelling to demonstrate a comfortable street environment for street activity and pedestrian movement at ground.</p>	<p>Minor inconsistency</p> <p>The City has developed the proposed built form controls with reference to prevailing wind conditions on a site by site basis, and included measures to ameliorate wind impacts.</p> <p>Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the wind testing requirements. Development over 45m in height, or 55m inside the Central Sydney boundary, will be required to provide a quantitative wind effects report to demonstrate compliance with the appropriate wind safety standard for the relevant adjacent public place.</p> <p>Wind modelling is not included in this planning proposal package, as it is more appropriate this be provided on a site-by-site basis as part of a development application. This will allow a more detailed level of assessment with reference to specific design outcomes, and flexibility in meeting the objectives of the City's planning controls.</p> <p>The combination of careful allocation of heights and built forms with reference to wind conditions in the planning proposal, and specific testing and implementation of mitigation measures at development application stage, will result in an improved overall ability for development to meet this objective.</p>
<p><i>Within the Harbour Interface Zone</i></p>	
<p>9. New development should complement the existing heights, heritage buildings and topography.</p>	<p>Consistent</p> <p>This planning proposal has proposed a limited number of sites capable of change in the Harbour Interface Zone, in order to retain the low rise heritage waterfront character identified in the Urban Design Report.</p> <p>Sites near the state-approved tall building at The Star near Jones Bay Road have been identified for change. This area currently has a context of mixed heights established by the existing building at The Star and apartment buildings. 12 Pyrmont Street and 48 Pirrama Road have heights of 11 and 12 storeys proposed respectively, matching the podium height of the state-approved tall building at The Star. At 52m the proposed heights of the two buildings represent a gradual increase to the RL90m in the adjoining transition zone.</p> <p>The proposed built form of the two sites enable the delivery of deep soil area to protect and expand the John Street view corridor, enabling a continuous view to the water. The proposed deep soil area at 48</p>

3.1 Height strategy	Comment
	<p>Pirrama Road will also act as an effective extension of Metcalfe Park.</p> <p>The terraces at 79-93 John Street have been identified for change. The 5-7 storey proposed built form matches the height context established by existing built form on the other side of John Street, and forms an alignment with 12 Pymont Street, the state-approved tall building at The Star and 48 Pirrama Road along the John Street view corridor.</p>
<p>10. Street walls in proximity to the sandstone escarpment or visible against sandstone escarpments are to establish a strong relationship and alignment to the scale of the escarpment.</p>	<p>Not applicable</p> <p>This planning proposal does not include sites in the Harbour Interface Zone that are visible against sandstone escarpments.</p> <p>Sites in the Transition Zone that are close to the cliff walk have built form proposed that responds to the topography of the surrounding sites.</p>
<i>Within the Transition Zone</i>	
<p>11. Building heights that progressively transition the scale from an existing maximum height of RL90 at Distillery Hill up to heights limited by SAPs to support growth of the existing employment clusters and enable greater diversity in employment zones.</p>	<p>Consistent</p> <p>The Urban Design Report envisages heights transitioning smoothly from RL90m up to a SAP level at the edge of the transition zone.</p> <p>The proposed heights of buildings near Pymont Metro cluster transition from RL94m at Union Street down towards Pymont Bay.</p> <p>26-38 Saunders Street, 1-33 Saunders Street, 140-148 Bank Street and 14 Quarry Master Drive have been identified for change, with heights up to RL 120m to match the Anzac Bridge pylons.</p> <p>The proposed built form of this group of buildings has been carefully designed to respond to the topography of the site and proximity to the escarpment, noise and wind impacts of the Western Distributor, view corridors, the heights of Blackwattle Bay, and overshadowing of neighbouring properties. The heights are consistent with the overall vision of the Transition Zone, as the sites are closer to the SAP control zone boundary.</p>
<i>Within the Bay Interface Zone</i>	
<p>12. New buildings will provide an appropriate response to the character of Pymont's foreshore in a reinterpretation of the working harbour with a low scale podium reflective of historic maritime structures and warehouses.</p>	<p>Not applicable</p> <p>This planning proposal does not include any sites in the Bay Interface Zone.</p>

