Item 10.3
At Council
26 October 2026

Relevant Information for Council

FILE: **X128367** **DATE:** 22 October 2026

TO: Lord Mayor and Councillors

FROM: Graham Jahn AM, Chief Planner / Executive Director City Planning, Development and Transport

SUBJECT: Information Relevant To Item 10.3 - Public Exhibition - Planning Proposal - Ultimo Pyrmont Stage 2 - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

Alternative recommendation

(A) Council approve Planning Proposal – Ultimo Pyrmont Stage 2, shown at Attachment A to the ~~subject report~~ ***Information Relevant To memorandum*** for submission to the Department of Planning, Housing and Infrastructure with a request for a Gateway Determination

(B) Council approve Planning Proposal – Ultimo Pyrmont Stage 2, shown at Attachment A to the ~~subject report~~ ***Information Relevant To memorandum*** for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination

(C) Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all functions under the relevant local plan making authority under Section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and put into effect the Planning Proposal – Ultimo Pyrmont Stage 2

(D) Council approve draft Sydney Development Control Plan – Ultimo Pyrmont Stage 2, shown at Attachment B to the ~~subject report~~ ***Information Relevant To memorandum***, for public authority consultation and public exhibition together with the Planning Proposal

(E) authority be delegated to the Chief Executive Officer to make any minor variations to Planning Proposal – Ultimo Pyrmont Stage 2, draft Development Control Plan – Ultimo Pyrmont Stage 2 and to update the Urban Design Study to ensure maximum clarity for the purposes of public consultation, correct any drafting errors or to ensure consistency with the Gateway Determination

(F) the Lord Mayor be requested to write to the Minister for Transport, the Minister for Roads, the Minister for Planning and the NSW Treasurer, requesting that:

(i) the Western Distributor Road Network Improvements project be terminated in full

(ii) the NSW Government commit to the delivery of place improvements on Harris Street, Wattle Street, Union Street and Pyrmont Bridge Road in line with the NSW Department of Planning, Housing and Infrastructure's Precinct Transport Study

(iii) the scope of these place improvements be agreed with the City of Sydney

(iv) the place improvements need to be funded by the NSW Government

(v) that the NSW Government note that without these place improvements opportunities to deliver additional housing in Ultimo and Pyrmont will be significantly constrained.

(G) ***authority be delegated to the Chief Executive Officer to make variations to the Flood Impact and Risk Assessment and the Precinct Transport Study at Attachments D and E to the subject report to remove 336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo) and 26-52 Mount Street, Pyrmont.***

Purpose

To provide an Alternative Recommendation for Council consideration.

At the meeting of the Transport, Heritage and Planning Committee on 20 October 2026, the Committee requested that 336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo) and 26-52 Mount Street, Pyrmont be removed from the proposal.

At the same meeting, further information was sought on the affordable housing levies imposed on Stage 2 sites.

Background

Removal of 2 sites

At the meeting of the Transport, Heritage and Planning Committee on 20 October 2026, the Committee requested that 336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo) and 26-52 Mount Street, Pyrmont be removed from the proposal. Both sites are social housing sites owned by Homes NSW. Homes NSW has no current plans to redevelop the sites. The Chief Planner has supported this request and has prepared this recommendation to remove the 2 sites, to allow for further review and consideration of the consultation process.

The revised planning proposal and associated documents, with the sites removed and marked up changes, are at Attachments A, B and C to this Information Relevant to memorandum.

If the Alternative Recommendation is resolved by Council, amendments would also be made to the supporting studies (the flood impact and risk assessment and the precinct transport study) to remove the 2 sites.

Affordable housing contributions

At the Committee meeting, further information was sought on the affordable housing levies imposed on Stage 2 sites.

In May 2026, Council and the Central Sydney Planning Committee endorsed the Affordable Housing Contributions Review Planning Proposal post-exhibition. The Proposal would increase the affordable housing contribution rate for rezoning planning proposal land from 9% to 17% of Gross Floor Area (GFA) uplift.

The Affordable Housing Review Planning Proposal changes are still under assessment by the Department of Planning Housing and Infrastructure, and they have asked for further analysis. The future Affordable Housing Program, which includes the 17% rate, is not yet in force.

The Gateway from the NSW Government for the Affordable Housing Planning Proposal included the requirement that the Program not commence until the Local Environmental Plan (LEP) is made.

The Pyrmont / Ultimo Stage 2 Planning Proposal therefore includes the 9% uplift (+3% base rate for Development Applications), as per the Program currently in force. This is also consistent with the Stage 1 Pyrmont planning proposal.

Memo from Graham Jahn AM, Chief Planner / Executive Director City Planning, Development and Transport

Prepared by: Laura Dodds-Hebron, Senior Specialist Planner

Attachments

Attachment A. Revised Planning Proposal – Ultimo Pyrmont Stage 2

Attachment B. Revised Sydney Development Control Plan – Ultimo Pyrmont Stage 2

Attachment C. Revised Urban Design Study

Approved



GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Attachment A

Revised Planning Proposal – Ultimo Pyrmont Stage 2

CITY OF SYDNEY

Planning Proposal
Ultimo Pyrmont Stage 2



Revised Planning Proposal Ultimo Pyrmont Stage 2
October 2026

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

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Executive summary

In October 2025, Council approved a new planning framework for Ultimo Pyrmont which included:

- new planning controls for between 1,262 and 1,524 homes in residential flats, mixed-use developments and small-lot housing, designed to ensure good access to sunlight and natural ventilation
- new planning controls with the capacity to accommodate between 3,603 and 6,970 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
- new planning controls that facilitate opportunities to increase publicly accessible open space, widen footpaths, accommodate over 250 new trees, 2,000sqm of new green roofs, and minimise overshadowing to existing residents and important public parks and places, and
- a new local infrastructure contributions plan for Ultimo/Pyrmont that will align growth with the delivery of new and improved local infrastructure.

Together with existing development approvals and State Significant sites, the approved planning framework exceeds the NSW Government's Pyrmont Peninsula Place Strategy (the Place Strategy) targets for the area, contributing between 4,555 and 4,817 homes and 23,637 and 27,004 jobs. The new planning framework commenced with the NSW Government's approval of the planning controls and local infrastructure contributions plan.

In October 2025, Council also endorsed a Stage 2 review of sites which were not in Stage 1 because they were:

- not identified for new controls in the Place Strategy,
- constrained by an existing strata scheme,
- ~~social or~~ affordable housing sites where the owner had originally not requested new controls, or
- or landowners requested controls different from what was exhibited in Stage 1.

Based on the Stage 2 review, this planning proposal seeks change the planning controls for the following 11 sites:

- Tivoli Gardens, 344 Bulwara Road, Ultimo
- 463-467 Harris Street, Ultimo
- ~~336-374 Jones Street (1-7 Henry Avene) and 370-374 Jones Street, Ultimo (amalgamated)~~
- Darling Harbour Apartments, 313-369 Harris Street, Pyrmont
- Headingley, 1-19 Allen Street, Pyrmont
- 100 Harris Street, Pyrmont
- ~~26-52 Mount Street, Pyrmont~~
- 1-33 Saunders Street, Pyrmont
- 2-10 Quarry Master Drive, Pyrmont
- 120 and 122 Saunders Street Pyrmont (amalgamated)
- 56 Harris Street, Pyrmont

These changes will facilitate:

- ~~1,240~~ 1,140 additional homes, including ~~150~~ 50 new ~~social and~~ affordable homes;
- space for 411 additional new jobs, primarily within new retail frontages; and

- opportunities for more publicly accessible open space, wider footpaths, ~~270~~ 220 additional trees and 450sqm of additional green roofs.

This planning proposal also adds new sunlight protection controls for key public parks, open spaces and civic places across Ultimo and Pyrmont, consistent with the NSW Government's Pyrmont Peninsula Place Strategy. The proposed controls accommodate increased height and density while protecting the amenity, usability and attractiveness of public spaces, including:

- Pirrama Park
- Union Square and
- Mary Ann Street Park.

This planning proposal is supported by an Urban Design Study (Attachment C) as well as a Flood Study (Attachment D) and a Precinct Transport Study (Attachment E) undertaken in collaboration with the NSW Department of Planning, Housing and Infrastructure.

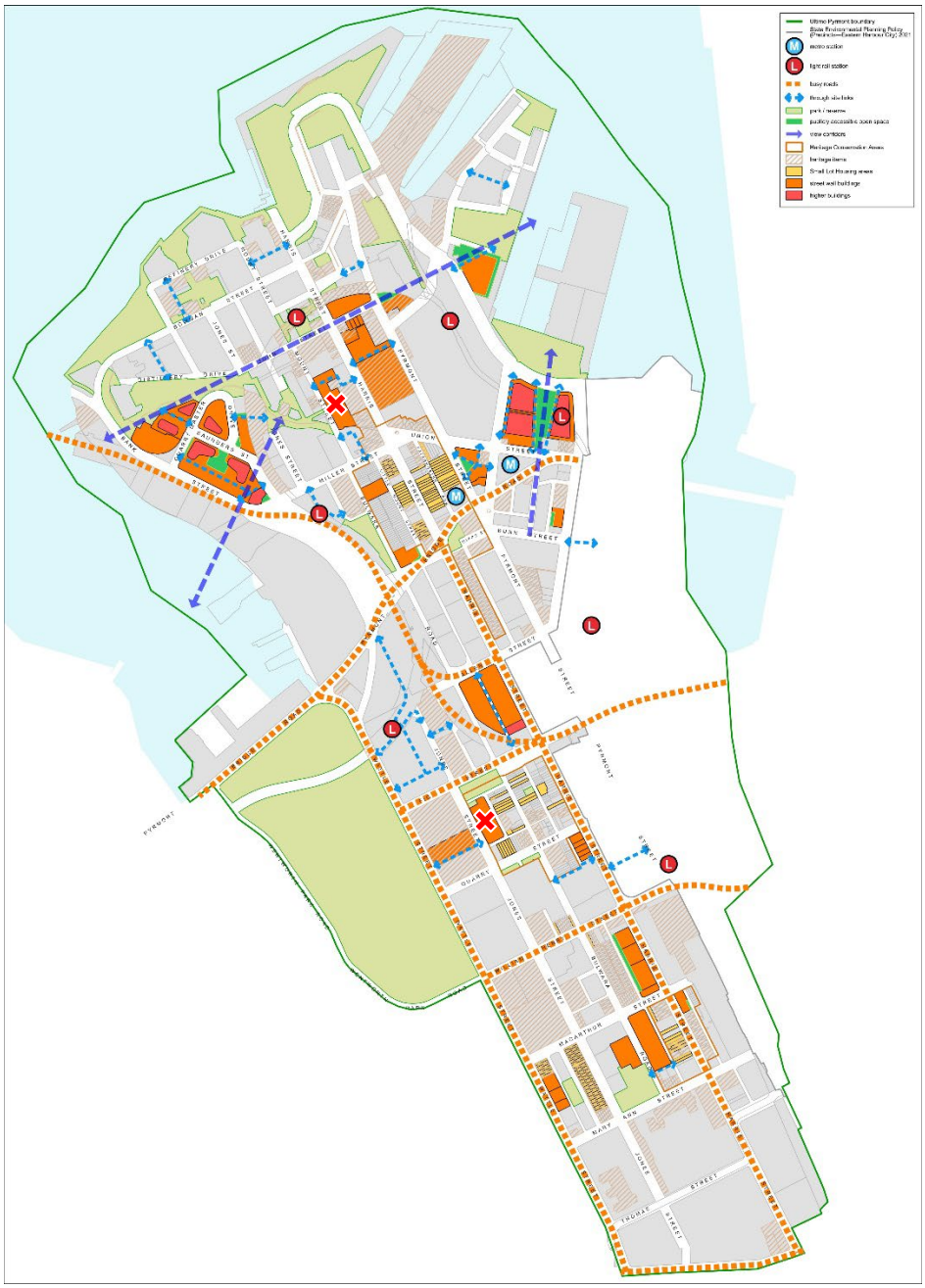
1. Background

1.1. Ultimo/Pyrmont Stage 2

1.1.1. Site identification

This planning proposal relates to various sites in Ultimo and Pyrmont. It complements the City's Ultimo/Pyrmont Stage 1 Planning Proposal, which will soon come into effect.

Figure 1. Ultimo/Pyrmont Stage 1 and Stage 2 sites (shown in orange)



1.1.2. Location and context

The initial study area, “the Pyrmont Peninsula”, was identified by the Department of Planning, Housing and Infrastructure (the Department) in their Pyrmont Peninsula Place Strategy (the Place Strategy).

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. The southern extent is George Street/Broadway. The western extent is Wentworth Park.

Pyrmont Metro is scheduled to open in the early 2030s directly connecting Ultimo and Pyrmont 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 Pyrmont in the early 2030s, there will be significant additional demand for people to live, work, visit and move their businesses to Ultimo and Pyrmont.

1.1.3. 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 City's proposal reinforces its Stage 1 land use approach that seeks to:

- incentivise a critical mass of business floor space close to future Pyrmont Metro 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;
- 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
- 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 Pyrmont Metro station.

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 public 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 Place Strategy is a NSW Government prepared strategy that outlines their vision for how Ultimo and Pyrmont 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 the NSW Government's Local Environmental Plan Making Guideline which requires the plan-making authority to consider whether a planning proposal has strategic merit, including whether it gives effect to relevant regional plans and any strategy or place strategy endorsed by the Planning Secretary.

Ultimo/Pyrmont Planning Proposal Stage 1

In October 2025, Council approved a new planning framework for Ultimo/Pyrmont which included:

- new planning controls for between 1,262 and 1,524 homes in residential flats, mixed-use developments and small-lot housing, designed to ensure good access to sunlight and natural ventilation
- new planning controls with the capacity to accommodate between 3,603 and 6,970 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
- new planning controls that facilitate opportunities to increase publicly accessible open space, widen footpaths, accommodate over 250 new trees, 2,000sqm of new green roofs, and minimise overshadowing to existing residents and important public parks and places, and
- a new local infrastructure contributions plan for Ultimo/Pyrmont that will align growth with the delivery of new and improved local infrastructure.

Together with existing development approvals and State Significant sites, the approved planning framework exceeds the Place Strategy targets for the area, contributing between 4,555 and 4,817 homes and 23,637 and 27,004 jobs.

The new planning framework will soon come into effect, with the NSW Government finalising the planning controls and approving the new local infrastructure contributions plan. Early results indicate a strong market response, with development applications at either the pre-application or lodgement stage for 3 sites, delivering a potential 366 new dwellings and capacity for 24 new jobs.

A full background of the City's Stage 1 proposal, Place Strategy history, our community engagement, design considerations and approach can be viewed:

- for the December 2023 Stage 1 pre-exhibition report to the Transport, Heritage, Environment and Planning Committee at https://meetings.cityofsydney.nsw.gov.au/ieListDocuments.aspx?CId=137&MId=4185&%20Ver=4 (see Item 5), and
- for the October 2025 Stage 1 post-exhibition report to the Transport, Heritage, Environment and Planning Committee at https://meetings.cityofsydney.nsw.gov.au/ieListDocuments.aspx?CId=137&MId=4641&Ver=4 (see Item 4).

When approved, Council also endorsed a Stage 2 review of sites. These sites were not included in the City's Stage 1 proposal because they were either:

- not identified for new controls in the Place Strategy,
- constrained by an existing strata scheme,
- ~~social or~~ affordable housing sites where the owner had originally not requested new controls, or
- landowner requests for new controls were different from what was exhibited under Stage 1.

This planning proposal outlines the outcomes of the City's Stage 2 review and proposes changes be made to the Ultimo Pyrmont planning framework.

1.3. Strategic review process

1.3.1. The City's strategic review

As detailed in Ultimo/Pyrmont Planning Proposal Stage 1, the City's strategic review identified sites in the area that could accommodate an uplift in height and density, and how that uplift could be accommodated whilst considering the following design considerations:

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

1.3.2. Stage 2 review

Our work with the community and landowners on Ultimo/Pyrmont Planning Proposal Stage 1 revealed more opportunities for more and better homes in the area, including ~~social and~~ affordable housing. Council resolved to investigate these sites in October 2025 as part of a Stage 2 review.

This planning proposal outlines the outcomes of the City's Stage 2 review and proposes changes be made to the Ultimo/Pyrmont planning framework. The proposed changes follow the same design considerations as adopted under Stage 1, with this analysis and outcomes detailed in our Urban Design Study at Attachment C.

Specific sites affected by this planning proposal are shown in Figure 2 and 3 below.

Figure 2. Specific sites affected by this planning proposal

Map reference	Address	Lot/DP/SP
9	344 Bulwara Road, Ultimo	Lot 101, DP 736100, SP31316
8	463-467 Harris Street, Ultimo	Lot 1, DP 80155
~~7~~	~~336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo)~~	~~Lot 1, DP 829164~~
~~7~~	~~370-374 Jones Street, Ultimo~~	~~Lot 2, DP 829164~~
6	313-369 Harris Street, Pyrmont	Lot 100, DP 613788, SP18021
6	1-19 Allen Street, Pyrmont	Lot 100, DP 711434, SP30156
4	100 Harris Street, Pyrmont	Lot 100, DP1219280
~~5~~	~~26-52 Mount Street, Pyrmont~~	~~Lot 1, DP 633390~~
1	1-33 Saunders Street, Pyrmont	Lot 80, DP 1293466 and Lot 81, DP 1293466
2	2-10 Quarry Master Drive, Pyrmont	Lot 30, DP 859243, SP 61091
2	122 Saunders Street, Pyrmont	Lot 1, DP 839057, SP 47754
2	120 Saunders Street, Pyrmont	Lot 2, DP 839057, SP 46801
3	56 Harris Street, Pyrmont	Lot 22, DP 878273

Figure 3. Specific sites affected by this planning proposal



1.3.3. Engagement

Significant engagement was undertaken during the preparation of the Stage 1 planning proposal. This Stage 2 planning proposal is in direct response to feedback heard as part of the Stage 1 engagement.

In response to an October 2025 resolution of Council, the City wrote to tenants of ~~social and~~ affordable housing buildings under review as part of the Stage 2 proposal. The letter:

- explained that the review of planning controls is Council-led and part of long-term planning for the area
- reassured tenants ~~of both City West and Homes NSW sites~~ that there was no immediate plans to redevelop their building and there are no changes to their tenancy arrangements
- outlined the planning process and expected timelines, including how and when stakeholders will be able to provide formal feedback during the public exhibition stage, and
- provided a contact ~~from Homes NSW or~~ City West should they have questions about their tenancy and a contact from City of Sydney should they have questions about the planning proposal.