3.1 Height strategy	Comment
13. New buildings and changes to existing buildings should ensure good solar access to the waterfront.	Not applicable This planning proposal does not include any sites in the Bay Interface Zone.
14. Taller buildings above podiums will provide adequate tower separation and building setbacks to ensure wind conditions at ground level support the future event, leisure and recreation uses.	Not applicable This planning proposal does not include any sites in the Bay Interface Zone.
<i>Within the Open Space Sun Access Control Zone</i>	
15. Ensure that any increase to building heights do not decrease the amenity of existing and planned open spaces within and around the Peninsula.	Consistent Proposed built form outcomes on all identified sites have been thoroughly tested to minimise any overshadowing of public open space. This analysis is shown in the City's Ultimo Pymont Urban Design Study.
16. New developments consider sunlight to public and open spaces in accordance with the requirements of Figure 3.2.1. New building heights demonstrate appropriate responses to the identified areas and levels of protection required such as no additional overshadowing, not protruding through the sun-access planes and/or merit based impact where noted.	Consistent Proposed built form outcomes on all identified sites have been thoroughly tested to minimise any overshadowing of public open space. This analysis is shown in the City's Ultimo Pymont Urban Design Study.

1.7 The Planning Proposal is consistent with the sub-precinct master plans contained in Part 4 of the Urban Design Report.

The proposed built form controls have been developed with reference to the sub-precinct master plans. Over time and as development occurs, the City in collaboration with the NSW Government will look at upgrading the streets, parks and public domain with reference to the sub-precinct master plans. This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan 2023 to fund public domain upgrades, tree planting and dedicated cycleways to improve walking and cycling connectivity. Where possible, built form controls have been designed to enhance and expand on identified important view corridors, through-site links and publicly accessible open space where it aligns with the objectives of the sub-precinct master plans.

Alignment to relevant provisions is provided at Table 9.

Table 9 Alignment of the planning proposal with the Sub-precinct master plan objectives in the Urban Design Report

Sub-precinct master plan objectives	Comment
<i>Pirrama sub-precinct</i>	
This planning proposal has not identified any sites capable for change within the Pirrama sub-precinct, with the exception of part of 12 Pyrmont Street. The proposed controls have been developed in reference to the sub-precinct master plan, particularly along John Street where there are sites identified for change in the neighbouring sub-precinct.	
Enhance the local movement network	Not applicable
Enhance the harbour interface experience	Not applicable
Enhance and protect heritage and views	<p>Consistent</p> <p>The John Street view corridor has been carefully preserved and expanded in the proposed built form controls for 12 Pyrmont Street, 48 Pirrama Road and 79-93 John Street.</p> <p>The scale and street wall character of John Street has been preserved and respected in the proposed built form controls for 79-93 John Street and 80-84 Harris Street.</p>
Character area: John Street Square	Not applicable
Character area: Bowman Street	Not applicable
<i>Darling Island sub-precinct</i>	
Connect ridge to valley to view	<p>Consistent</p> <p>The proposed built form controls for 2 Edward Street, 60 Union Street and 1-27 Murray Street will provide better legibility, access and view corridors between Union Street and the foreshore.</p> <p>The pedestrianised section of Harwood Street is proposed to be widened to become a more attractive and legible pedestrian link to the foreshore.</p> <p>The Edward Street connection to the foreshore is also proposed to be improved, with footpath widening on Edward Street, and upgrading the existing light rail overpass connecting Edward Street to the foreshore to be wider, safer, more legible and fully accessible.</p> <p>Proposed through-site links between Harris Street and Pyrmont Street on sites in the neighbouring Pyrmont Village sub-precinct will contribute to a fuller pedestrian network with connections from the middle of the peninsula to the foreshore through Darling</p>

Sub-precinct master plan objectives	Comment
	Island sub-precinct, making any future links through The Star more connected.
Consolidate a harbour edge park	<p>Consistent</p> <p>The proposed built form controls for 48 Pirrama Road will effectively expand Metcalfe Park with an area of adjoining publicly accessible open space, forming a crucial new section of the John Street view corridor. The proposed built form does not prevent the delivery of an improved waterfront connection between Pyrmont Bay Park and Metcalfe Park along its edge.</p>
Enhance culture and identity	<p>Consistent</p> <p>The proposed built form controls for 2 Edward Street & 60 Union Street, and 1-27 Murray Street, include generous upper level setbacks and street wall heights defined by the prominent corner heritage buildings. This is to ensure the frontage with Union Street respects the scale and character established by these heritage buildings, and lets sun into the future civic space. Active frontage controls ensure the ground floors of these sites will contribute to a lively and active precinct at the Pyrmont Bridge entrance to the peninsula.</p> <p>The proposed controls for 13A-29 Union Street and 69-72 Edward Street also establish an appropriate setting for heritage items on Union Street through the street wall height and gap provided by the through-site link.</p> <p>12 Pyrmont Street is a heritage item, so additional built form has been carefully located away from Pyrmont Street in order to retain the street presence of the item.</p> <p>The siting of all height and built form protects the view of the top of the REVY to ensure the frontage with Union Street respects the from Pyrmont Bridge facing west. This distinctive and characteristic building is important to Pyrmont's waterfront identity.</p>
Character area: Pyrmont Bay Park	Not applicable
Character area: Union Street	<p>Consistent</p> <p>The proposed built form controls for 2 Edward Street & 60 Union Street, 1-27 Murray Street and 13A-29 Union Street & 69-72 Edward Street are compatible with the creation of a pedestrianised civic plaza on Union Street. Upper level setbacks and street wall heights have been established by the proposed future vision for the Union Street character area, ensuring daylight and sunlight access to this civic area.</p>

Sub-precinct master plan objectives	Comment
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Pyrmont Village sub-precinct

This planning proposal has identified some sites capable of change in the Pyrmont Village sub-precinct.

Intensified public space at intersections of key routes	Not applicable
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Unlock a community infrastructure spine	Not applicable
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Revitalise High Street	<p>Consistent</p> <p>This planning proposal reinforces the “high street” character of Harris Street by identifying underused sites suitable for uplift and renewal so they may better contribute to the liveliness of the street.</p> <p>Where change is proposed the built form controls reflect the prevailing street wall height, typically established by a corner heritage building, in order to preserve the positive elements of the existing streetscape character.</p>
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<p>Character area: Maybanke</p> <p>2. Provide public through site links connecting Mount Street, Haris Street and Pyrmont Street that link to wider routes across the Peninsula</p> <p>4. Improve access and permeability from Harris Street</p> <p>5. Improve the setting and address of the heritage listed former CSR Manager’s house, enhancing visibility of the heritage building from Harris Street and through site links.</p>	<p>Consistent</p> <p>Through-site links proposed on 100 Harris Street and 86-92 Harris Street will increase the permeability of Harris Street at this location and improve access across the area.</p> <p>The proposed freestanding street wall for 86-92 Harris Street will improve the setting for heritage items on either side of Harris Street, including the former CSR Manager’s house opposite.</p>
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<p>Character area: Elizabeth Healey Reserve</p> <p>2. Upgrade of Pyrmont Bridge Road to facilitate pedestrian access between Pyrmont Metro Station, Blackwattle Bay and Darling Harbour including dedicated cycle link, increased footpaths and improved crossings.</p>	<p>Consistent</p> <p>The proposed controls for 46-48 Pyrmont Bridge Road include a footpath widening setback to remove a pinch point at Little Mount Street. This along with the reallocation of a disused bus stop bay for footpath widening will facilitate better pedestrian access between Pyrmont Metro and Blackwattle Bay.</p>
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Tumbalong Park sub-precinct

This planning proposal has not included any within the Tumbalong Park sub-precinct. This area is largely under the responsibility of the NSW Government.

Expanded and connected public domain	Not applicable
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Sub-precinct master plan objectives	Comment
Multi modal transport network	Not applicable
Celebrate harbour and parkland	Not applicable
Character Area: Guardian Square	Not applicable
Character Area: Pyrmont Street Park	Not applicable

Ultimo sub-precinct

This planning proposal has identified some sites capable of change in the Ultimo sub-precinct. These sites are largely smaller sites and are envisaged to have a residential use. The objectives in the Urban Design Report speak to future plans for TAFE and UTS campuses, the Powerhouse Museum and the Goods Line. As these sites are under the control of NSW Government planning and public domain management, this planning proposal has responded to the proposed future character of this area but is not able to contribute to its delivery.