The City was not contacted by tenants in response to the letters.

The public exhibition process for this proposal will be determined by the Department of Planning, Housing and Infrastructure. It is proposed that the public exhibition of the Stage 2 planning proposal and draft DCP will run concurrently. The consultation will be in accordance with the requirements of the:

- Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Act;
- Environmental Planning and Assessment Regulation 2021; and
- City of Sydney's Community Engagement Strategy and Participation Plan.

1.3.4. Yields

This Stage 2 planning proposal provides capacity for ~~1,240~~ 1,140 new dwellings and up to 411 new jobs.

Together with the Stage 1 planning proposal, existing development approvals and State Significant sites, the existing and proposed planning framework exceeds the NSW Government's the Place Strategy targets for the area, contributing over ~~5,500~~ 5,400 homes and 27,000 jobs.

2. Planning controls

2.1. Zoning

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

The existing zoning of the lots affected by this planning proposal are shown in Figure 3.

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

Figure 4. Existing planning controls

Address	Lot/DP	Zone	Existing Height (m)	Existing FSR
344 Bulwara Road, Ultimo	Lot 101, DP 736100, SP31316	R1 General Residential	15	2
463-467 Harris Street, Ultimo	Lot 1, DP 80155	MU1 Mixed Use	12	2.5
~~336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo)~~	~~Lot 1, DP 829164~~	~~R1 General Residential~~	~~12~~	~~1.5~~
~~370-374 Jones Street, Ultimo~~	~~Lot 2, DP 829164~~	~~RE1 Public Recreation~~	~~None~~	~~None~~
313-369 Harris Street, Pyrmont	Lot 100, DP 613788, SP18021	R1 General Residential	18	2
1-19 Allen Street, Pyrmont	Lot 100, DP 711434, SP30156	R1 General Residential	15	2
100 Harris Street, Pyrmont	Lot 100, DP1219280	E2 Commercial Centre	38	3.5
~~26-52 Mount Street, Pyrmont~~	~~Lot 1, DP 633390~~	~~R1 General Residential~~	~~12~~	~~1~~
1-33 Saunders Street, Pyrmont	Lot 80, DP 1293466 and Lot 81, DP 1293466	MU1 Mixed Use	55	4.22

Address	Lot/DP	Zone	Existing Height (m)	Existing FSR
2-10 Quarry Master Drive, Pyrmont	Lot 30, DP 859243, SP 61091	R1 General Residential	30	4
122 Saunders Street, Pyrmont	Lot 1, DP 839057, SP 47754	R1 General Residential	45	4
120 Saunders Street, Pyrmont	Lot 2, DP 839057, SP 46801	R1 General Residential	45	4
56 Harris Street, Pyrmont	Lot 22, DP 878273	MU1 Mixed Use	24	4

2.3. Heritage

2.3.1. Local heritage listings

The following sites subject to this planning proposal are, in or adjacent to heritage conservation areas, or are heritage listed lots or adjacent to heritage lots.

- 344 Bulwara Road, Ultimo
- 463-467 Harris Street, Ultimo
- ~~336-368 Jones Street and 1-7 Henry Avenue, Ultimo~~
- 100 Harris Street, Pyrmont
- ~~2652 Mount Street, Pyrmont~~
- 56 Harris Street, Pyrmont

The controls for these sites have been developed to minimise impacts on both heritage items and heritage conservation areas. This approach is discussed for each of the sites in the Urban Design Study at Attachment C and has been overseen and reviewed by the City's Senior Heritage Specialist.

2.3.2. State heritage listings

No changes to controls for State heritage items are proposed. No State heritage items are impacted by this proposal.

2.4. Sydney DCP 2012 controls

The study area is currently under the Sydney DCP 2012. A new section of Sydney DCP 2012 was drafted as part of Stage 1. This section will be amended for sites identified within this planning proposal. The existing DCP will continue to apply to those sites not covered by this planning proposal. 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.

3. Objectives

This planning proposal will continue to facilitate the renewal of Ultimo and Pyrmont consistent with the Place Strategy, the Economic Development Strategy. The objectives of the planning proposal are to:

- provide additional floor space for employment and a hotel use close to the Pyrmont Metro Station at 100 Harris Street, Pyrmont
- provide additional residential floor space to contribute to housing targets
- ensure appropriate levels of sun access to Ultimo and Pyrmont's important parks and places
- allow retail and business premises as an additional permitted use for certain sites in the general residential zone to support activity and provision of local services
- ensure delivery of affordable ~~and social~~ housing on sites owned by ~~social and~~ community housing providers
- 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:

4.1.1. Mapping amendments

- Amend the Locality and Site Identification map sheets 7 and 8 to identify the relevant sites as 'Ultimo/Pyrmont Opportunity Land'
- Amend the Floor Space Ratio map sheets 7 and 8 as shown at Appendix 2 of this planning proposal to introduce new floor space ratio controls for identified sites.
- Amend the Height of Buildings map sheets 7 and 8 as shown at Appendix 2 of this planning proposal to introduce new height controls for identified sites.
- Amend the Land Use map sheet 8 as shown at Appendix 2 of this planning proposal to facilitate the re-location of RE1 zoned open space
- Amend the Sun Access Protection Map Sheets 7 and 8 as shown at Appendix 2 of this planning proposal to protect sun access to:
    - Pirrama Park and Giba Park
    - James Watkinson Reserve
    - Ballaarat Park
    - Metcalfe Park
    - Distillery Drive Park/The Knoll,
    - Waterfront Park
    - Cadi Park
    - Bank Street Park
    - Wentworth Park
    - Fig Lane Park
    - Quarry Green
    - Mary Ann Street Park
    - Alumni Green
    - Union Square
    - Maybanke Park
    - Elizabeth Healey Reserve
    - Paradise Reserve
    - Pyrmont Bay Park
    - Carmichael Park, and

    - Sydney Fish Market Square.
- Amend the Active Street Frontages Map Sheets 7 and 8 as shown at Appendix 2 of this planning proposal to apply active street frontage controls to the identified frontages.
- Introduce new Affordable Housing Map Sheets 7 and 8 to show sites to which an additional Affordable Housing Contribution will apply to the residential uplift, as shown at Appendix 2 of this planning proposal.

4.1.2. Ultimo/Pyrmont Opportunity Land

- Amend Part 9 Ultimo/Pyrmont Opportunity Land objectives to include:
    - to provide for ~~social and~~ affordable housing
    - to improve access to local shops and services
- Amend Part 9 provisions for 1-19 Allen Street and 313-369 Harris Street to:
    - require business premises and retail premises at street level, and
    - allow for additional business premises and retail premises floor space at basement level that is excluded from their maximum FSR
- Amend Part 9 provisions to ensure that for development on Ultimo/Pyrmont Precinct Opportunity Land, the consent authority is satisfied that:
    - ~~100% social and affordable housing is provided at 336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo), 370-374 Jones Street, Ultimo, 26-52 Mount Street, Pyrmont~~
    - 100% affordable housing is provided at 56 Harris Street, Pyrmont
    - ~~as part of the redevelopment of Quarry Lane Streetscape (370-374 Jones Street, Ultimo), an equal or larger area of RE1 open space is re-provided to the north of the site (336-368 Jones Street / 1-7 Henry Avenue, Ultimo)~~

4.1.3. Sun access planes

- Amend Clause 6.17(4), 6.18 and schedule 6A to protect sun access to Pirrama Park and Giba Park, James Watkinson Reserve, Ballaarat Park, Metcalfe Park, Distillery Drive Park/The Knoll, Waterfront Park, Cadi Park, Bank Street Park, Wentworth Park, Fig Lane Park, Quarry Green, Mary Ann Street Park, Alumni Green, Union Square, Maybanke Park, Elizabeth Healey Reserve, Paradise Reserve, Pyrmont Bay Park, Carmichael Park and Sydney Fish Market Square by applying a sun access controls, as outlined in Appendix 1.

4.1.4. Affordable housing

- Identify land with a residential uplift in Schedule 6C to ensure affordable housing contributions, currently of 9% of the additional residential floor space, are imposed as shown in the table at Appendix 1 and mapped at Appendix 2.

4.1.5. Additional permitted uses

Make retail and business premises additional permitted uses on the following sites:

- 1-19 Allen Street, Pyrmont
- 313-369 Harris Street, Pyrmont
- 344 Bulwara Road, Ultimo
- 122 Saunders Street, Pyrmont
- 120 Saunders Street, Pyrmont

4.1.6. Residential accommodation on certain land

Ensure residential accommodation on the following sites does not include co-living housing:

- 344 Bulwara Road, Ultimo
- 463-467 Harris Street, Ultimo

- ~~336-368 Jones Street, Ultimo~~
- ~~370-374 Jones Street, Ultimo~~
- 313-369 Harris Street, Pyrmont
- 1-19 Allen Street, Pyrmont
- ~~26-52 Mount Street, Pyrmont~~
- 1-33 Saunders Street, Pyrmont
- 2-10 Quarry Master Drive, Pyrmont
- 122 Saunders Street, Pyrmont
- 120 Saunders Street, Pyrmont
- 56 Harris Street, Pyrmont

4.2. Site-specific DCP

Amendments to Sydney DCP 2012 have been prepared and will be exhibited concurrently with this Planning Proposal. This DCP 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 draft DCP will include overall heights, building envelopes, setbacks, deep soil zones, building typology and pedestrian amenity.

5. Justification

5.1. Strategic merit

The planning proposal represents a further stage in the implementation of the broader precinct planning framework for Ultimo and Pyrmont undertaken by the Department of Planning, Housing and Infrastructure and the City of Sydney. This Stage 2 planning proposal builds on the strategic work that informed the initial Ultimo and Pyrmont planning proposal and applies the established planning approach to an additional group of sites identified as having the potential to contribute to the renewal of the precinct.

Extensive strategic planning, stakeholder engagement and community consultation have informed the vision, objectives and planning principles for Ultimo and Pyrmont. Ongoing consultation and discussion have been held with the community and key stakeholders 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 Ultimo and Pyrmont 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 Pyrmont Metro Station. As such, it is considered that the strategic merit of the planning proposal has already been established by the NSW Government.

Consistent with the Stage 1 planning proposal, community feedback and strategic planning work have informed 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

5.2. Development outcome

This section provides a description of development outcomes facilitated by this planning proposal and the draft DCP. It also provides the justification for the proposed amendments to the Sydney LEP 2012.

The planning proposal seeks to increase both residential and employment capacity in appropriate locations through a diverse range of building forms. The City's approach is to:

a. incentivise a critical mass of employment floor space close to Pyrmont Metro Station
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 located slightly further from public transport but still within walking distance of light rail, bus routes or the Pyrmont metro station.

5.2.1. Site specific provisions

It is proposed to apply Part 9 Ultimo/Pyrmont Opportunity Land to the identified sites.

Three sites owned by ~~social and~~ community housing providers have site specific provisions to secure the delivery of ~~social and/or~~ affordable housing.

Development on Ultimo/Pyrmont Opportunity Land is supported by a draft DCP containing detailed built form controls. As such, development on Ultimo/Pyrmont Opportunity Land will not require preparation of a site-specific development control plan.

5.2.2. Changes to height and FSR

The planning proposal allows additional height and/or floor space to support growth and development in appropriate locations and forms across Ultimo and Pyrmont. The proposed height and floor space controls have been developed through detailed urban design studies taking into consideration site-specific constraints. The proposed height and floor space controls are supported by detailed built form controls in the draft DCP.

The proposed height and FSR controls outlined in Figure 5 below are shown on the Height of Building and Floor Space Ratio Maps at Appendix 2.

Figure 5. Proposed heights and FSRs

Address	Lot/DP	Existing height(m)	Proposed height (m)	Existing FSR	Proposed FSR
344 Bulwara Road, Ultimo	SP31316	15	45	2	3.12
463-467 Harris Street, Ultimo	Lot 1, DP80155	12	27	2.5	3
~~336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo)*~~	~~Lot 1, DP829164~~	~~12~~	~~20~~	~~1.5~~	~~1.6~~
~~370-374 Jones Street, Ultimo*~~	~~Lot 2, DP829164~~	~~none~~		~~none~~	
313-369 Harris Street, Pyrmont	SP18021	18	65	2	4
1-19 Allen Street, Pyrmont	SP30156	15	45	2	4.22
100 Harris Street, Pyrmont	Lot 100, DP1219280	38	40	3.5	4.16
~~26-52 Mount Street, Pyrmont~~	~~Lot 1, DP633390~~	~~12~~	~~27~~	~~1~~	~~1.75~~
1-33 Saunders Street, Pyrmont	Lot 80, DP 1293466 Lot 81, 1293466	55	RL120	4.22	7.25

Address	Lot/DP	Existing height(m)	Proposed height (m)	Existing FSR	Proposed FSR
2-10 Quarry Master Drive, Pyrmont	Lot 30, DP 859243, SP 61091	30	95	4	6.5
122 Saunders Street, Pyrmont*	Lot 1, DP 839057, SP 47754	45	RL144	4	4.74
120 Saunders Street, Pyrmont*	Lot 2, DP 839057, SP 46801	45	60	4	
56 Harris Street, Pyrmont	Lot 22, DP878273	24	45	4	4

*Amalgamated sites

5.2.3. Sun access protection

The NSW Government's Pyrmont Peninsula Place Strategy supports growth and change without compromising the amenity, functionality and environmental quality of the area's public parks, open spaces and publicly accessible places. As the area accommodates additional homes, jobs and taller buildings, access to sunlight for parks becomes increasingly important to maintaining their usability and enjoyment and support healthy tree canopy and grass growth.

The Place Strategy balances increased building heights and density with the protection of sunlight access, public amenity, local character and heritage values. It enables sun access and no additional overshadowing controls to guide the location and scale of future development so that significant public parks, open spaces and civic places continue to receive appropriate sunlight.

The planning proposal seeks to amend the LEP to introduce the sun access planes and no additional overshadowing controls identified in the Place Strategy, to protect sunlight to key public parks, open spaces and civic places across Ultimo and Pyrmont.

The proposed LEP controls will protect sunlight access to Pirrama Park and Giba Park, James Watkinson Reserve, Ballaarat Park, Metcalfe Park, Distillery Drive Park/The Knoll, Waterfront Park, Cadi Park, Bank Street Park, Wentworth Park, Fig Lane Park, Quarry Green, Mary Ann Street Park, Alumni Green, Union Square, Maybanke Park, Elizabeth Healey Reserve, Paradise Reserve, Pyrmont Bay Park, Carmichael Park and Sydney Fish Market Square.

The proposed DCP provisions have been informed by detailed solar access testing undertaken through the Urban Design Study. The proposed sun access controls do not reduce the proposed development potential of sites.

Amendments to sun access controls to Wentworth Park, Sydney Fish Market Square and Bank Street Park are administrative amendments in line with those made as part of the City's LEP Housekeeping Planning Proposal. These amendments do not reduce the available solar access to these spaces and do not reduce the proposed development potential of sites. The proposed DCP provisions have been informed by detailed solar access testing undertaken through the Urban Design Study.

Proposed amendments to Sydney LEP 2012 are outlined at Appendix 1 and associated amendments to the Sun Access Protection Map are shown at Appendix 2.

It is noted that the SAP coordinates at Appendix 1 are presented in MGA94 format for consistency with the Pyrmont Peninsula Place Strategy. These coordinates will be updated to MGA2020 format following public exhibition and prior to the making of the LEP.

~~**5.2.4. Changes to zoning**~~

~~Some minor changes are being made to land use. The planning proposal seeks to rationalise the location of an existing City-owned RE1 Public Recreation parcel situated at the southern end of 336-368 Jones Street.~~

~~The relocation of this open space to the north-western part of the site will:~~

- ~~facilitate a more efficient site layout, enabling additional social and affordable housing while maintaining an equivalent quantum of publicly accessible open space, and~~
- ~~improve solar access to the open space, enhance its usability and amenity, and allow it to function as an extension of Fig Lane Park, contributing to a more cohesive open space network.~~

~~To facilitate this outcome, the proposal includes the rezoning of 370–374 Jones Street (Quarry Lane Streetscape) from RE1 Public Recreation to R1 General Residential, together with the rezoning of an equivalent area at the north-western corner of 336-368 Jones Street from R1 General Residential to RE1 Public Recreation.~~

~~The planning proposal does not seek to reclassify the existing Quarry Lane Streetscape from community land to operational land. Any future reclassification required to facilitate the relocation of the park would be considered through a separate process at a later stage, once redevelopment of the sites is sufficiently progressed and the delivery of the replacement public open space is certain.~~

5.2.5. Additional permitted uses

To support neighbourhood activity and the provision of services that meet the day-to-day needs of residents, the planning proposal seeks to permit retail and business premises as an additional permitted use on the following sites zoned R1 General Residential:

- 1-19 Allen Street, Pyrmont
- 313-369 Harris Street, Pyrmont
- 344 Bulwara Road, Ultimo
- 122 Saunders Street, Pyrmont
- 120 Saunders Street, Pyrmont

The Precinct Transport Study (Attachment E) identified a gap in access to supermarket facilities within the central area of the peninsula. The planning proposal therefore enables the delivery of a supermarket as part of development on 1–19 Allen Street. This improves access to essential goods and services, supports a walkable neighbourhood and reduces the need for vehicle trips.

5.2.6. Ensuring delivery of housing that contributes to housing targets

The planning proposal is intended to facilitate significant additional housing capacity in Ultimo and Pyrmont and contribute to meeting the City's and the NSW Government's housing targets under the National Housing Accord. It is therefore important that the additional residential capacity created through the proposal results in the delivery of dwellings that contribute to those targets.

Current housing targets do not count non-private dwellings, including co-living housing. This is a particular consideration in the City of Sydney, where demand for co-living housing, including student accommodation, is comparatively high due to the concentration of universities and other educational institutions. Co-living housing can achieve substantially higher dwelling yields than conventional residential development due to smaller private spaces and shared facilities and is already incentivised with additional floor space permitted under the NSW State Environmental Planning Policy (Housing) 2021.

There is therefore a risk that sites provided with additional residential development capacity through the planning proposal could instead be developed for co-living housing. This would reduce the number of countable private dwellings delivered and undermine the contribution the proposal is intended to make towards meeting the City's and the NSW Government's housing targets.

The Planning Proposal therefore seeks to ensure that residential accommodation, other than co-living housing, is developed on identified sites receiving additional residential development capacity. The proposed restriction is limited to co-living housing and does not apply to other forms of non-private accommodation.

Co-living housing is important in meeting the housing needs of students and other residents and already has advantages under the planning system including floor space incentives and different requirements for residential amenity. Therefore, on the identified sites, the proposed residential capacity is specifically intended to facilitate the delivery of private dwellings that contribute to the City's and the NSW Government's housing targets.

5.2.7. Design excellence bonuses

The planning proposal includes a requirement that development on Ultimo/Pyrmont Opportunity Land not be eligible for additional height under Clause 6.21D(3)(a) of the Sydney LEP 2012.

The site-specific controls for on Ultimo/Pyrmont Opportunity Land have been developed through detailed urban design testing to maximise development capacity while minimising overshadowing of existing residential properties and public spaces. Therefore, as additional height has already been maximised, Clause 6.21D(3)(a) of the Sydney LEP 2012 should not apply.

Development on Ultimo/Pyrmont Opportunity Land will still be eligible for additional floor space under Clause 6.21D(3)(b) of the Sydney LEP 2012. The potential for additional design excellence floor space was tested during the preparation of this planning proposal to ensure it can be accommodated.

5.2.8. Active frontages

Some frontages are proposed to be added to the Sydney LEP Active Frontage Map to encourage uses that activate the street, such as retail and business uses. The proposed active frontages are identified on the Active Frontages Map at Appendix 2.

5.2.9. Affordable housing contributions

Sites which have been identified for residential uplift are proposed to be included in Schedule 6C of the Sydney LEP 2012 to capture 9 per cent of the residential uplift floor space as affordable rental housing. This approach is consistent with the existing City of Sydney Affordable Housing Program.

This contribution is in addition to the standard requirement under cl. 7.13 for 1 per cent of the total floor area of non-residential uses and 3 per cent of the total floor area of residential uses.

The sites proposed to be included in Schedule 6C of the Sydney LEP 2012 are listed at Appendix 1 and mapped at Appendix 2.

5.3. Need for the planning proposal

Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The planning proposal is the result of the NSW Government's Pyrmont Peninsula Place Strategy and Economic Development Strategy, which establish the long-term vision for Ultimo and Pyrmont and identify the area as capable of accommodating significant housing and employment growth. The Place Strategy seeks to deliver additional homes and jobs while improving public spaces, connectivity, sustainability, heritage outcomes and neighbourhood amenity.

The planning proposal also supports the Sydney Plan, which identifies the need to accommodate additional housing and employment growth in locations with strong access to public transport, infrastructure, services and jobs. The Sydney Plan specifically identifies Ultimo/Pyrmont as an area with further major housing opportunities that should be rezoned for additional uplift in the short term. The proposal responds directly to this strategic direction by facilitating additional housing and

employment capacity in an established inner-city precinct served by existing and planned transport infrastructure, open space and employment centres.

The Stage 2 planning proposal builds on the City's earlier Stage 1 work and focuses on sites requiring further investigation, including strata-titled sites, ~~social and~~ affordable housing sites and sites subject to landowner requests for review. The proposed controls deliver additional housing and jobs alongside new publicly accessible open space, improved pedestrian connectivity, increased tree canopy and broader neighbourhood improvements.

5.4. Relationship to the strategic planning framework

Will the planning proposal give effect to the state land use plan and relevant region plan (including any exhibited draft plans or strategies)?

State Land Use Plan

The proposal gives effect to the NSW State Land Use Plan by supporting the priorities of Housed, Prosperous, Connected, Resilient, Liveable and Coordinated. The proposal facilitates additional housing supply, including ~~social and~~ affordable housing, in an established inner-city location with access to jobs, public transport and services. It also provides capacity for additional employment, supports investment in public infrastructure and public transport, facilitates publicly accessible open space and urban greening, and aligns housing and employment growth with infrastructure delivery. Through these measures, the proposal contributes to a more sustainable, connected and liveable community while supporting the coordinated delivery of growth.

Sydney Plan

The proposal gives effect to the Sydney Plan by delivering additional housing and employment capacity in a highly accessible strategic location. The Sydney Plan identifies the need to accommodate housing and jobs growth in locations with access to public transport, infrastructure, services and employment opportunities and specifically identifies Pyrmont-Ultimo as an area with further major housing opportunities that should be rezoned for additional uplift in the short term. The proposal responds directly to this strategic direction through the delivery of additional homes, jobs and affordable housing in close proximity to the future Pyrmont Metro station and existing public transport services.

The proposal is also consistent with the following priority responses of the Sydney Plan:

- **Increase housing diversity and choice** through a range of housing typologies and tenures, including residential flat buildings, mixed-use development~~, social housing~~ and affordable rental housing.
- **Secure the supply of affordable housing** through additional affordable housing contribution requirements applying to residential uplift.
- **Grow well-located jobs** by providing additional employment capacity close to existing and planned public transport infrastructure.
- **Align infrastructure with planned growth** through the delivery of local infrastructure funded by the Ultimo/Pyrmont Local Infrastructure Contributions Plan and coordination with major transport investments, including the Pyrmont Metro.
- **Grow and connect public open space** through new publicly accessible open spaces, improved pedestrian links, wider footpaths, increased tree canopy and enhanced connections between neighbourhoods, centres and public transport.

Together, these outcomes support the Sydney Plan's objective of coordinating housing, jobs, infrastructure, transport, sustainability and liveability outcomes in locations capable of accommodating growth.

Is the planning proposal consistent with any other applicable State and regional studies, plans, or strategies?

Yes. This planning proposal is consistent with relevant local strategies and plans as summarised below.

Pyrmont Peninsula Place Strategy, Pyrmont Peninsula Economic Development Strategy and Pyrmont Peninsula Place Strategy - Urban Design Report (Vol. 3 Sub-precinct Master Planning)

The Place Strategy and Pyrmont Peninsula Economic Development Strategy still have statutory weight and are mandatory matters that must be addressed when determining the strategic merit of the application as per the NSW Government's Local Environmental Plan Making Guideline, July 2026. The Guidelines require the plan making authority determine whether a proposal has strategic merit by assessing whether it gives effect to the state land use plan and relevant region plan, including "any place strategy for a strategic precinct".

The NSW Department of Planning, Housing and Infrastructure confirmed, in writing to the City on 23 July 2026 and 30 July 2026, that the Place Strategy and Economic Development Strategy remain in force for the purposes of assessing and determining strategic merit.

As detailed in Appendix 3, the proposal is consistent with and gives effect to the Place Strategy and Economic Development Strategy.

Is the planning proposal consistent with a council LSPS or local strategy or strategic plan?

Sustainable Sydney 2030-2050

The planning proposal supports following Sustainable Sydney strategic directions:

Direction 5 – A city for walking, cycling and public transport - The proposal is well located and walkable neighbourhood. It is also within close proximity to light rail and the future Pyrmont Metro station which supports the continued optimal use of existing and planned transport infrastructure.

Direction 6 – An equitable and inclusive city - The proposal will support diversity in the housing market through the provision of ~~social,~~ affordable rental and market housing.

City Plan 2036 (LSPS)

This planning proposal gives effect to the following priorities of City Plan 2036:

Housing

- H1: Housing for all – The proposal facilitates additional housing supply in a highly accessible location. It will increase housing capacity, support housing diversity and contribute to affordable housing outcomes in proximity to jobs, services, public transport and open space.

Infrastructure

- I1: Movement for walkable neighbourhoods and a connected city – The sites are located within easy access of public transport, walking and cycling connections. The proposal directs additional housing growth to a location where residents can access employment, education, services and recreation without reliance on private vehicles.
- I2: Align development and growth with supporting infrastructure – The proposal locates additional housing in an established urban area with access to existing transport, utility, open space, health and community infrastructure. The proposal also supports the efficient use of existing infrastructure and services.

Liveability

- L3: New homes for a diverse community – The proposal facilitates a range of housing outcomes, including affordable housing ~~and social housing~~, helping to meet the needs of a growing and changing population.

Productivity

- P1: Growing a stronger, more competitive economy – The proposal facilitates a mixed-use precinct in proximity to major employment, education and health institutions and retains employment-generating floor space within the site.

Housing for All: City of Sydney local housing strategy

The City's local housing strategy establishes priorities, objectives and actions for future housing delivery to 2036 in line with the housing related priorities of the region plan. This planning proposal aligns with the following priorities of the strategy:

- Priority H1 – Facilitating more homes in the right locations – This proposal would deliver additional dwellings in a well-established area that is close to public transport, social infrastructure and public facilities.
- Priority H2: Coordinating housing growth with the delivery of infrastructure – The proposal is responding to the proposed Metro West line and associated station in Pyrmont
- Priority H3 – Increasing diversity and choice in housing – This proposal would contribute to increased housing diversity and affordability with the provision of ~~social,~~ affordable rental and market housing.
- Priority H4: Increase the diversity and number of homes available for lower-income households – The proposal will facilitate additional opportunities for housing diversity, including ~~social and~~ affordable rental housing. 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.

Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Ministerial Direction - Local Plan Making priorities) or key government priority?

This proposal is consistent with all applicable Ministerial Directions issued under section 9.1 of the Environmental Planning and Assessment Act 1979, as summarised in Figure 6.

Figure 6. Ministerial Directions

Ministerial Direction	Comment
Priority 1: Aboriginal Outcomes	
P1.1 – Aboriginal Land Planning	Not applicable. This planning proposal does not affect land owned or managed by an Aboriginal Land Council (ALC). Accordingly, Direction P1.1 – Aboriginal Land Planning does not apply to this proposal.
P1.2 – Cultural Guidance	The planning proposal has had regard to Aboriginal cultural values and the broader cultural context of Pyrmont Peninsula. The proposal implements the strategic planning framework established through the Pyrmont Peninsula Place Strategy, which was informed by Aboriginal cultural heritage investigations and Designing with Country work, including the Pyrmont Peninsula Indigenous Cultural Heritage Report and Reading Country Recommendations prepared by Djinjama. These studies identified the continuing cultural significance of Pyrmont Peninsula to Aboriginal people and recommended improved interpretation, recognition of Country, access to open space, connection to water, urban greening and opportunities for cultural expression within the public domain.

	The planning proposal does not directly affect any identified Aboriginal heritage sites, Aboriginal Places or known Aboriginal objects. The majority of sites subject to the proposal are highly urbanised and previously developed land. However, the proposal has been informed by the broader Aboriginal cultural landscape identified through the Pyrmont Peninsula Place Strategy and seeks to support improved public access, connectivity, urban greening and opportunities for interpretation of Aboriginal history and culture. The proposal may indirectly contribute to several Aboriginal cultural outcomes identified through the Place Strategy. This includes improving access to and awareness of nearby Aboriginal heritage features and interpretation opportunities, including the new Yananurala harbour walk. The proposal's new pedestrian connections, publicly accessible open spaces and foreshore-linked movement network will assist in strengthening public access to places where Aboriginal stories, histories and connections to Country are interpreted and shared. The Djinjama Reading Country Recommendations emphasise Country-centred design, cultural safety, ongoing engagement with Aboriginal communities, recognition of Indigenous Cultural and Intellectual Property and opportunities for Aboriginal cultural expression in public spaces. The planning proposal supports these principles through provisions that increase tree canopy, deep soil planting, publicly accessible open space, permeability and opportunities for future place-based interpretation and public domain improvements at the development application and public domain design stages. As the proposal primarily amends strategic planning controls and does not directly impact identified Aboriginal heritage sites, no project-specific Aboriginal cultural assessment has been undertaken. Future development applications will be required to undertake any Aboriginal cultural heritage assessment, consultation and approvals required under the relevant legislation where site-specific investigations identify archaeological sensitivity or potential impacts on Aboriginal heritage values.
Priority 2: Housed	
P2.1 – Housing	Consistent. The proposal seeks to increase the density of residential accommodation on appropriately located sites within the 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.
Priority 3: Prosperous	
P3.1 – Employment	Consistent. The proposal does not remove employment capacity from the site. Rather, it facilitates a mixed-use outcome that integrates employment and residential uses in a highly accessible location close to major employment, education and health precincts. The proposal will support ongoing job creation while contributing to broader housing objectives.

P3.2 Rural	Not applicable. This direction does not apply as the site does not contain or affect rural or conservation zoned land.
P3.3 – Airport Safeguarding	Consistent. The proposal does not penetrate the applicable PANS-OPS surface. Detailed aviation assessment and consultation with relevant aviation authorities will be undertaken as part of future development applications to demonstrate that any proposed development can be accommodated within the applicable airport safeguarding framework and to obtain any required approvals.
P3.4 – Mining and Petroleum Production	Not applicable. The site does not contain or affect land associated with mining or petroleum production activities or identified mineral or petroleum resources.
P3.5 – Oyster Aquaculture	Not applicable. The site does not contain or affect a Priority Oyster Aquaculture Area or oyster aquaculture lease.
P3.6 – Mine Subsidence and Unstable Land	Not applicable. The site is not located within a declared mine subsidence district and has not been identified as unstable land.
Priority 4: Connected	
P4.1 – Integrating Land Use and Infrastructure	Consistent. The provisions in these planning amendments will result in intensification of land uses in Ultimo and Pyrmont, however this intensification of land uses is consistent with that envisaged by the NSW Government's 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 including the December 2020 VIAE Consulting Pyrmont Transport Plan and the 2023 Transport for NSW Pyrmont Ultimo Transport Plan. 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 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.
Priority 5: Resilient	
P5.1 – Strategic Conservation Planning	Not applicable. The site is not identified as avoided land, a strategic conservation area or certified urban capable land.
P5.2 – Conservation	Not applicable. The site does not contain environmentally sensitive land and is not located within an existing or proposed conservation zone.
P5.3 – Foreshores and Water Catchment Areas	Consistent. The 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. The 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.
P5.4 – Contaminated Lands	Consistent. The site is located within the Pyrmont Peninsula, an area with a long history of industrial, maritime, transport and utility-related land uses. Historical activities across Pyrmont and Ultimo have included port and shipping operations, rail infrastructure, heavy industry, fuel storage, power generation, waste management and land reclamation activities, all of which have the potential to have impacted soil and groundwater quality. The Department commissioned the Pyrmont Peninsula Place Strategy Contamination and Acid Sulfate Soils Study (GHD, 2021) to inform implementation of the Pyrmont Peninsula Place Strategy. The study constitutes a preliminary contamination assessment of the peninsula and was prepared in accordance with the contaminated land planning framework. The study reviewed publicly available information, including historical land uses, EPA contaminated land records, licensed activities, geological and hydrogeological information, and publicly available contamination investigations. The study identifies the Saunders Street and Quarry Master Drive precinct as having a high likelihood of contamination issues, primarily due to its proximity to the former tank farm, Pyrmont Incinerator and other historical industrial land uses. The study also notes that there is generally potential for contamination to occur across the Pyrmont Peninsula as a consequence of its historical industrial development. Notwithstanding this potential constraint, the Contamination Study demonstrates that contamination has been considered at the planning proposal stage, consistent with the requirements of Ministerial Direction P5.4. The proposal does not rely on the immediate suitability of the land for any future sensitive use. Any future development application will be required to address contamination in accordance with the Environmental Planning and Assessment Act 1979, relevant EPA guidelines and applicable planning controls, including the preparation of site-specific contamination investigations where required. Should future investigations identify contamination requiring remediation, remediation works will be undertaken prior to the commencement of any use for which the land would otherwise be unsuitable.
P5.5 – Acid Sulfate Soils	Consistent. The Pyrmont Peninsula Place Strategy Contamination and Acid Sulfate Soils Study (GHD, 2021) identifies that land within the Pyrmont Peninsula is affected by a range of Acid Sulfate Soil (ASS) classes, reflecting the peninsula's historic foreshore

	environment, reclaimed land and proximity to Sydney Harbour. The study notes that ASS Classes 1, 2, 3 and 5 are present across parts of the peninsula, with Class 1 land generally occurring along sections of the foreshore, Class 2 land associated with reclaimed low-lying areas, and Class 5 land extending across much of the peninsula. The study was prepared specifically to inform implementation of the Pyrmont Peninsula Place Strategy and includes a preliminary assessment of ASS constraints across the peninsula. It concludes that, where ASS are present or likely to be present, further investigation and management may be required as part of future redevelopment to ensure environmental impacts are appropriately managed. The planning proposal does not amend or remove the existing statutory framework that applies to ASS under the Sydney Local Environmental Plan 2012. The proposal does not contain provisions that would contradict or hinder the application of ASS controls, nor does it permit development without the necessary consideration of ASS impacts through subsequent assessment processes. The objective of Ministerial Direction P5.5 is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. Consistent with this objective, any future development application involving excavation, dewatering, or other works with the potential to disturb ASS will be required to address ASS risks in accordance with the Sydney LEP 2012, the Acid Sulfate Soils Manual and relevant planning controls. Site-specific investigations, management plans and mitigation measures can be prepared where required to demonstrate that potential impacts can be appropriately managed.
P5.6 – Threatened species, threatened ecological communities and their habitat	Not applicable. The site is located within a highly urbanised inner-city environment that has been extensively developed and modified over a long period. The land is characterised by residential, commercial, mixed-use, transport and other urban development and does not contain any identified threatened species, threatened ecological communities or associated habitat. The planning proposal does not affect any known threatened species, threatened ecological communities or their habitat, nor does it facilitate development that would be inconsistent with the conservation of biodiversity values.
P5.7 – Flooding	Consistent. A Flood Impact and Risk Assessment (FIRA) has been prepared to support the planning proposal. The assessment was undertaken in accordance with the NSW Flood Risk Management Manual (2023) and relevant flood planning guidance and considered adopted flood studies, floodplain risk management plans and the City of Sydney's flood-related planning framework. The FIRA confirms that parts of the planning proposal area are affected by flooding associated with overland flow and local drainage systems. The assessment undertook a detailed review of sites within the proposal area, including flood behaviour, hazard, flood planning levels, access and evacuation considerations, flood function and climate change impacts.