As outlined in Attachment A3 Sites Reviewed but Not Changing, this planning proposal does not introduce new planning controls for the UTS Broadway Campus or the TAFE NSW Ultimo Campus at this time. As outlined in the Attachment, no part of this planning proposal precludes growth on the UTS Broadway Campus or the TAFE NSW Ultimo Campus in the future.

Expanded campus commons	Not applicable
Enhanced creative clusters	Not applicable
A regionally connected transport network	Not applicable
Character Area: Goods Line South	Not applicable
Character Area: Goods Line North	Not applicable
Character Area: TAFE	Not applicable
Character Area: Powerhouse	Not applicable

Wentworth Park sub-precinct

This planning proposal has identified some sites capable of change in the Wentworth Park sub-precinct.

Green links connecting the high street to park	<p>Not applicable</p> <p>Saunders Quarry (14-26 Wattle Street) was not included in this planning proposal as it has a concept DA approved.</p> <p>The planning proposal does not involve Wentworth Park. The proposed built form does not prevent the conversion of any area of Wentworth Park to public open space.</p> <p>The Draft Ultimo Pyrmont Local Infrastructure Contributions Plan, exhibited alongside this planning proposal, includes an allocation for capacity improvements to Wentworth Park in the schedule of</p>
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Sub-precinct master plan objectives	Comment
	proposed works. This will be delivered over time as development occurs.
Walking and cycling at the heart	<p>Consistent</p> <p>The proposed built form controls for 28-48 Wattle Street include a fully accessible through-site link from Jones Street to Wattle Street, completing an important east-west accessible link from Tumbalong Park to Wentworth Park.</p> <p>Separate to this planning proposal, the approved concept DA for Saunders Quarry (14-26 Wattle Street) includes through-site links to improve access to Wentworth Park Light Rail stop and to connect Jones Street and Allen Street to Wattle Street.</p>
Enhance mixed use character	<p>Consistent</p> <p>The proposed planning controls for 28-48 and 50-54 Wattle Street require the preservation and restoration of heritage significant fabric while maximising floor space to ensure the warehouse buildings continue to provide for creative industries.</p>
Character Area: Western Distributor	<p>Not applicable</p> <p>This planning proposal does not involve the space under the Western Distributor Corridor. The proposed built form does not rely on the space or prevent its conversion to open space and community uses in future.</p>
Character Area: Jones Street 1. Support expansion of employment uses targeting innovation and creative industries, including affordable employment and creative live/work spaces.	<p>Consistent</p> <p>Planning for 28-48 and 50-54 Wattle Street have prioritised retention and expansion of its role as creative industries and affordable employment spaces.</p> <p>Separate to this planning proposal, the approved concept DA for Saunders Quarry (14-26 Wattle Street) includes commercial office space on the Jones Street side, contributing to an increased cluster of employment activity along Jones Street character area.</p>
<p><i>Blackwattle Bay sub-precinct</i></p> <p>This planning proposal does not cover sites subject to the Blackwattle Bay State Significant Precinct. The approved plans for the Blackwattle Bay SSP, including heights, built form, land uses and open space, were accounted for in the urban design studies for other sites in the sub-precinct.</p>	
Open space that connects	<p>Consistent</p> <p>The proposed controls for 1-33 Saunders Street and 140-148 Bank Street include publicly accessible deep soil areas and through-site links that will break up this</p>