	Where flood constraints exist, the City of Sydney's flood-related controls, including the Sydney Interim Floodplain Management Policy, ensure that future development is compatible with the flood risk affecting the site. The FIRA notes that future development applications for flood-affected land will be required to demonstrate compliance with the relevant flood planning controls through site-specific flood impact and risk assessments. The FIRA concludes that flood constraints do not preclude redevelopment of any of the identified sites. While some sites are affected by flooding, the most significant constraints relate to the achievement of flood planning levels and access and evacuation requirements. The assessment finds that these matters can be appropriately addressed through detailed design at the development application stage. In many cases, redevelopment will facilitate improvements in flood resilience through compliance with contemporary flood planning requirements, the provision of flood-compatible building design, increased opportunities for flood refuge and the incorporation of deep soil areas that may improve local infiltration and reduce runoff. Where sites are affected by flooding, the proposed planning controls have been informed by the findings of the FIRA. Additional floor space will typically be accommodated above flood-affected levels, while mixed-use zoning enables less sensitive land uses to be located on lower floors where appropriate. The assessment also concludes that access to and from sites can generally be maintained during flood events through appropriate building design and that redevelopment is likely to result in outcomes that are more compatible with the existing flood risk than current development. The FIRA specifically assessed the proposal against Ministerial Direction P5.7 – Flooding and concluded that, while the proposal facilitates an increase in development and dwelling density on some flood-affected land, it remains consistent with the objectives of the Direction. The assessment demonstrates that future development can appropriately manage flood risk through the application of existing flood-related controls and site-specific assessment at the development application stage.
P5.8 – 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 proposal is consistent with the Ministerial Direction. The proposal is consistent with the objectives of the Coastal Management Act 2016 and the NSW Coastal Design Guidelines 2023. This proposal protects and enhances coastal environmental values, ensures the built environment is appropriate for the coast and local context and protects and enhances the social and cultural values of the coastal zone. Nothing in the proposal requires the preparation of a coastal management program.

P5.9 – Planning for Bush Fire Protection	Not applicable. The site is not bush fire prone land and the proposal does not affect land identified as bush fire prone. Accordingly, this direction does not apply to the planning proposal.
Priority 6: Liveable	Not applicable
Priority 7: Coordinated	Not applicable

Is the planning proposal consistent with applicable SEPPs?

This proposal is consistent with all applicable State Environmental Planning Policies (SEPPs), as summarised in Figure 7.

Figure 7. Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent – This proposal will not contradict or hinder application of this SEPP. Parts of Ultimo and Pyrmont are 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 (Exempt and Complying Development Codes) 2008	Consistent – This proposal will not contradict or hinder application of this SEPP.
SEPP (Housing) 2021	Consistent – This proposal increases capacity for residential development across Ultimo and Pyrmont. The City's built form modelling has tested the controls contained in this proposal to confirm that every site zoned for housing can accommodate housing developments which achieve the amenity requirements in Chapter 4 of this SEPP. In addition, the SEPP will continue to apply to development within the Precinct that develops for relevant housing.
SEPP (Industry and Employment) 2021	Consistent
SEPP (Planning Systems) 2021	Consistent. The planning proposal has been prepared having regard to the provisions of the State Environmental Planning Policy (Planning Systems) 2021. The Planning Systems SEPP contains provisions relating to State and regional development, Aboriginal land planning processes and concurrence and consent arrangements for certain development. The proposal does not affect land or development to which the relevant provisions of the Planning Systems SEPP apply, including

State Environmental Planning Policy	Comment
	provisions relating to State significant development, State significant infrastructure or Aboriginal land planning processes. The proposal does not seek to vary or conflict with any provision of the Planning Systems SEPP. Accordingly, the planning proposal is consistent with the State Environmental Planning Policy (Planning Systems) 2021.
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 proposal includes land that is mapped as both Coastal Environment Area and Coastal Use Area under the SEPP. With reference to Chapter 4 Remediation of Land, no change in permissible land uses is facilitated by this planning proposal which introduces sensitive uses. Further investigation regarding potential contamination will be undertaken as part of any future development application process. The proposed uses are consistent with the objectives of the SEPP.
SEPP (Resources and Energy) 2021	Consistent
SEPP (Sustainable Buildings) 2022	Consistent – the 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.
SEPP (Transport and Infrastructure) 2021	Consistent. The planning proposal has been prepared having regard to the provisions of the State Environmental Planning Policy (Transport and Infrastructure) 2021. In particular, consideration has been given to Clause 2.120 – Impact of road noise or vibration on non-road development. A number of sites within the planning proposal area are located adjacent to major transport corridors, including the Western Distributor, Anzac Bridge approaches and other classified roads. The proposal may facilitate additional residential and mixed-use development on some of these sites, where road traffic noise and vibration are potential considerations.

State Environmental Planning Policy	Comment
	The planning proposal does not alter the operation of Clause 2.120, which requires road traffic noise and vibration impacts to be considered at the development application stage. Detailed assessment of these matters is more appropriately undertaken once the design, layout, orientation and built form of a development are known. Notwithstanding, the proposed planning and urban design framework has been informed by the presence of major transport corridors. The proposed building envelopes and associated DCP controls seek to minimise potential impacts on future occupants by encouraging building designs that locate sensitive residential uses away from major roads where practicable, utilise less sensitive uses as acoustic buffers, and create opportunities for quieter internal and communal spaces. The controls also support building orientation, setbacks, podium configurations and façade treatments that assist in reducing exposure to traffic noise and vibration. Future development applications will be required to demonstrate compliance with the Transport and Infrastructure SEPP 2021 and any applicable road traffic noise and vibration guidelines, including the incorporation of appropriate acoustic attenuation and mitigation measures where required.

The following SEPPs are not applicable to this proposal:

SEPP (Precincts – Central River City) 2021, SEPP (Precincts – Regional) 2021, SEPP (Precincts – Western Parkland City) 2021, SEPP (Primary Production) 2021

5.5. Environmental, social and economic impact

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

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

The proposal applies predominantly to already developed urban land characterised by residential, commercial and mixed-use buildings, parking areas and other urban development. The sites identified for change are highly urbanised and do not contain bushland, remnant native vegetation or areas known to support significant biodiversity values. ~~While the proposal includes the relocation of an existing pocket park within the Jones Street and Henry Avenue site, this does not involve the loss of bushland, remnant native vegetation or identified biodiversity values. The relocated park will remain publicly accessible and provides opportunities for improved solar access, landscaping and tree canopy outcomes.~~

The Pyrmont Peninsula Place Strategy Biodiversity Study found that Pyrmont has undergone extensive urban development and retains very little, if any, remnant native habitat. The study recognised that future development has the potential to generate biodiversity impacts but concluded that these impacts can be appropriately managed through landscape design, development controls and construction management measures. The study also identified urban landscaping, parks and private open spaces as the primary opportunities for biodiversity enhancement within the peninsula.

The planning proposal and supporting technical investigations do not identify any critical habitat, threatened species, threatened ecological communities or significant biodiversity values on the subject sites. Accordingly, it is highly unlikely that the proposal will result in significant adverse impacts on threatened biodiversity values.

The proposal facilitates substantial increases in deep soil planting, tree canopy and green infrastructure across Ultimo and Pyrmont. Most sites identified for change provide significant areas of deep soil suitable for canopy tree planting and biodiversity-supporting landscaping. Where deep soil opportunities are constrained, alternative greening measures, including green roofs, are proposed. These measures are expected to contribute positively to urban greening, habitat opportunities and ecological resilience over time.

Future development arising from the proposal will be subject to detailed assessment at the development application stage, including consideration of the Biodiversity Conservation Act 2016, Sydney DCP 2012 and any other relevant biodiversity assessment requirements. Should biodiversity values be identified through future site investigations, any necessary biodiversity assessment and management measures will be undertaken as part of the development assessment process.

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

The planning proposal has been informed by detailed urban design, heritage, solar access, view, wind, noise and environmental analysis. These investigations demonstrate that the proposed planning controls can accommodate additional housing and employment growth while avoiding unacceptable impacts on adjoining properties, public open spaces, heritage items and the broader public domain. The findings of these investigations are documented in the accompanying Urban Design Study and supporting technical reports.

The proposal includes a range of measures to manage potential environmental effects. These include site-specific height and floor space controls, building setbacks, height transitions, sun access planes, deep soil planting requirements, publicly accessible open spaces, green roofs and provisions to improve pedestrian amenity. Together, these measures help manage impacts relating to overshadowing, urban heat, visual amenity, wind, noise and the environmental performance of future development.

The proposal has also been developed with regard to heritage conservation. Several sites are located within heritage conservation areas. The proposed planning controls have been informed by heritage analysis and seek to retain and enhance significant heritage buildings, maintain important streetscape character and protect key views and visual relationships that contribute to the significance of Ultimo and Pyrmont.

The proposal is not expected to have adverse impacts on Aboriginal objects, Aboriginal places or areas of Aboriginal heritage significance. The sites are predominantly developed urban land and no Aboriginal heritage constraints have been identified through the strategic planning process. Any future development applications will be required to comply with the relevant requirements of the National Parks and Wildlife Act 1974 and any applicable Aboriginal cultural heritage assessment requirements.

Future development facilitated by the proposal will remain subject to detailed assessment at the development application stage. This will include consideration of site-specific environmental matters, including flooding, contamination, geotechnical conditions, noise, wind, heritage,

biodiversity and urban design, to ensure that any environmental impacts are appropriately identified and managed prior to development occurring.

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

The planning proposal is expected to have significant positive social and economic benefits. It facilitates additional housing supply in a highly accessible inner-city location and contributes to the delivery of market, and affordable rental ~~and social~~ housing. The proposal will increase housing choice through a range of dwelling types and tenures, supporting a more diverse community and improving access to housing for a broad range of households. It also supports the renewal of ageing residential building stock, providing opportunities for better quality, more sustainable and accessible housing that responds to contemporary living standards.

The proposal will provide capacity for additional employment through new mixed-use development and shop-top housing. Increased residential and worker populations will support local businesses, retail activity and services, contributing to the economic vitality of Ultimo and Pyrmont. The proposal is located within an established employment precinct with excellent access to existing and planned public transport infrastructure, including the future Pyrmont Metro station, supporting broader strategic objectives for jobs growth in well-connected locations.

The proposal also delivers a range of public benefits. These include opportunities for additional publicly accessible open space, improved pedestrian and cycling connections, widened footpaths, increased tree canopy, deep soil planting and new green infrastructure. The proposal introduces planning controls that protect solar access to key parks and public spaces and is supported by the Ultimo/Pyrmont Local Infrastructure Contributions Plan, which will assist in funding upgrades to parks, streets, public domain improvements and active transport infrastructure.

The proposal is not expected to result in adverse impacts on retail centres, freight logistics networks, schools, hospitals or strategically important employment land. Growth facilitated by the proposal is concentrated in locations identified through the Pyrmont Peninsula Place Strategy and supported by existing and planned infrastructure. Future demand generated by additional residents and workers will be addressed through ongoing infrastructure planning, development contributions and the provision of additional community, open space and public domain improvements.

The proposal has been informed by detailed urban design, heritage, environmental and infrastructure investigations. These studies demonstrate that potential social and economic impacts can be appropriately managed through the proposed planning controls and future development assessment processes. Overall, the proposal delivers a net positive social and economic outcome through the provision of additional housing, jobs, affordable housing, ~~social housing~~, public open space and public domain improvements.

5.6. Infrastructure (Local, State and Commonwealth interests)

Is there adequate infrastructure (physical and social) for the planning proposal?

The planning proposal is supported by existing and planned physical and social infrastructure and is capable of being serviced over time. Ultimo and Pyrmont are established inner-city neighbourhoods with access to a significant range of infrastructure, including public transport, open space, community facilities, education facilities, utilities, health services and active transport connections. The proposal directs growth to locations that are already well served by infrastructure and services, consistent with the strategic planning framework for the precinct.

The proposal is supported by substantial transport investment, including the future Pyrmont Metro station, existing light rail services, bus services and planned transport improvements identified in the Pyrmont-Ultimo Transport Plan. The proposal also facilitates wider footpaths, new through-site links, publicly accessible open spaces and improved walking and cycling connections that will support a transit-oriented pattern of growth.

Infrastructure needs arising from future growth have been considered through the preparation of the Ultimo/Pyrmont Local Infrastructure Contributions Plan, which came into force July 2026. The contributions plan is expected to generate approximately $148 million in infrastructure funding and includes works to:

- improve the capacity of Wentworth Park
- upgrade community facilities
- deliver public domain improvements and tree planting
- provide dedicated cycling infrastructure
- undertake drainage and stormwater improvement works.

In July 2026, the NSW Government also committed to the return of Wentworth Park as public open space when the Greyhound Breeders, Owners and Trainers Association vacate the site at the end of 2026.

The proposal is also supported by existing utility infrastructure. Sydney Water has advised that water and wastewater servicing is expected to be available to support future development, although local upgrades may be required as individual redevelopment projects proceed. The NSW Government's Utilities Infrastructure Assessment, prepared to support the Pyrmont Peninsula Place Strategy, also considered the infrastructure upgrades required to service anticipated growth over the life of the strategy.

Relevant government agencies have been consulted on infrastructure requirements. NSW Education advised that projected demand for primary school places can generally be accommodated by existing assets, although future upgrades to secondary school infrastructure may be required. Sydney Water, Sydney Metro, Transport for NSW and other infrastructure providers did not raise any strategic servicing constraints that would prevent the proposal proceeding.

Accordingly, adequate infrastructure exists, or is planned, to support the growth facilitated by the proposal. Any additional infrastructure requirements will be addressed through the local infrastructure contributions framework, ongoing public infrastructure investment and site-specific assessment at the development application stage.

6. Mapping

The planning proposal seeks to amend the following maps contained in Sydney LEP 2012:

- Tile 007
  - Sheet CL1_007
  - Sheet FSR_007
  - Sheet HOB_007
  - Sheet AFH_007
  - Sheet ASF_007
  - Sheet SAP_007
- Tile 008
  - Sheet CL1_008
  - Sheet FSR_008
  - Sheet HOB_008
  - Sheet AFH_008
  - Sheet ASF_008
  - Sheet SAP_008
  - ~~Sheet LZN_008~~

The above maps are included at Appendix 2.

7. Community consultation

Significant engagement was undertaken during the preparation of the Stage 1 planning proposal. This Stage 2 planning proposal is in direct response to feedback heard as part of the Stage 1 engagement.

In response to an October 2025 resolution of Council, the City wrote to tenants of ~~social and~~ affordable housing buildings under review as part of the Stage 2 proposal. The letter:

- explained that the review of planning controls is Council-led and part of long-term planning for the area
- reassured tenants ~~of both City West and Homes NSW sites~~ that there was no immediate plans to redevelop their building and there are no changes to their tenancy arrangements
- outlined the planning process and expected timelines, including how and when stakeholders will be able to provide formal feedback during the public exhibition stage, and
- provided a contact from Homes NSW or City West should they have questions about their tenancy and a contact from City of Sydney should they have questions about the planning proposal.

The City was not contacted by tenants in response to the letters.

The public exhibition process for this proposal will be determined by the Department of Planning, Housing and Infrastructure. It is proposed that the public exhibition of the Stage 2 planning proposal and draft DCP will run concurrently. The consultation will be in accordance with the requirements of:

- the Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Act;
- the Environmental Planning and Assessment Regulation 2021; and
- the City of Sydney's Community Engagement Strategy and Participation Plan.

8. Project timeline

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

Stage	Timeframe
Commencement / gateway determination	October – December 2026
Government agency consultation	December – February 2026-27
Public exhibition	December – February 2026-27
Review of issues raised in submissions	February – March 2027
Post-exhibition reporting	April – May 2027
LEP drafting	June – July 2027
LEP notification	August 2027

9. Appendices

Appendix 1 – Example drafting

The following drafting is provided as indicative wording only, noting that it is supplementary to the Ultimo/Pyrmont Planning Proposal Stage 1 drafting, which had not been finalised when this planning proposal was prepared.

Part 9 Ultimo/Pyrmont Opportunity Land

Amend section 9.1 Objectives and application of the part by adding the following:

(h) to facilitate the provision of ~~social and~~ affordable housing.

(i) to improve access to local shops and services.

Amend section 9.2 Development on Ultimo/Pyrmont Opportunity Land by adding the following:

(4)(a) Development consent must not be granted to development on land at 1–19 Allen Street and 313-369 Harris Street, Pyrmont unless the consent authority is satisfied that the development will result in business premises or retail premises at street level.

(4(b) A building on land at 1–19 Allen Street and 313-369 Harris Street, Pyrmont is eligible for an amount of additional floor space (business or retail floor space) equal to the floor space of any parts of the basement of the building used for the purposes of business premises or retail premises.

~~(5) Development consent must not be granted to development on 26-52 Mount Street, Pyrmont or on 56 Harris Street, Pyrmont unless the consent authority is satisfied that:~~

~~(a) the development is only for the purposes of affordable housing~~

~~(b) the affordable housing will be owned and managed by a public authority or a register community housing provider.~~

~~(6) Development consent must not be granted to development on 336-368 Jones Street, 1-7 Henry Avenue and 370-374 Jones Street, Ultimo unless the consent authority is satisfied that:~~

~~(a) development relates to the whole of the block~~

~~(b) the development includes public recreation land located at the north-western corner of the site with an area equal to or greater than the existing public recreation land at 370-374 Jones Street, Ultimo~~

~~(c) the development is only for the purposes of affordable housing~~

~~(d) the affordable housing will be owned and managed by a public authority or a register community housing provider.~~

Sun access planes

Amend the table is 6.17(4) and Schedule 6A by adding the following:

Place	Period of protection	Times of protection
Mary Anne Street Park	All year	10am – 2pm
Elizabeth Healey Reserve	All year	10am – 2pm

Union Square	All year	10am – 2pm
Pyrmont Bay Park	All year	10am – 2pm
Metcalfe Park	All year	10am – 2pm
Bank Street Park	All year	11am – 2pm

Mary Anne Street Park 14A sun access plane
(1) X is a point at 333478.7N, 6249570.9E, RL22.5.
(2) B1 is 74.55 degrees.
(3) V1 is 63.21 degrees.
(4) B2 is 46.6 degrees.
(5) V2 is 45.48 degrees.

Mary Anne Street Park 14B sun access plane
(1) X is a point at 333478.7N, 6249570.9E, RL22.5.
(2) B1 is 46.6 degrees.
(3) V1 is 45.48 degrees.
(4) B2 is 29.98 degrees.
(5) V2 is 26.34 degrees.

Mary Anne Street Park 14C sun access plane
(1) X is a point at 333478.7N, 6249570.9E, RL22.5.
(2) Y is a point at 333469.7N, 6249588.9E, RL23.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Mary Anne Street Park 14D sun access plane
(1) X is a point at 333469.7N, 6249588.9E, RL20.0.
(2) Y is a point at 333462.4N, 6249603.4E, RL20.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Mary Anne Street Park 14E sun access plane
(1) X is a point at 333462.4N, 6249603.4E, RL29.5.
(2) Y is a point at 333448.9N, 6249630.4E, RL30.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Mary Anne Street Park 14F sun access plane
(1) X is a point at 333448.9N, 6249630.4E, RL30.0.
(2) B1 is 29.98 degrees.
(3) V1 is 26.34 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Mary Anne Street Park 14G sun access plane
(1) X is a point at 333448.9N, 6249630.4E, RL30.0.
(2) Y is a point at 333434.6N, 6249623.7E, RL30.0.
(3) B is 359.16 degrees.
(4) V is 32.72 degrees.

Mary Anne Street Park 14H sun access plane
(1) X is a point at 333434.6N, 6249623.7E, RL30.0.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Mary Anne Street Park 14I sun access plane
(1) X is a point at 333434.6N, 6249623.7E, RL33.0.
(2) Y is a point at 333416.6N, 6249614.6E, RL33.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14J sun access plane
(1) X is a point at 333412.6N, 6249621.8E, RL33.0.
(2) Y is a point at 333398.7N, 6249614.9E, RL33.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14K sun access plane
(1) X is a point at 333398.7N, 6249614.9E, RL33.0.
(2) Y is a point at 333390.7N, 6249610.8E, RL32.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14L sun access plane
(1) X is a point at 333390.7N, 6249610.8E, RL32.5.
(2) Y is a point at 333407.1N, 6249578.7E, RL32.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14M sun access plane
(1) X is a point at 333407.1N, 6249578.7E, RL32.0.
(2) Y is a point at 333379.8N, 6249565.3E, RL30.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14N sun access plane
(1) X is a point at 333379.8N, 6249565.3E, RL21.5.
(2) Y is a point at 333362.1N, 6249556.6E, RL20.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14O sun access plane
(1) X is a point at 333362.1N, 6249556.6E, RL20.5.
(2) Y is a point at 333380.0N, 6249520.7E, RL20.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Mary Anne Street Park 14P sun access plane
(1) X is a point at 333380.0N, 6249520.7E, RL20.0.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Mary Anne Street Park 14Q sun access plane
(1) X is a point at 333380.0N, 6249520.7E, RL20.0.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

Elizabeth Healey Reserve 15A sun access plane
(1) X is a point at 333103.3N, 6250655.6E, RL39.5.
(2) B1 is 74.55 degrees.
(3) V1 is 63.21 degrees.
(4) B2 is 46.6 degrees.
(5) V2 is 45.48 degrees.

Elizabeth Healey Reserve 15B sun access plane
(1) X is a point at 333103.3N, 6250655.6E, RL39.5.
(2) B1 is 46.6 degrees.
(3) V1 is 45.48 degrees.
(4) B2 is 29.98 degrees.
(5) V2 is 26.34 degrees.

Elizabeth Healey Reserve 15C sun access plane
(1) X is a point at 333103.3N, 6250655.6E, RL39.5.
(2) Y is a point at 333092.1N, 6250650.1E, RL38.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Elizabeth Healey Reserve 15D sun access plane
(1) X is a point at 333092.1N, 6250650.1E, RL38.0.
(2) Y is a point at 333078.4N, 6250676.9E, RL36.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Elizabeth Healey Reserve 15E sun access plane
(1) X is a point at 333078.4N, 6250676.9E, RL29.5.
(2) Y is a point at 333072.1N, 6250697.8E, RL29.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Elizabeth Healey Reserve 15F sun access plane
(1) X is a point at 333072.1N, 6250697.8E, RL29.5.
(2) B1 is 29.98 degrees.
(3) V1 is 26.34 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Elizabeth Healey Reserve 15G sun access plane
(1) X is a point at 333072.1N, 6250697.8E, RL29.5.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Elizabeth Healey Reserve 15H sun access plane
(1) X is a point at 333072.1N, 6250697.8E, RL29.5.
(2) Y is a point at 333063.2N, 6250689.6E, RL29.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Elizabeth Healey Reserve 15I sun access plane
(1) X is a point at 333063.2N, 6250689.6E, RL26.0.
(2) Y is a point at 333045.2N, 6250662.0E, RL25.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Elizabeth Healey Reserve 15J sun access plane
(1) X is a point at 333045.2N, 6250662.0E, RL25.0.
(2) Y is a point at 333030.0N, 6250640.6E, RL24.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Elizabeth Healey Reserve 15K sun access plane
(1) X is a point at 333030.0N, 6250640.6E, RL24.5.
(2) Y is a point at 333046.1N, 6250605.0E, RL25.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Elizabeth Healey Reserve 15L sun access plane
(1) X is a point at 333046.1N, 6250605.0E, RL25.5.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Elizabeth Healey Reserve 15M sun access plane
(1) X is a point at 333046.1N, 6250605.0E, RL25.5.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

Union Square 16A sun access plane
(1) X is a point at 333071.8N, 6250820.6E, RL39.0.
(2) B1 is 74.55 degrees.
(3) V1 is 63.21 degrees.
(4) B2 is 46.6 degrees.
(5) V2 is 45.48 degrees.

Union Square 16B sun access plane
(1) X is a point at 333071.8N, 6250820.6E, RL39.0.
(2) B1 is 46.6 degrees.
(3) V1 is 45.48 degrees.
(4) B2 is 29.98 degrees.
(5) V2 is 26.34 degrees.

Union Square 16C sun access plane
(1) X is a point at 333071.8N, 6250820.6E, RL39.0.
(2) Y is a point at 333056.9N, 6250848.6E, RL38.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Union Square 16D sun access plane
(1) X is a point at 333056.9N, 6250848.6E, RL38.5.
(2) Y is a point at 333033.8N, 6250849.6E, RL39.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Union Square 16E sun access plane
(1) X is a point at 333033.8N, 6250849.6E, RL20.5.
(2) Y is a point at 332940.9N, 6250863.0E, RL26.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Union Square 16F sun access plane
(1) X is a point at 332940.9N, 6250863.0E, RL26.0.
(2) B1 is 29.98 degrees.
(3) V1 is 26.34 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Union Square 16G sun access plane
(1) X is a point at 332940.9N, 6250863.0E, RL26.0.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Union Square 16H sun access plane
(1) X is a point at 332940.9N, 6250863.0E, RL26.0.

(2) Y is a point at 332923.3N, 6250852.5E, RL26.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Union Square 16I sun access plane
(1) X is a point at 332923.3N, 6250852.5E, RL29.0.
(2) Y is a point at 332934.3N, 6250830.1E, RL29.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Union Square 16J sun access plane
(1) X is a point at 332934.3N, 6250830.1E, RL29.0.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Union Square 16K sun access plane
(1) X is a point at 332934.3N, 6250830.1E, RL29.0.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

Pyrmont Bay Park 17A sun access plane
(1) X is a point at 333316.0N, 6250964.5E, RL23.5.
(2) B1 is 74.55 degrees.
(3) V1 is 63.21 degrees.
(4) B2 is 46.6 degrees.
(5) V2 is 45.48 degrees.

Pyrmont Bay Park 17B sun access plane
(1) X is a point at 333316.0N, 6250964.5E, RL23.5.
(2) B1 is 46.6 degrees.
(3) V1 is 45.48 degrees.
(4) B2 is 29.98 degrees.
(5) V2 is 26.34 degrees.

Pyrmont Bay Park 17C sun access plane
(1) X is a point at 333316.0N, 6250964.5E, RL23.5.
(2) Y is a point at 333314.6N, 6250983.7E, RL23.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Pyrmont Bay Park 17D sun access plane
(1) X is a point at 333314.6N, 6250983.7E, RL23.0.
(2) Y is a point at 333323.1N, 6251017.1E, RL23.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Pyrmont Bay Park 17E sun access plane
(1) X is a point at 333323.1N, 6251017.1E, RL23.0.
(2) Y is a point at 333298.3N, 6251025.0E, RL23.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Pyrmont Bay Park 17F sun access plane
(1) X is a point at 333298.3N, 6251025.0E, RL13.0.
(2) Y is a point at 333244.9N, 6251042.7E, RL13.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Pyrmont Bay Park 17G sun access plane
(1) X is a point at 333244.9N, 6251042.7E, RL25.0.
(2) Y is a point at 333138.4N, 6251075.8E, RL25.0.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Pyrmont Bay Park 17H sun access plane
(1) X is a point at 333138.4N, 6251075.8E, RL25.0.
(2) B1 is 29.98 degrees.
(3) V1 is 26.34 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Pyrmont Bay Park 17I sun access plane
(1) X is a point at 333138.4N, 6251075.8E, RL25.0.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Pyrmont Bay Park 17J sun access plane
(1) X is a point at 333138.4N, 6251075.8E, RL25.0.
(2) Y is a point at 333122.9N, 6251038.5E, RL25.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Pyrmont Bay Park 17K sun access plane
(1) X is a point at 333122.9N, 6251038.5E, RL25.5.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Pyrmont Bay Park 17L sun access plane
(1) X is a point at 333122.9N, 6251038.5E, RL25.5.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

Metcalfe Park 18A sun access plane
(1) X is a point at 333194.3N, 6251281.5E, RL24.5.
(2) B1 is 74.55 degrees.
(3) V1 is 63.21 degrees.
(4) B2 is 46.6 degrees.
(5) V2 is 45.48 degrees.

Metcalfe Park 18B sun access plane
(1) X is a point at 333194.3N, 6251281.5E, RL24.5.
(2) B1 is 46.6 degrees.
(3) V1 is 45.48 degrees.
(4) B2 is 29.98 degrees.
(5) V2 is 26.34 degrees.

Metcalfe Park 18C sun access plane
(1) X is a point at 333194.3N, 6251281.5E, RL24.5.
(2) Y is a point at 333176.2N, 6251287.3E, RL24.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Metcalfe Park 18D sun access plane
(1) X is a point at 333176.2N, 6251287.3E, RL26.5.

(2) Y is a point at 333160.1N, 6251291.5E, RL26.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Metcalfe Park 18E sun access plane
(1) X is a point at 333160.1N, 6251291.5E, RL26.5.
(2) Y is a point at 333077.2N, 6251303.5E, RL26.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Metcalfe Park 18F sun access plane
(1) X is a point at 333077.2N, 6251303.5E, RL27.5.
(2) Y is a point at 333060.1N, 6251305.0E, RL27.5.
(3) B is 29.98 degrees.
(4) V is 26.34 degrees.

Metcalfe Park 18G sun access plane
(1) X is a point at 333060.1N, 6251305.0E, RL27.5.
(2) B1 is 29.98 degrees.
(3) V1 is 26.34 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Metcalfe Park 18H sun access plane
(1) X is a point at 333060.1N, 6251305.0E, RL27.5.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Metcalfe Park 18I sun access plane
(1) X is a point at 333060.1N, 6251305.0E, RL27.5.
(2) Y is a point at 333057.8N, 6251299.9E, RL27.5.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Metcalfe Park 18J sun access plane
(1) X is a point at 333057.8N, 6251299.9E, RL27.5.
(2) Y is a point at 333049.0N, 6251238.6E, RL27.0.
(3) B is 328.63 degrees.
(4) V is 25.69 degrees.

Metcalfe Park 18K sun access plane
(1) X is a point at 333049.0N, 6251238.6E, RL27.0.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Metcalfe Park 18L sun access plane
(1) X is a point at 333049.0N, 6251238.6E, RL27.0.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

Bank Street 19A sun access plane
(1) X is a point at 332452.2N, 6250802.1E, RL4.3.
(2) Y is a point at 332437.8N, 6250813.3E, RL4.2.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19B sun access plane
(1) X is a point at 332437.8N, 6250813.3E, RL4.2.
(2) Y is a point at 332424.1N, 6250826.3E, RL4.2.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19C sun access plane
(1) X is a point at 332424.1N, 6250826.3E, RL4.2.
(2) Y is a point at 332408.6N, 6250844.6E, RL4.2.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19D sun access plane
(1) X is a point at 332408.6N, 6250844.6E, RL4.2.
(2) Y is a point at 332403.9N, 6250850.9E, RL4.5.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19E sun access plane
(1) X is a point at 332403.9N, 6250850.9E, RL4.5.
(2) Y is a point at 332382.9N, 6250879.9E, RL4.5.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19F sun access plane
(1) X is a point at 332382.9N, 6250879.9E, RL4.5.
(2) Y is a point at 332376.1N, 6250888.6E, RL4.2.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19G sun access plane
(1) X is a point at 332376.1N, 6250888.6E, RL4.2.
(2) Y is a point at 332370.7N, 6250893.7E, RL4.2.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19H sun access plane
(1) X is a point at 332370.7N, 6250893.7E, RL4.2.
(2) Y is a point at 332362.1N, 6250900.2E, RL4.7.
(3) B is 15.27 degrees.
(4) V is 31.11 degrees.

Bank Street 19I sun access plane
(1) X is a point at 332362.1N, 6250900.2E, RL15.6.
(2) B1 is 15.27 degrees.
(3) V1 is 31.11 degrees.
(4) B2 is 359.16 degrees.
(5) V2 is 32.72 degrees.

Bank Street 19J sun access plane
(1) X is a point at 332362.1N, 6250900.2E, RL15.6.
(2) Y is a point at 332354.3N, 6250906.1E, RL20.1.
(3) B is 359.16 degrees.
(4) V is 32.72 degrees.

Bank Street 19K sun access plane
(1) X is a point at 332354.3N, 6250906.1E, RL20.1.
(2) Y is a point at 332346.1N, 6250903.2E, RL19.8.
(3) B is 359.16 degrees.
(4) V is 32.72 degrees.

Bank Street 19L sun access plane
(1) X is a point at 332346.1N, 6250903.2E, RL19.8.
(2) Y is a point at 332336.0N, 6250898.4E, RL18.5.
(3) B is 359.16 degrees.
(4) V is 32.72 degrees.

Bank Street 19M sun access plane
(1) X is a point at 332336.0N, 6250898.4E, RL18.5.
(2) B1 is 359.16 degrees.
(3) V1 is 32.72 degrees.
(4) B2 is 328.63 degrees.
(5) V2 is 25.69 degrees.

Bank Street 19N sun access plane
(1) X is a point at 332336.0N, 6250898.4E, RL18.5.
(2) B1 is 328.63 degrees.
(3) V1 is 25.69 degrees.
(4) B2 is 310.49 degrees.
(5) V2 is 44.16 degrees.

Bank Street 19O sun access plane
(1) X is a point at 332336.0N, 6250898.4E, RL18.5.
(2) B1 is 310.49 degrees.
(3) V1 is 44.16 degrees.
(4) B2 is 282.25 degrees.
(5) V2 is 60.44 degrees.

and associated diagrams.

Overshadowing of certain public places

Amend the table is 6.18(2) by adding the following:

Place	Period of protection	Times of protection
Pirrama Park and Giba Park	All year	10am-2pm
James Watkinson Reserve	All year	10am-2pm
Ballaarat Park	All year	10am-2pm
Distillery Drive Park/The Knoll	All year	10am-2pm
Waterfront Park	All year	10am-2pm
Cadi Park	All year	10am-2pm
Fig Lane Park	All year	10am-2pm
Quarry Green	All year	10am-2pm
Alumni Green	All year	10am-2pm
Maybanke Park	All year	10am-2pm
Paradise Reserve	All year	10am-2pm
Carmichael Park	All year	10am-2pm

Sydney Fish Market Square	All year	10am-2pm

Schedule 1 - Additional Permitted Use

(1) This clause applies to the following land at 1-19 Allen Street, Pyrmont, 313-369 Harris Street, Pyrmont, 344 Bulwara Road, Ultimo, 122 Saunders Street, Pyrmont and 120 Saunders Street, Pyrmont —

a) Lot 100, DP 711434, SP30156
b) Lot 100, DP 613788, SP18021
c) Lot 101, DP 736100, SP31316
d) Lot 1, DP 839057, SP 47754
e) Lot 2, DP 839057, SP 46801

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

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)
344 Bulwara Road, Ultimo	SP31316	2	5	3.12
463-467 Harris Street, Ultimo	Lot 1, DP80155	2.5	6	3

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)
~~336-368 Jones Street, Ultimo (1-7 Henry Avenue, Ultimo) and 370-374 Jones Street, Ultimo~~	~~Lot 1, DP829164~~ ~~Lot 2, DP829164~~	~~1.5~~	~~4~~	~~1.6~~
1-33 Saunders Street	Lot 80, DP 1293466 and Lot 81, DP 1293466	0	9	7.25
313-369 Harris Street, Pyrmont	SP18021	2	5	4
1-19 Allen Street, Pyrmont	SP30156	2	5	4.22
~~26-52 Mount Street, Pyrmont~~	~~Lot 1, DP633390~~	~~1~~	~~2~~	~~1.75~~
56 Harris Street, Pyrmont	Lot 22, DP878273	4	9	4
2-10 Quarry Master Drive, Pyrmont	Lot 30, DP 859243, SP 61091	4	9	6.5
122 Saunders Street, Pyrmont	Lot 1, DP 839057, SP 47754	4	9	4.2
120 Saunders Street, Pyrmont	Lot 2, DP 839057, SP 46801	4	9	4.2

Note: 1-33 Saunders Street was mapped as Affordable Housing map area 9 as part of the previous Ultimo/Pyrmont planning proposal.

Insert a new Schedule 7

(1) This clause applies to the following land:

(a) Lot 101, DP 736100, SP31316, 344 Bulwara Road, Ultimo

(b) Lot 1, DP 80155, 463-467 Harris Street, Ultimo

~~(c) Lot 1, DP 829164, 336-368 Jones Street, Ultimo~~

~~(d) Lot 2, DP 829164, 370-374 Jones Street, Ultimo~~

(e) Lot 100, DP 613788, SP18021, 313-369 Harris Street, Pyrmont

(f) Lot 100, DP 711434, SP30156, 1-19 Allen Street, Pyrmont

~~(g) Lot 1, DP 633390, 26-52 Mount Street, Pyrmont~~

(h) Lot 80, DP 1293466 and Lot 81, DP 1293466, 1-33 Saunders Street, Pyrmont

(i) Lot 30, DP 859243, SP 61091, 2-10 Quarry Master Drive, Pyrmont

(j) Lot 1, DP 839057, SP 47754, 122 Saunders Street, Pyrmont

(k) Lot 2, DP 839057, SP 46801, 120 Saunders Street, Pyrmont

(l) Lot 22, DP 878273, 56 Harris Street, Pyrmont

(2) Despite any other provision of this Plan, a building erected on land to which this clause applies must not be used for the purpose of co-living housing.