Sub-precinct master plan objectives	Comment
	<p>large block, and introduce pedestrian connections through the site into Blackwattle Bay.</p> <p>A proposed through-site link as part of 14 Quarry Master Drive will connect to the existing pedestrian bridge over the light rail corridor to the Jones Street and the paths within the Jones Street pocket park.</p>
<p>Integrated into broader movement network</p>	<p>Consistent</p> <p>The proposed controls for 46-48 Pyrmont Bridge Road include a footpath widening setback to remove a pinch point at Little Mount Street. This, along with the reallocation of a disused bus stop bay for footpath widening, will facilitate better pedestrian access between Pyrmont Metro and Blackwattle Bay.</p> <p>The proposed through-site links at 1-33 Saunders Street and 140-148 Bank Street will connect the foreshore with existing and proposed pedestrian links.</p>
<p>Activated and connected harbour foreshore walk</p>	<p>Not applicable</p>
<p>Character Area: Pyrmont Bridge Road</p> <p>2. Improving the pedestrian environment between Sydney Fish Markets, Blackwattle Bay and the Metro Station to support its important role as a primary pedestrian movement route through widened footpaths, increased tree canopy, greater amenity at intersections and a calmer traffic environment.</p>	<p>Consistent</p> <p>Footpath widening and a potential cycleway on Pyrmont Bridge Road to connect new Blackwattle Bay site with Pyrmont Metro have been planned for in the proposed built form controls for 46-48 Pyrmont Bridge Road, including providing a footpath widening setback, active frontage and awning.</p>
<p>Character Area: Carmichael Park</p>	<p>Not applicable</p>
<p>Character Area: Bank Street</p> <p>3. Enhancing Bank Street as a pleasant walkable street that support the local business and media cluster linking the employment zones of Blackwattle Bay to Bays West including the extension of the walking and cycling loop between Jones Street and Bowman Street</p> <p>6. Providing a new through site link between Carmichael Park and the waterfront along the Quarry Master Drive alignment.</p>	<p>Consistent</p> <p>The proposed through-site links at 1-33 Saunders Street & 140-148 Bank Street and 12 Quarry Master Drive will help connect Jones Street to Bowman Street via Saunders Street.</p> <p>The through-site links and deep soil areas within the 1-33 Saunders Street & 140-148 Bank Street block will act as a parallel pedestrian corridor along the part of Bank Street that is overshadowed and impacted by the Western Distributor. This pedestrian network will be better protected from the noise and pollution of the main road and have internally facing ground floor active frontages.</p>

Sub-precinct master plan objectives

Comment

The proposed through-site link alignment includes a path between Carmichael Park via Quarry Master Drive and onto Bank Street.

Appendix 4 - Consistency with Ministerial Direction 4.1 Flooding

Flood planning at the City of Sydney

Planning for flooding at the City of Sydney is guided by the Interim Floodplain Management Policy, which was prepared in accordance with the NSW Government Floodplain Development Manual 2005. In accordance with the interim policy, the City has prepared floodplain management plans covering eight local catchments, which are supported by publicly available detailed flood studies, which are updated regularly.

Also in accordance with the interim policy, development applications must comply with Section 3.7 'Water and Food Management' of Sydney Development Control Plan 2012 and clause 5.21 'Flood planning' of Sydney Local Environmental Plan 2012. These controls require certain development to prepare a site-specific flood study in accordance with the state government floodplain development guidelines, and may use the data contained in the City's detailed flood studies.

Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of that project is an update to the water and flood management controls in the DCP. The proposed controls migrate the provisions of the interim policy into the DCP, along with updates to better manage heritage items and introduce criteria for design requirements, practical precautions and access arrangements for development at risk of flooding. The City has undertaken an assessment of the proposed controls against the updated NSW Flood Risk Management Manual and Flood Prone Land Policy and confirms they are compatible.

Flood planning for Planning Proposal: Ultimo Pyrmont

The area subject to this planning proposal is covered by the City's Blackwattle Bay catchment and Darling Harbour catchment flood studies.

Using this data, the City has undertaken internal analysis of flooding risk at the sites identified as capable for change as part of this planning proposal. Where appropriate, flood planning levels and freeboard levels have been factored into the urban design analysis and development of built form controls.

These levels are not explicitly expressed in this planning proposal, as it is more appropriate that a detailed flood study establish the levels at development application stage. This will allow a more detailed level of assessment, evidence gathering and flexibility in meeting the objectives of the planning controls. However, by assuming expected levels in the urban design analysis, the City can have better certainty that the proposed built form outcomes will be achievable when the flood planning levels are established at development application stage.