Appendix 2 – Maps

See Attachment A1

Appendix 3 – Consistency with the Pyrmont Peninsula Place Strategy, Pyrmont Peninsula Economic Development Strategy and Pyrmont Peninsula Place Strategy - Urban Design Report (Vol. 3 Sub-precinct Master Planning)

The NSW Government's Local Environmental Plan Making Guideline requires a planning proposal for land subject to the Place Strategy to be consistent with the Place Strategy, the Economic Development Strategy and the Place Strategy – Urban Design Report (Vol. 3 Sub-precinct Master Planning).

1.1 The Planning Proposal gives effect to the Vision (Part 5) of the Place Strategy

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

Figure 1. Alignment of the planning proposal with the Vision of the Place Strategy

Vision	Comment
A renowned and treasured cultural and entertainment precinct	**Consistent** The proposal supports the vision of Ultimo/Pyrmont as a renowned and treasured cultural and entertainment precinct by enabling additional homes and jobs that will strengthen the area's vitality, support local businesses, and increase activity throughout the day and evening. The proposal does not change planning controls for the NSW Government's identified cultural and entertainment key sites.
Pyrmont will be at the forefront of	**Consistent** The proposal supports Pyrmont's role in the future of work by providing capacity for additional jobs through new business, retail and commercial spaces in retail frontages and mixed-use developments. It also provides capacity for additional

Vision	Comment
the future of work.	homes in close proximity to employment, services and public transport, reinforcing Ultimo/Pyrmont's tradition as a place where people can live close to where they work.
Green and connected	**Consistent** The proposal supports a greener and more connected Ultimo/Pyrmont by facilitating new publicly accessible open spaces, wider footpaths, more than ~~270~~ 220 new trees and 400 square metres of green roofs. The proposed planning controls have also been designed to protect solar access to key public open spaces, while maintaining and enhancing important public views and connections between Ultimo, Pyrmont and the waterfront.
Embracing a sensible approach to growth	**Consistent** The proposal supports a sensible approach to growth by directing additional housing and employment capacity to sites that can accommodate change while delivering improvements to the public domain, open space, tree canopy and pedestrian environment. The proposed controls are tailored to the specific constraints and opportunities of each site, balancing growth with the protection of heritage, local character, residential amenity and key public spaces.
A variety of building typologies	**Consistent** The proposal supports a variety of building typologies by facilitating approximately ~~1,240~~ 1,140new dwellings across a mix of residential flat buildings, shop-top housing, mixed-use developments, and affordable rental housing ~~and social housing~~. The site-specific controls enable a diverse range of building forms and housing opportunities while ensuring new development achieves high standards of amenity, including access to sunlight, natural ventilation and landscaped open space.
People will use public transport, walk or cycle to get to and from the Peninsula.	**Consistent** The proposal supports the Place Strategy vision for a precinct where people walk, cycle and use public transport by locating additional housing and employment growth within walking distance of the future Pyrmont Metro station, light rail services and existing bus networks. The proposal also facilitates wider footpaths, new publicly accessible open spaces, improved pedestrian connections, active street frontages and increased tree canopy, making it easier and more attractive for people to move around Ultimo and Pyrmont without relying on private vehicles. These outcomes will be supported by future infrastructure upgrades, including improvements to walking and cycling connections.
A diversity of housing, including new affordable ~~and social~~ housing.	**Consistent** The proposal supports housing diversity by facilitating approximately ~~1,240~~ 1,140 new dwellings across a range of housing types, including mixed-use development, residential flat buildings, and affordable rental housing ~~and social housing~~. The proposal also expands affordable housing supply through additional affordable housing contribution requirements and directly facilitates approximately ~~150~~ 50 new ~~social and~~ affordable housing dwellings on land owned by ~~Homes NSW and~~ City West Housing. Together, these measures will increase housing choice and improve access to housing for a diverse range of households.

Vision	Comment
A tapestry of publicly accessible open spaces	**Consistent** The proposal supports a tapestry of publicly accessible open spaces by protecting solar access to key existing parks and creating opportunities for new publicly accessible open space throughout Ultimo and Pyrmont. New planning controls are complemented by draft DCP provisions that facilitate publicly accessible landscaped areas, deep soil planting, new through-site links and improved pedestrian connections. Together, these measures will expand opportunities for recreation, walking and informal gathering while strengthening connections between neighbourhoods, public transport and key destinations

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.

Figure 2. Alignment of the planning proposal with the 10 directions of the Place Strategy

10 Directions	Comment
1. Jobs and industries of the future	**Consistent** The proposal supports jobs and industries of the future by providing capacity for approximately 400 additional jobs through new mixed-use developments, business premises and retail uses. Increased employment opportunities are complemented by new publicly accessible open spaces, active street frontages, improved pedestrian connections and local services, enhancing the attractiveness of Ultimo/Pyrmont as a place to work, invest and do business.
2. Development that complements or enhances the area	**Consistent** The proposal supports development that complements and enhances the area through a place-led and people-focused approach to planning and design. The proposed controls have been informed by detailed urban design analysis and site-specific investigations that seek to: • provide more deep soil, tree canopy and green spaces; • create more public space and improve the quality of streets and open spaces; • minimise impacts on existing residential amenity, including overshadowing; • reinforce the established street wall character of the area; • conserve heritage significance and local character;

10 Directions	Comment
	• achieve good outcomes for wind, noise and environmental amenity; • match land uses to their location and context; • protect important public views and vistas; and • maximise development potential within site constraints. Together, these principles ensure that future development responds to the unique characteristics of each site while enhancing the character, liveability and environmental quality of Ultimo and Pyrmont.
3. Centres for residents, workers and visitors	**Consistent** The proposal supports centres for residents, workers and visitors by providing capacity for additional employment and new mixed-use development, including retail premises and business uses. New publicly accessible open spaces, active street frontages, wider footpaths and improved pedestrian connections will enhance the attractiveness and functionality of local centres, supporting increased activity throughout the day and evening.
4. A unified planning framework	**Consistent** The proposal supports a unified planning framework by implementing the directions of the Pyrmont Peninsula Place Strategy through amendments to the Sydney LEP 2012 and Sydney DCP 2012. The proposal provides a consistent planning approach across Ultimo and Pyrmont while responding to the specific opportunities and constraints of individual sites. The proposal does not alter the planning pathway or planning controls for NSW Government-identified key sites.
5. A tapestry of greener public spaces and experiences	**Consistent** The proposal supports a tapestry of greener public spaces and experiences by protecting solar access to key parks and public spaces, including Wentworth Park, Mary Ann Street Park, Elizabeth Healy Reserve, Union Square, Pyrmont Bay Park, Metcalfe Park and Bank Street Park. New planning controls and draft DCP provisions also facilitate publicly accessible open spaces, deep soil planting and increased tree canopy throughout Ultimo and Pyrmont. Together, these measures will expand opportunities for recreation, relaxation and walking, while maintaining and enhancing important view corridors and connections to the harbour and surrounding public spaces.
6. Creativity, culture and heritage	**Consistent**

10 Directions	Comment
	The proposal supports creativity, culture and heritage by conserving heritage items and heritage conservation areas, maintaining important public views and protecting the amenity of key public spaces, including the Sydney Harbour foreshore and local parks. The proposal does not alter planning controls for NSW Government-identified cultural and entertainment key sites and will support their ongoing success by providing additional housing, jobs and improvements to the surrounding public domain.
7. Making it easier to move around	**Consistent** The proposal supports easier movement around the peninsula by facilitating new and upgraded pedestrian connections, widened footpaths and publicly accessible open spaces that improve permeability and walkability. New through-site links and open spaces will strengthen east-west connections and reinforce key "ridge to harbour" routes, while also improving access to the future Pyrmont Metro station and other public transport services. Together, these improvements will create a more connected, legible and comfortable environment for walking and cycling.
8. Building now for a sustainable future	**Consistent** The proposal supports a sustainable future by facilitating increased deep soil planting, tree canopy and green roofs across Ultimo and Pyrmont, contributing to urban cooling, biodiversity and climate resilience. The proposed controls encourage the renewal of ageing building stock with modern, more sustainable development and work alongside existing City and State sustainability policies, including net zero emissions initiatives. The proposal is further supported by infrastructure planning that will help fund public domain improvements, tree planting and enhanced walking and cycling connections, ensuring growth is accompanied by long-term environmental and community benefits.
9. Great homes that can suit the needs of more people	**Consistent** The proposal supports the delivery of great homes that can suit the needs of more people by facilitating a diverse range of housing types, including residential flat buildings, mixed-use developments and affordable rental housing ~~and social housing~~. The proposal will increase housing choice across Ultimo and Pyrmont while supporting the renewal of ageing residential buildings with new homes designed to contemporary standards of amenity, sustainability and accessibility. In addition, sites receiving residential uplift will be required to contribute 9 per cent of residential uplift

10 Directions	Comment
	floor space as affordable rental housing, alongside existing affordable housing contribution requirements. The proposal also directly facilitates approximately 50 ~~150 social and~~ affordable housing dwellings on land owned by ~~HomesNSW and~~ City West Housing.
10. A collaborative voice	**Consistent** The proposal supports a collaborative voice by building on the extensive engagement undertaken during the preparation of the Stage 1 Ultimo/Pyrmont Planning Proposal and continuing consultation with key stakeholders throughout the Stage 2 review process. The City has engaged directly with affected landowners and housing providers and has proactively communicated with tenants of ~~social and~~ affordable housing sites identified for review. The proposal will be publicly exhibited in accordance with legislative requirements and the City's Community Engagement Strategy and Participation Plan, ensuring residents, businesses, landowners and government agencies have the opportunity to provide feedback and help inform final planning controls.

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

Figure 3. Alignment of the planning proposal with the Structure Plan of the Place Strategy

Structure Plan	Comment
Regional Harbour Parkland	**Consistent** The proposal supports the Regional Harbour Parkland by protecting the amenity of the harbour foreshore and adjacent public open spaces, including through measures that maintain solar access to foreshore parks. The proposal also improves pedestrian connectivity through new and enhanced through-site links, widened footpaths and publicly accessible open spaces, strengthening connections between neighbourhoods and the harbour foreshore. Together, these measures will improve public access to, and enjoyment of, Sydney Harbour and its surrounding open space network.
World class harbour foreshore walk	**Consistent** The proposal is consistent with the World Class Harbour Foreshore Walk by protecting the amenity of foreshore parks and maintaining planning controls that support the continued delivery of the harbour foreshore network. While the proposal does not include sites identified for the delivery of the foreshore walk, it improves pedestrian connectivity to the

Structure Plan	Comment
	waterfront through new and enhanced through-site links, publicly accessible open spaces and wider footpaths.
High street/intermediate transport corridor	**Consistent** The proposal supports the High Street and Intermediate Transport Corridor by concentrating new mixed-use development, employment opportunities and active ground-floor uses along Harris Street and other key streets. The proposed controls facilitate new retail frontages, wider footpaths, improved pedestrian connections and increased tree canopy, contributing to a more attractive and walkable street environment. The proposal also complements the transport and public domain improvements identified in the Pyrmont-Ultimo Precinct Transport Study, which seeks to strengthen Harris Street's role as a people-focused main street and public transport corridor.
Strategic active transport route and green walkable streets	**Consistent** The proposal supports strategic active transport routes and green walkable streets by facilitating wider footpaths, new pedestrian connections, publicly accessible open spaces and increased tree canopy throughout Ultimo and Pyrmont. Draft DCP provisions require deep soil planting and landscaped open spaces as part of future development, creating greener streets and more attractive walking environments. These outcomes will be complemented by infrastructure contributions that support public domain improvements, tree planting and enhanced cycling connections.
Local open spaces	**Consistent** The proposal supports Local Open Spaces by protecting solar access to key parks and public spaces, including Wentworth Park, Mary Ann Street Park, Elizabeth Healy Reserve, Union Square, Pyrmont Bay Park, Metcalfe Park and Bank Street Park. New sun access planes will help ensure these spaces continue to receive sunlight during their primary hours of use. The proposal is also supported by infrastructure planning that will fund improvements to local open spaces, including capacity upgrades to Wentworth Park. In addition, site-specific planning controls and draft DCP provisions facilitate new publicly accessible open spaces, deep soil landscaping and tree planting, expanding opportunities for recreation, relaxation and passive enjoyment throughout Ultimo and Pyrmont.
Areas capable of change	**Consistent** The proposal supports the Structure Plan's identification of Areas Capable of Change by introducing site-specific planning controls that facilitate approximately 1,140 ~~1,240~~ additional dwellings and 400 jobs across Ultimo and Pyrmont. The proposal focuses growth on sites with the greatest capacity to accommodate change while delivering public benefits,

Structure Plan	Comment
	including new open space, improved pedestrian connections, increased tree canopy and active street frontages. Site selection and proposed planning controls have been informed by Stage 1 community feedback, detailed urban design analysis and testing to ensure development responds appropriately to local context, heritage, public spaces, amenity and infrastructure capacity.

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

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

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

Sub-precincts	Comment
Darling Island	**Not applicable** This planning proposal does not apply to any sites within the Darling Island sub-precinct.
Tumbalong Park	**Not applicable** This planning proposal does not apply to any sites within the Tumbalong Park sub-precinct.
Ultimo	**Consistent** The proposal contributes to the delivery of the envisaged future character for the Ultimo sub-precinct through the renewal of 344 Bulwara Road (Tivoli Gardens). The proposed controls facilitate a mixed-use development with additional housing, active ground-floor uses, improved landscaping and a new retail frontage to Bulwara Road. A widened footpath, increased tree canopy and enhanced pedestrian amenity will improve the quality of the public domain and support a more vibrant, walkable neighbourhood. The proposal also responds to the ageing condition of the existing building stock while ensuring new development is integrated with the surrounding urban context.
Wentworth Park	**Consistent** The proposal supports the future character of the Wentworth Park sub-precinct by facilitating the renewal of 463-467 Harris Street ~~and the delivery of additional social housing at the Jones Street and Henry Avenue sites~~. The proposal balances housing growth with heritage conservation, increased deep soil planting, improved pedestrian permeability and enhanced open space outcomes~~, including a larger and better sunlit pocket park integrated with Fig Lane Park~~. These

Sub-precincts	Comment
	improvements will support a more liveable, connected and sustainable residential neighbourhood.
Blackwattle Bay	**Consistent** The proposal supports the future character of the Blackwattle Bay sub-precinct by enabling the renewal of ageing residential buildings and delivering substantial housing growth supported by new publicly accessible open space. New barrier buildings and carefully designed tower forms will improve residential amenity by reducing exposure to traffic noise and air pollution, while deep soil planting, tree canopy and active ground-floor uses will create greener and more attractive neighbourhoods. Improved pedestrian connections and access to open space will further strengthen the sub-precinct's role as a highly accessible residential community close to public transport and employment opportunities.
Pirrama	**Consistent** The proposal contributes to the delivery of the envisaged future character for the Pirrama sub-precinct through the redevelopment of 56 Harris Street. The proposed controls facilitate additional affordable rental housing in a highly accessible location while improving environmental outcomes through increased deep soil planting and tree canopy. The proposal balances housing growth with the protection of surrounding residential amenity and supports the continued evolution of Pirrama as a mixed-use waterfront neighbourhood with strong connections to jobs, services, public transport and open space.
Pyrmont Village	**Consistent** The proposal contributes to the delivery of the envisaged future character for the Pyrmont Village sub-precinct through the renewal of sites at 313-369 Harris Street, and 1-19 Allen Street, 100 Harris Street ~~and 26-52 Mount Street~~. The proposed controls facilitate additional housing, employment and local services while improving the quality of the public domain through new publicly accessible open spaces, wider pedestrian connections, active street frontages, increased deep soil planting and enhanced tree canopy. The proposal also supports housing affordability ~~and social housing~~ outcomes, improves environmental amenity through carefully designed built form and landscaping, and reinforces Harris Street's role as a vibrant mixed-use main street. Together, these outcomes support the continued evolution of Pyrmont Village as a walkable, diverse and well-connected neighbourhood with strong access to jobs, services, open space and public transport.

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

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

Big Moves	Comment
A world-class harbour foreshore walk	**Consistent** The proposal supports the delivery of the World-class Harbour Foreshore Walk by protecting the amenity of foreshore parks through the maintenance of solar access and by improving pedestrian connectivity throughout Ultimo and Pyrmont. New and enhanced through-site links, wider footpaths, active street frontages and publicly accessible open spaces will strengthen connections between neighbourhoods, local destinations, public transport and the harbour foreshore. While the proposal does not apply to sites identified for the delivery of the foreshore walk itself, it complements the Big Move by improving access to and enjoyment of the wider harbour foreshore network.
A vibrant 24-hour cultural and entertainment destination	**Consistent** The proposal supports the delivery of a vibrant 24-hour cultural and entertainment destination by increasing the number of residents, workers and visitors who will support local businesses, cultural venues, entertainment uses and hospitality offerings across Ultimo and Pyrmont. The proposed controls facilitate active street frontages, new publicly accessible open spaces, improved pedestrian connections, footpath widening and increased tree canopy, creating a more attractive and active public domain throughout the day and evening. The proposal does not alter existing planning controls that support cultural, entertainment and night-time economy uses, including on NSW Government-identified key sites.
Connect to Metro	**Consistent** The proposal supports the delivery of the Connect to Metro Big Move by directing additional housing and employment growth to locations with strong access to the future Pyrmont Metro station, light rail services and existing bus networks. Consistent with the City's land use strategy, the proposal concentrates employment-generating uses and active mixed-use development in areas closest to the metro station, while providing additional housing opportunities within walking distance of public transport, services and jobs. The proposed controls also facilitate new publicly accessible open spaces, pedestrian through-site links and wider footpaths that strengthen connections to the metro station, improve wayfinding and make walking to and from public transport more convenient and attractive. Together, these outcomes support a more accessible, transit-oriented and connected Ultimo/Pyrmont.