Appendix 5 - Consistency with Ministerial Direction 5.1 Transport and Infrastructure

The objectives of this direction are to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following:

- a. improving access to housing, jobs and services by walking, cycling and public transport, and
- b. increasing the choice of available transport and reducing dependence on cars, and
- c. reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and
- d. supporting the efficient and viable operation of public transport services, and
- e. providing for the efficient movement of freight.

The provisions in these planning amendments will result in intensification of land uses in the Ultimo and Pyrmont Peninsula, however this intensification of land uses is consistent with that envisaged by the NSW Government's Pyrmont Peninsula Place Strategy and will not adversely affect the traffic conditions in Ultimo and Pyrmont as confirmed by a number of NSW Government transport strategies and assessments.

In addition, the proposed amendments are consistent with this Direction and would be likely to improve access to housing, jobs and services, have the potential to reduce travel demand and support the efficient and viable operation of public transport services by introducing intensified land uses close to proposed public transport upgrades (Pyrmont metro station).

The City's planning controls already include maximum car parking rates which promote public transport use. The City's Draft Ultimo Pyrmont Local Infrastructure Contributions Plan includes a number of projects focused on promoting walking and cycling as a mode of transport with footpath widening and cycleway works proposed.

Pyrmont Peninsula Place Strategy

The Pyrmont Peninsula Place Strategy, to which this planning proposal responds, was developed through the then Department of Planning, Industry and Environment in collaboration with State agencies including Transport for NSW. This planning proposal contributes towards the expected number of dwellings and jobs identified in the Place Strategy.

The Place Strategy was supported by a Transport Strategy, prepared by VIAE Consulting when the Place Strategy was endorsed by the NSW Government in December 2020 and supplemented by a Transport Assessment prepared by VIAE Consulting in November 2021 when sub-precinct master plans outlining growth expectations for each of Ultimo Pyrmont sub-precincts were endorsed by the NSW Government.

Pyrmont Ultimo Transport Plan

In 2023, Transport for NSW publicly exhibited their draft Pyrmont-Ultimo Transport Plan. The Pyrmont-Ultimo Transport Plan is said to support the delivery of the NSW Government's vision for Ultimo and Pyrmont. The Transport Plan provides an action plan for transforming how people, goods and services will travel to, from and within Ultimo Pyrmont. It is stated that the Transport Plan presents the coordinated transport strategy for how Transport for NSW will proactively respond to anticipated changes in land use, population, and travel demand.

"With the anticipated growth in jobs and residents due to major State development and investment in the Precinct, the provision of attractive and efficient public and active transport options is crucial to ensuring sustainable, connected, safe and productive transport outcomes. The opening of the Sydney Metro West Pyrmont Station presents the foundational step-change for how people travel to and from the Precinct."

Planning Proposal Ultimo Pymont

The draft Transport Plan articulates a clear transport plan to deliver a sustainable, multi-modal and safe transport network for all people and communities. It focuses on improved travel outcomes and mode choice.

Traffic Modelling

The City have discussed traffic modelling with Transport for NSW extensively over the last six to twelve months.

In November 2023 Transport for NSW confirmed that they had undertaken strategic modelling for the entire peninsula to input into SIDRA and VISSIM simulation modelling for Ultimo Pymont. Their modelling included committed, funded, and planned transport projects and a land use scenario consistent with that envisaged under the Pymont Peninsula Place Strategy. Car Driver, Car Passenger, Rail/Light Rail/Ferry, Bus-only, Bike, Walk, and Taxi were modelled with movements including from the area to elsewhere, to the area from elsewhere and within the area.

Transport for NSW's modelling has not been provided to the City. Any requirement for the City to undertake additional traffic modelling is considered to be unreasonable, onerous, unproductive and will significantly delay the delivery of much needed housing as envisaged under the Pymont Peninsula Place Strategy.

In line with their Pymont-Ultimo Transport Plan commitment to proactively respond to anticipated changes in land use, population, and travel demand, it is expected that if Transport for NSW believe that modelling should be made publicly available at public exhibition stage, they should release a suitable report based on their existing modelling which was used to support the Place Strategy.