Big Moves	Comment
Low carbon, high performance precinct	**Consistent** The proposal supports the delivery of a low carbon, high performance precinct by facilitating growth in locations with excellent access to the future Pyrmont Metro station, light rail, bus services and active transport networks, reducing reliance on private vehicles. The proposal delivers new publicly accessible open spaces, deep soil planting, increased tree canopy, green roofs, widened footpaths and enhanced pedestrian connections, contributing to urban cooling, climate resilience and improved walkability. The proposal operates alongside the City's broader sustainability framework, including net zero emissions requirements for non-residential development, recycled water network provisions, water-sensitive urban design controls and updated active transport and parking requirements. The proposal is also supported by infrastructure planning that will fund public domain improvements, tree planting and cycling infrastructure, helping to create a more sustainable and environmentally resilient Ultimo/Pyrmont.
More, and better activated public space	**Consistent** The proposal supports the delivery of more, and better activated public space by protecting the amenity of existing parks while creating opportunities for new publicly accessible open spaces throughout Ultimo and Pyrmont. New sun access planes will protect solar access to key public spaces, including Wentworth Park, Mary Ann Street Park, Elizabeth Healy Reserve, Union Square, Pyrmont Bay Park, Metcalfe Park and Bank Street Park, ensuring they continue to receive sunlight during their primary hours of use. The proposed planning controls and draft DCP also facilitate new publicly accessible open spaces, deep soil planting, increased tree canopy and active frontages integrated with future development. New through-site links, widened footpaths and open spaces radiating from the future Pyrmont Metro station will improve accessibility, wayfinding and opportunities for recreation, walking and informal gathering. Important view corridors and visual connections to the waterfront are also protected and enhanced, contributing to a more connected, attractive and activated public domain across the peninsula.

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

2.1 Country

While the planning proposal does not introduce specific controls relating to Country, it establishes the framework for future development and public domain improvements that can deliver these objectives. Consideration of Country, cultural interpretation, landscape design and connections to place will occur through future development applications and the detailed design of public domain works.

2.2 Movement

The proposal is consistent with the movement objectives of the Urban Design Report by improving walkability, permeability and access to public transport across Ultimo and Pyrmont. While many movement initiatives identified in the Urban Design Report will be delivered by future public domain and transport projects, the proposal supports these outcomes through site-specific controls that facilitate widened footpaths, new and improved through-site links, publicly accessible open spaces and active street frontages.

The proposal delivers a number of locally significant movement improvements, including a widened and more active pedestrian connection through Ada Place supported by setbacks at 313-369 Harris Street and 1-19 Allen Street and improved pedestrian amenity along Bulwara Road through a substantial building setback that enables footpath widening, tree planting and outdoor dining. New publicly accessible open spaces and through-site links at the Saunders Street and Quarry Master Drive sites will also improve permeability and access to surrounding destinations.

The proposal complements broader transport and public domain initiatives identified in the Place Strategy, Urban Design Report and Pyrmont Ultimo Local Infrastructure Contributions Plan, including future investments in walking, cycling and public domain infrastructure that will support the continued growth of Ultimo and Pyrmont as a highly accessible and connected precinct.

Figure 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.	**Consistent** The proposal is consistent with this objective by reinforcing the role of key streets, local centres and pedestrian connections within Ultimo and Pyrmont. New mixed-use development and active ground-floor uses are concentrated along Harris Street, Bulwara Road and other identified retail frontages, strengthening their function as important activity corridors. The proposal also facilitates wider footpaths, new through-site links and publicly accessible open spaces that improve connections between local destinations, neighbourhoods and the future Pyrmont Metro station. These measures help create a more legible movement network and support the evolving role of key streets and connections identified in the Urban Design Report.
2. Provide safe, accessible and legible movement between transport modes and destinations within, around and across the Peninsula.	**Consistent** The proposal is consistent with this objective by facilitating new and improved pedestrian connections, through-site links, publicly accessible open spaces and footpath widening opportunities that enhance access between homes, jobs, services and public transport. Key initiatives include the creation of a widened pedestrian link through Ada Place and improved pedestrian amenity along Bulwara Road and new publicly accessible connections associated with redevelopment sites in Pyrmont. Together, these

2.2 Movement objectives	Comment
	measures will improve the safety, accessibility and legibility of movement throughout Ultimo and Pyrmont and strengthen connections to the future Pyrmont Metro station, light rail services and local destinations.
3. Maximise the convenience of walking and cycling to support investment in public transport infrastructure and minimise private vehicle use.	**Consistent** The proposal is consistent with this objective by improving the convenience, comfort and attractiveness of walking and cycling as alternatives to private vehicle travel. The proposed controls facilitate new through-site links, wider footpaths, publicly accessible open spaces and active street frontages that strengthen connections between homes, jobs, public transport and local services. Several of these connections also form part of broader accessible movement networks, improving mobility for people with disability, older people and families with young children. In addition, the proposal supports a transit-oriented pattern of growth within walking distance of the future Pyrmont Metro station, light rail services and bus routes. These outcomes are complemented by the City's broader planning framework, including proposed reductions in maximum parking rates and updated bicycle parking requirements, which encourage greater use of active and public transport.
4. Provide an uninterrupted foreshore walk with a continuous pedestrian and cycling route that also provides clear access to water for recreation and transport.	**Consistent** The proposal is consistent with this objective by improving pedestrian connectivity between neighbourhoods, centres, public transport and the harbour foreshore. While the proposal does not apply to any sites identified for the delivery of the foreshore walk itself, it facilitates new and enhanced through-site links, wider footpaths and publicly accessible open spaces that strengthen access to the foreshore network. These improvements complement the delivery of a continuous waterfront walking and cycling experience by making it easier for residents, workers and visitors to access the harbour and associated recreation and transport opportunities.
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.	**Consistent** The proposal is consistent with this objective by facilitating new pedestrian links, widened footpaths, publicly accessible open spaces and improved connections between neighbourhoods, local centres and public transport. While the proposal does not directly deliver sections of the Peninsula walking and cycling loop, it improves local permeability and walkability, supporting broader active transport connections across Ultimo and Pyrmont. These improvements complement the wider walking and

2.2 Movement objectives	Comment
	cycling network envisaged by the Urban Design Report and Place Strategy.
6. Calm local streets providing an improvement to street amenity and enabling safer lower speed spaces for community enjoyment.	**Consistent** The proposal is consistent with this objective by supporting improvements to the amenity, safety and landscape quality of local streets. The proposed planning controls facilitate wider footpaths, increased tree canopy, active street frontages and new publicly accessible open spaces that contribute to a more pedestrian-friendly public domain. In addition, the Ultimo/Pyrmont Local Infrastructure Contributions Plan includes funding for local streetscape improvement projects, enabling upgrades that will create calmer, greener and more attractive streets that better support walking, social interaction and neighbourhood amenity.
7. Deliver generous and attractive through site links that increase mid-block permeability, facilitate safe and direct movement.	**Consistent** The proposal is consistent with this objective by facilitating new and enhanced through-site links on larger redevelopment sites, improving permeability and providing more direct connections between homes, jobs, public transport and local destinations. Key examples include the widened and activated Ada Place connection between Harris Street and Allen Street and new pedestrian links associated with major redevelopment sites in Pyrmont. The proposed links are integrated with publicly accessible open spaces and are typically framed by active ground-floor uses, improving passive surveillance, safety and pedestrian amenity. Together, these measures will strengthen east-west connectivity, reduce walking distances and create a more connected and legible movement network across Ultimo and Pyrmont.

2.3 Open space network

The proposal is consistent with the open space network objectives of the Urban Design Report by protecting the amenity of existing public open spaces and facilitating opportunities for new publicly accessible open space throughout Ultimo and Pyrmont. The proposed built form controls, including new sun access planes, ensure that key parks and public spaces continue to receive appropriate levels of sunlight and are not adversely affected by future development. The proposal also facilitates new publicly accessible open spaces, deep soil planting and increased tree canopy, helping to expand the open space network and improve access to green space for existing and future residents.

The location of deep soil areas has been carefully considered to maximise opportunities for tree planting, landscape character and public benefit, particularly along key streets, pedestrian connections and publicly accessible open spaces. The proposal also supports the broader open space network identified in the Place Strategy and Urban Design Report through new pedestrian links, improved connectivity and the protection of important public views and vistas.

Improvements to parks, streets and public spaces will continue to be delivered as development occurs through the City's capital works program and the Ultimo/Pyrmont Local Infrastructure

Contributions Plan, helping to ensure the open space network grows in step with the area's increasing population and workforce.

Figure 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.	**Consistent** The proposal is consistent with this objective by identifying opportunities for new publicly accessible open spaces and deep soil landscaped areas that can support the future application of Connecting with Country principles. While the detailed design of public open spaces will occur through future development applications and public domain projects, the proposed planning controls establish a framework that enables these spaces to incorporate cultural, landscape and ecological outcomes that respond to Country and local context.
2. Protect, conserve, restore and enhance biodiversity and connected urban ecologies to increase greening of the urban environments and connect people to nature.	**Consistent** The proposal is consistent with this objective by facilitating a significant increase in deep soil planting, tree canopy and green infrastructure across Ultimo and Pyrmont. The proposed planning controls prioritise the provision of deep soil areas capable of supporting large canopy trees and diverse landscaping, helping to enhance biodiversity, improve urban ecology and strengthen connections between people and nature. On most sites, substantial deep soil areas are provided to support long-term landscape outcomes, while sites with greater physical constraints incorporate green roofs and other greening measures to increase vegetation cover and environmental performance. The proposal also complements the City's broader urban ecology initiatives, including measures to support habitat creation, biodiversity and sustainable building design.
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.	**Consistent** The proposal is consistent with this objective by facilitating a greener and more pedestrian-friendly public domain. The proposed planning controls require increased deep soil planting, tree canopy and publicly accessible open spaces that contribute to more attractive and comfortable streets and places for respite. Building setbacks along key streets, including Bulwara Road and Ada Place, create opportunities for wider footpaths, landscaping and outdoor activity, reinforcing the role of streets as important public spaces. The proposal is also supported by the

2.3 Open space network objectives	Comment
	Ultimo/Pyrmont Local Infrastructure Contributions Plan, which includes funding for street tree planting and public domain improvements. Over time, these initiatives, together with improved public transport accessibility associated with the Pyrmont Metro, will support the continued evolution of streets as greener and more people-focused places.
4. Facilitate the return of Wentworth Park to community as public open space.	**Consistent** The proposal is consistent with this objective by protecting the amenity and ongoing function of Wentworth Park as a major public open space. The proposed built form controls do not constrain or prejudice future opportunities to expand public open space within Wentworth Park and include measures to protect solar access to the park. The proposal is also supported by the Ultimo/Pyrmont Local Infrastructure Contributions Plan, which identifies funding for capacity improvements to Wentworth Park to help accommodate the recreational needs of a growing population. Together, these measures support the long-term enhancement of Wentworth Park as an important community open space.
5. Provide new and upgraded open spaces under and along the Western Distributor corridor.	**Consistent** The proposal is consistent with this objective by supporting future open space opportunities along the Western Distributor corridor. While the proposal does not apply to land beneath the Western Distributor, the proposed built form controls do not constrain or prejudice the delivery of new or upgraded open spaces in this location. The proposal complements this objective through the delivery of new publicly accessible open spaces, deep soil planting and improved pedestrian connections on adjoining sites, particularly within the Blackwattle Bay sub-precinct, helping to strengthen the broader open space network identified in the Urban Design Report.
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.	**Consistent** The proposal is consistent with this objective by supporting the expansion and enhancement of the open space network where opportunities arise through redevelopment and public domain improvements. While the proposal does not involve the closure of public streets, it facilitates new publicly accessible open spaces, through-site links and pedestrian connections that improve access to open space and support universal accessibility. The proposal does not constrain the future implementation of street closures

2.3 Open space network objectives	Comment
	or reallocation of road space identified through subsequent planning, transport or public domain projects and is compatible with the long-term open space outcomes envisaged by the Urban Design Report.
7. Provide for new public, publicly accessible open space and through site links on key sites and larger renewals where significant change is projected.	**Consistent** The proposal is consistent with this objective by facilitating new publicly accessible open spaces and pedestrian through-site links on larger redevelopment sites across Ultimo and Pyrmont. The proposed planning controls and draft DCP have been designed to locate deep soil landscaping in highly visible and accessible locations, including along public streets, park edges and key pedestrian routes, maximising opportunities for tree planting, passive recreation and public enjoyment. Through-site links are provided where they improve permeability, reduce walking distances and strengthen connections between neighbourhoods, public transport, local centres and open spaces. Together, these measures expand the publicly accessible open space network and improve pedestrian connectivity in areas identified for significant renewal and growth.
8. Ensure new open space is located and designed to universal design standards, maximise solar access, amenity, safety and use throughout the day and night.	**Consistent** The proposal is consistent with this objective by ensuring that new publicly accessible open spaces and pedestrian connections are located to maximise accessibility, amenity and usability. The proposed planning controls have been informed by detailed urban design analysis and testing to protect solar access to key parks and public spaces, maintain important public views and create attractive and well-connected public environments. New publicly accessible open spaces are generally co-located with active street frontages, pedestrian links and areas of deep soil planting, supporting safety, passive surveillance and activity throughout the day. The proposal is complemented by the City's broader planning framework, including updated public domain and open space design requirements that will guide the detailed design of future open spaces and ensure they achieve high standards of accessibility, amenity and environmental performance. The existing and proposed DCP requirements ensure public open space delivered as part of development prioritises universal design, solar access and amenity.
9. Co-locate open space with community facilities where possible to support community events and activation.	**Consistent** The proposal is consistent with this objective by facilitating new publicly accessible open spaces that

2.3 Open space network objectives	Comment
	are integrated with mixed-use development, active ground-floor uses and pedestrian connections. The proposed open spaces are generally located adjacent to streets, through-site links and areas of activity, helping to support informal recreation, social interaction and community use. While the proposal does not directly deliver new community facilities, it does not preclude their future co-location with open space and creates a framework for new public spaces that can support community activation and events as redevelopment occurs.
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.	**Consistent** The proposal is consistent with this objective by facilitating a substantial increase in urban greening across Ultimo and Pyrmont through new deep soil planting, increased tree canopy and green roof outcomes. The proposed planning controls have been informed by the City's urban design investigations, which prioritise the provision of deep soil areas capable of supporting large canopy trees and long-term landscape growth. Where deep soil opportunities are constrained, alternative greening measures such as green roofs contribute to biodiversity, urban cooling and improved environmental performance. The proposal is also supported by the City's broader planning framework, including updated deep soil, tree planting and water-sensitive urban design requirements, helping to increase canopy cover and enhance the environmental resilience of both public and private land.
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.	**Consistent** The proposal is consistent with this objective by facilitating development that incorporates contemporary stormwater and water management outcomes through increased deep soil planting, landscaped areas and green infrastructure. While the planning proposal does not introduce specific stormwater or water efficiency controls, it operates alongside the City's broader planning framework, including updated requirements for water efficiency, rainwater harvesting, stormwater management and Water Sensitive Urban Design (WSUD). These measures will guide future development and help improve water quality, reduce potable water demand and increase the resilience of Ultimo and Pyrmont to climate change and extreme weather events. The City's existing planning controls require new development to connect to any existing recycled water network.

2.3 Open space network objectives	Comment
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.	**Consistent** The proposal is consistent with this objective by facilitating additional employment, commercial and mixed-use development that will support the growth of knowledge-based industries, innovative businesses and educational institutions within Ultimo and Pyrmont. While the planning proposal does not introduce specific controls relating to digital infrastructure, it does not constrain the delivery of telecommunications and digital services required to support future residents, workers and businesses. The detailed design and provision of communications infrastructure will be considered through future development and infrastructure delivery processes, consistent with the broader objectives of the Urban Design Report.

2.4 Views

The proposal has been developed in accordance with the views objectives of the Pyrmont Peninsula Place Strategy and Urban Design Report. The proposed planning controls have been informed by detailed urban design analysis that considered the protection of important public views, visual connections and the broader townscape character of Ultimo and Pyrmont. The controls use a combination of site-specific height limits, building setbacks, tower separation and street wall requirements to ensure new development integrates with its surroundings and maintains the visual qualities that contribute to the identity of the peninsula.

Across the Stage 2 sites, development envelopes have been designed to maintain and enhance key visual connections between neighbourhoods, parks, streets, public spaces and the waterfront. New publicly accessible open spaces, deep soil landscaped areas and pedestrian connections are generally located to reinforce these visual links and improve the experience of moving through the peninsula. Taller building elements are carefully positioned to minimise visual impacts on surrounding residential areas and public spaces while accommodating growth in locations capable of change.

The proposal also supports the broader objective of strengthening connections between Ultimo, Pyrmont and Sydney Harbour through the protection of view corridors identified in the Urban Design Study and the maintenance of visual links to important landmarks, public open spaces and waterfront destinations. Together, these measures ensure that future growth contributes positively to the character, legibility and sense of place of Ultimo and Pyrmont.

Figure 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** The proposal is consistent with this objective by maintaining and enhancing important visual connections between the Harris Street ridge, local streets, public spaces and the waterfront. The proposed planning controls have been informed by

2.2 Views objectives	Comment
	detailed urban design analysis to ensure that new development responds to identified view corridors and reinforces visual links to Sydney Harbour, foreshore open spaces and other key landmarks. Building envelopes, setbacks and the location of publicly accessible open spaces have been designed to protect the legibility of these views while accommodating additional housing and employment growth.
2. Views from key intersections are to support wayfinding within and across the Peninsula.	**Consistent** The proposal is consistent with this objective by ensuring that key views from streets and intersections continue to assist with orientation and wayfinding throughout Ultimo and Pyrmont. The proposed planning controls have been informed by detailed urban design testing that considers the relationship between built form, streets and public spaces, with established street wall heights generally maintained and additional building height set back from the street frontage. This approach helps retain visual connections to important destinations, landmarks, open spaces and the waterfront, supporting the legibility of the public domain and reinforcing wayfinding across the peninsula.
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** The proposal is consistent with this objective by ensuring that new development responds to important public views to landmarks, major public facilities and waterfront destinations. The proposed planning controls have been informed by detailed urban design analysis and testing, including consideration of building heights, setbacks and massing to minimise impacts on significant views from streets, parks and other public places. The controls seek to maintain the legibility of key landmarks and public destinations while accommodating growth in locations identified as capable of change, ensuring that important visual reference points continue to contribute to the character and wayfinding of Ultimo and Pyrmont.
4. Built form to protect and enhance the existing view corridor from Martin Place as defined within the Central Sydney Planning Framework.	**Consistent** The proposal is consistent with this objective as it does not facilitate development that would adversely affect the Martin Place view corridor protected under the Central Sydney Planning Framework. The proposed planning controls have been informed by detailed urban design analysis, including consideration of strategic views and visual impacts. Building heights and envelopes on the Stage 2 sites have been established to accommodate growth while ensuring

2.2 Views objectives	Comment
	important metropolitan views and view-sharing objectives continue to be respected.
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.	**Consistent** The proposal is consistent with this objective by ensuring that views to the waterfront, public open spaces and important landmarks are considered in the design of future built form and public domain outcomes. The proposed planning controls have been informed by detailed urban design analysis that considers visual connections within and beyond the peninsula, including views along streets, through publicly accessible open spaces and along pedestrian connections. Building heights, setbacks and massing have been designed to maintain and enhance the legibility of Ultimo and Pyrmont, while new through-site links, widened footpaths, landscaped open spaces and deep soil areas reinforce visual connections to surrounding parks, streets and the harbour. Together, these measures help maintain the distinctive character of the peninsula and strengthen people's connection to its natural and urban setting.
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.	**Consistent** The proposal is consistent with this objective by maintaining and enhancing sky views from public open spaces, streets and pedestrian environments through carefully designed building envelopes, setbacks and height transitions. The proposed planning controls have been informed by detailed urban design testing, including view and solar access analysis, to ensure that new development protects the amenity of key parks, publicly accessible open spaces and streets. Established street wall heights are generally retained, with additional building height recessed from the street frontage to maintain a comfortable human scale, preserve sky views and reinforce the character of the public domain. The incorporation of widened footpaths, through-site links, deep soil landscaped areas and new publicly accessible open spaces further contributes to an open and attractive urban environment that balances growth with amenity.
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.	**Consistent** The proposal is consistent with this objective by ensuring that new development responds to the distinctive topography, heritage character and waterfront setting of Ultimo and Pyrmont. The proposed planning controls have been informed by detailed urban design analysis that considers key public views, height transitions, street wall presentation and the relationship between built form and the

2.2 Views objectives	Comment
	surrounding landscape. Building envelopes are designed to provide an appropriate transition in scale, protect important visual connections and maintain the prominence of heritage items and heritage conservation areas. New publicly accessible open spaces, deep soil landscaped areas and pedestrian connections further reinforce the peninsula's unique character by enhancing views to open space, revealing the area's physical setting and strengthening connections between neighbourhoods, heritage landmarks and the waterfront.

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

The proposal is consistent with the Peninsula Height Strategy contained in Part 3 of the Urban Design Report. Sites identified for additional height and floor space have been selected through a detailed assessment of their capacity to accommodate change and contribute to the objectives of the Pyrmont Peninsula Place Strategy. The proposed heights and built form outcomes have been informed by extensive urban design testing and are tailored to the specific opportunities and constraints of each site.

The proposed controls seek to balance growth with the protection of public amenity by minimising overshadowing of existing dwellings and public open spaces, providing appropriate height transitions, reinforcing established street wall character, protecting important views and vistas, and responding to local heritage, wind, noise and environmental conditions. In locations affected by major infrastructure, including the Western Distributor, building heights and forms have also been designed to improve residential amenity and environmental performance.

Together, these measures ensure that additional housing and employment growth is accommodated in a manner that is consistent with the Peninsula Height Strategy and supports the long-term character, liveability and sustainability of Ultimo and Pyrmont.

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

3.1 Height strategy	Comment
General provisions	
1. New development should complement and enhance the existing character of escarpments, street scale and heritage fabric.	**Consistent** The proposal is consistent with this provision by ensuring that new development responds to the established character, heritage significance and urban form of Ultimo and Pyrmont. A key urban design principle underpinning the proposed controls is the reinforcement of existing street wall character, with additional building height generally accommodated above recessed upper levels to maintain the scale and enclosure of streets. The proposed built form also responds to local heritage items, heritage conservation areas, important corner sites and the topography of the

3.1 Height strategy	Comment
	peninsula, ensuring that growth complements and enhances the existing character of the area while accommodating additional housing and employment opportunities.
2. Building heights should be varied across the Peninsula in accordance with the zones indicated in Figure 3.1.1.	**Consistent** The proposal is consistent with this provision by applying a range of building heights across Ultimo and Pyrmont that reflect the Peninsula Height Strategy and the differing roles, constraints and opportunities of individual sites. The proposed controls provide for a varied urban form, with building heights responding to proximity to public transport, centres, open spaces, heritage character and surrounding development. Height outcomes have been informed by detailed urban design testing and are tailored to each site's context, ensuring that growth is accommodated in a manner that reinforces the intended hierarchy of built form across the peninsula.
3. Parameters for Key Sites are outlined under Chapter 10 'Framework for Key Sites' of the Pyrmont Peninsula Place Strategy (DPE 2020).	**Consistent** The proposal is consistent with this provision. It does not apply to any land identified as a Key Site under the Pyrmont Peninsula Place Strategy and does not alter the planning controls or planning pathways established for those sites. Where relevant, approved or proposed built form outcomes for nearby Key Sites have been considered as part of the City's urban design analysis to ensure appropriate interfaces and outcomes across the peninsula.
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.	**Consistent** The proposal is consistent with this provision by ensuring that additional building height does not compromise the amenity of important public open spaces. The proposed built form controls have been informed by detailed urban design, solar access and overshadowing analysis to minimise impacts on existing parks and publicly accessible open spaces. The proposal introduces new sun access planes to protect solar access to Wentworth Park, Mary Ann Street Park, Elizabeth Healy Reserve, Union Square, Pyrmont Bay Park, Metcalfe Park and Bank Street Park, ensuring these spaces continue to receive sunlight during their primary hours of use. Building heights, setbacks and massing have been carefully designed to minimise overshadowing impacts on public open spaces, including through height transitions, upper-level setbacks and the strategic location of taller building elements.

3.1 Height strategy	Comment
	The proposal also facilitates new publicly accessible open spaces that have been positioned and designed to achieve high levels of solar access and amenity, ensuring that growth contributes positively to the open space network while protecting the usability and enjoyment of existing parks and public spaces.
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.	**Consistent** The proposal is consistent with this provision by ensuring that development along Harris Street responds to its role as the peninsula's principal ridge street and established mixed-use main street. The proposed controls generally maintain the prevailing street wall scale and character of Harris Street, with additional building height accommodated through upper-level setbacks and carefully designed height transitions. Taller built form is generally concentrated on sites where it can be accommodated without adverse impacts on the public domain, heritage character or important public views, including locations closer to the lower-lying areas of Darling Harbour and Blackwattle Bay. This approach maintains the prominence of the Harris Street ridgeline while reinforcing the broader height hierarchy and topography of the peninsula.
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.	**Consistent** The proposal is consistent with this provision by reinforcing established street wall heights and responding to the prevailing character of individual streets and neighbourhoods. The proposed built form controls have been informed by detailed urban design testing to ensure that street wall heights remain compatible with the surrounding context, while additional building height is generally recessed through upper-level setbacks. This approach helps maintain access to sunlight and daylight at street level, supports opportunities for tree planting and landscaping, and contributes to an attractive, human-scaled public domain. By preserving a consistent street edge and promoting active frontages, the proposal also supports pedestrian activity and the ongoing vitality of streets and local centres.
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.	**Consistent** The proposal is consistent with this provision by incorporating upper-level setbacks and built form controls that respond to the local wind environment and support a comfortable pedestrian experience. The proposed height and massing of buildings have been informed by detailed urban design investigations, including wind assessment where appropriate, to

3.1 Height strategy	Comment
	ensure additional building height does not adversely affect ground-level amenity. Upper-level setbacks help reduce the potential for downdrafts and maintain a human-scaled streetscape, while the design and placement of taller building elements seek to protect the comfort of streets, open spaces and pedestrian connections. Together, these measures support attractive, safe and functional public spaces that encourage walking, outdoor activity and active street life.
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.	**Consistent** The proposal is consistent with the intent of this provision. The proposed building heights and envelopes have been informed by site-specific urban design analysis, including consideration of local wind conditions and opportunities to improve pedestrian amenity. Building setbacks, height transitions and the location of taller building elements have been designed to minimise potential wind impacts and support comfortable streets, open spaces and pedestrian connections. Detailed quantitative wind modelling is more appropriately undertaken at the development application stage, when individual building designs, architectural treatments and mitigation measures are known. The proposal is supported by the City's broader planning framework, which requires wind impact assessment for taller developments and ensures that future development demonstrates compliance with the City's wind safety and comfort standards. Accordingly, the proposed controls establish a framework that enables future development to achieve comfortable and safe ground-level environments for pedestrians and outdoor activity.
Within the Harbour Interface Zone	
9. New development should complement the existing heights, heritage buildings and topography.	**Consistent** The proposal is consistent with this provision by ensuring that development within and adjoining the Harbour Interface Zone responds to the established character, heritage significance and topography of the peninsula. The proposed planning controls have been informed by detailed urban design analysis and apply a site-specific approach to height, scale and built form, ensuring new development complements its surrounding context. Building envelopes incorporate appropriate street wall heights, upper-level setbacks and height transitions that respond to the grain and character of surrounding development and maintain

3.1 Height strategy	Comment
	the visual prominence of heritage items and heritage conservation areas. The proposal also protects important public views, strengthens visual connections to the waterfront and facilitates new publicly accessible open spaces and landscaped areas that reinforce the harbour setting of Ultimo and Pyrmont. Together, these measures ensure that growth can be accommodated while retaining the distinctive character and amenity of the harbour interface.
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.	**Consistent** The proposal is consistent with this provision. The sites subject to the proposal are not located in areas where development forms a prominent backdrop to the peninsula's sandstone escarpments. Nevertheless, the proposed built form controls have been informed by the topography of Ultimo and Pyrmont and incorporate site-specific height transitions, setbacks and massing that respond to landform and surrounding context. This approach ensures that new development respects the physical character of the peninsula and maintains the visual relationship between built form, streets, open spaces and the broader landscape setting.
Within the Transition Zone	
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.	**Consistent** The proposal is consistent with this provision by providing building heights that respond to the Peninsula Height Strategy and the intended transition in built form across Ultimo and Pyrmont. The proposed controls introduce additional height with building envelopes tailored to their specific context, constraints and opportunities. Height transitions, upper-level setbacks and site-specific massing controls have been informed by detailed urban design testing to ensure appropriate relationships with surrounding development, heritage items, public spaces and the topography of the peninsula. On sites in proximity to major transport infrastructure and areas identified for renewal, additional height supports housing and employment growth while responding to factors such as solar access, views, wind, noise and the public domain. Together, the proposed controls contribute to a varied and legible skyline that is consistent with the broader height hierarchy envisaged by the Urban Design Report and Place Strategy.
Within the Bay Interface Zone	

3.1 Height strategy	Comment
12. New buildings will provide an appropriate response to the character of Pyrmont's foreshore in a reinterpretation of the working harbour with a low scale podium reflective of historic maritime structures and warehouses.	**Consistent** The proposal is consistent with this provision. The planning proposal does not apply to land within the Bay Interface Zone and does not alter the planning framework or built form character envisaged for Pyrmont's foreshore. The proposal therefore does not affect the intended outcome of development responding to the working harbour character through low-scale podiums and warehouse-inspired built form.
13. New buildings and changes to existing buildings should ensure good solar access to the waterfront.	**Consistent** The proposal is consistent with this provision. While the planning proposal does not apply to sites within the Bay Interface Zone, it includes provisions that protect solar access to key waterfront parks and public spaces, including Pyrmont Bay Park. The proposed building envelopes, height controls and sun access planes have been informed by detailed solar access analysis to minimise overshadowing impacts on the public domain and maintain the amenity of waterfront open spaces. Accordingly, the proposal does not prejudice the objective of ensuring good solar access to the waterfront and supports the broader Place Strategy objective of protecting the quality and usability of foreshore public spaces.
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** The proposal is consistent with the intent of this provision. While the planning proposal does not apply to sites within the Bay Interface Zone, the proposed controls require appropriate building setbacks, height transitions and separation distances that support good environmental performance and pedestrian amenity. For sites containing taller built form, development envelopes have been informed by detailed urban design analysis, including consideration of wind impacts, solar access, public domain amenity and the relationship between buildings and surrounding public spaces. Future development applications will be required to demonstrate that wind conditions within streets, publicly accessible open spaces and pedestrian links achieve appropriate comfort and safety standards, ensuring that growth does not adversely affect the use and enjoyment of the public domain.
Within the Open Space Sun Access Control Zone	
15. Ensure that any increase to building heights do not decrease the amenity of	**Consistent** The proposal is consistent with this provision by ensuring that additional building height does not

3.1 Height strategy	Comment
existing and planned open spaces within and around the Peninsula.	diminish the amenity of existing or planned public open spaces. The proposed built form controls have been informed by detailed urban design, solar access and overshadowing analysis, as documented in the Ultimo/Pyrmont Urban Design Study. Building heights, setbacks, massing and height transitions have been carefully designed to minimise overshadowing impacts on parks, publicly accessible open spaces and other important public places. The proposal also introduces new sun access planes to protect solar access to key parks and public spaces across Ultimo and Pyrmont, ensuring that future growth is accommodated while maintaining the usability, comfort and amenity of the peninsula's open space network.
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** The proposal is consistent with this provision by ensuring that the proposed building heights and envelopes respond appropriately to the solar access requirements identified in the Urban Design Report. The proposed built form controls have been informed by detailed solar access and overshadowing analysis undertaken as part of the Ultimo/Pyrmont Urban Design Study. This analysis demonstrates that development sites have been designed to protect the amenity of existing and planned public open spaces through a combination of height limits, setbacks, height transitions and building massing controls. The proposal also introduces new sun access planes applying to Wentworth Park, Mary Ann Street Park, Elizabeth Healy Reserve, Union Square, Pyrmont Bay Park, Metcalfe Park and Bank Street Park to ensure these spaces continue to receive appropriate levels of sunlight during their primary periods of use. Where relevant, building envelopes have been refined to avoid unacceptable overshadowing impacts and to maintain consistency with the levels of solar access protection identified in the Urban Design Report. Together, these measures ensure that future growth is accommodated without compromising the amenity, usability and enjoyment of the peninsula's open space network.

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

The proposal is consistent with the sub-precinct master plans contained in Part 4 of the Urban Design Report. The proposed planning controls have been informed by the future character, structure plan elements and place priorities identified for the relevant sub-precincts and support the delivery of additional housing, employment, public domain and open space outcomes in locations identified as capable of accommodating change.

The proposal facilitates renewal that is responsive to the unique opportunities and constraints of each sub-precinct, including the protection of heritage character, enhancement of pedestrian connectivity, delivery of publicly accessible open space, increased tree canopy and improvements to the quality of the public domain. New through-site links, active street frontages, wider footpaths and landscaped areas support the movement, open space and place-making objectives identified in the master plans.

The proposal does not alter the planning framework for NSW Government key sites and does not prejudice the delivery of projects identified in the Urban Design Report. Where relevant, proposed built form controls have been designed to protect important views, maintain solar access to public open spaces and support planned pedestrian and public domain improvements identified in the sub-precinct master plans. The proposal is also supported by the Ultimo/Pyrmont Local Infrastructure Contributions Plan, which will assist in delivering streetscape, open space and active transport improvements as redevelopment occurs.

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

Sub-precinct master plan objectives	Comment
Pirrama sub-precinct The proposal is consistent with the Pirrama sub-precinct master plan through the redevelopment of 56 Harris Street. The proposed controls facilitate additional affordable rental housing in a location with strong access to jobs, services, public transport and open space, while retaining and responding to the established character of the surrounding area. The proposal incorporates increased deep soil planting and tree canopy and has been designed to minimise impacts on surrounding residential amenity through appropriate height transitions and building setbacks. Together, these outcomes support the continued evolution of Pirrama as a liveable, mixed-use neighbourhood with strong connections to the waterfront, local centres and the broader peninsula.	
Enhance the local movement network	**Consistent** The proposed controls facilitate increased setbacks, deep soil landscaping and active ground-floor uses that contribute to a more attractive and walkable public domain. The site's location on Harris Street supports convenient access to public transport, local services and surrounding destinations, while the additional resident population will help activate walking routes within the Pirrama sub-precinct. The proposal also complements broader pedestrian, cycling and public domain improvements identified in the Place Strategy and Urban Design Report, supporting a more connected and accessible neighbourhood.
Enhance the harbour interface experience	**Consistent** The proposed controls facilitate additional deep soil planting and increased tree canopy, contributing to a greener and more attractive streetscape within walking distance of the harbour foreshore. The proposal does not adversely affect public access to the waterfront, key view corridors or the amenity of foreshore open

Sub-precinct master plan objectives	Comment
	spaces and complements the broader network of pedestrian connections and public spaces identified in the Pirrama sub-precinct master plan. Together, these outcomes support the continued enjoyment of the harbour setting and reinforce the character of Pirrama as a waterfront neighbourhood.
Enhance and protect heritage and views	**Consistent** The proposed built form controls for 56 Harris Street have been designed to preserve and enhance the John Street view corridor, maintaining important visual connections through the precinct. The controls also respect the established scale and street wall character of John Street through appropriate setbacks and building articulation, while increased landscaping and tree planting contribute to the quality of the public domain.
Character area: John Street Square	**Not applicable**
Character area: Bowman Street	**Not applicable**
Darling Island sub-precinct	**Not applicable**
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	**Consistent** The proposal is consistent with this objective by enhancing the quality and activation of public spaces at key intersections within the Pyrmont Village sub-precinct. The proposed controls facilitate active ground-floor uses, wider pedestrian connections, increased tree canopy and new publicly accessible open spaces that strengthen the role of key streets and intersections as places for gathering, movement and local activity. In particular, improvements associated with the Harris Street corridor and the widened Ada Place connection will create more attractive and activated public spaces, supporting pedestrian activity and reinforcing Pyrmont Village as a vibrant mixed-use neighbourhood centre.
Unlock a community infrastructure spine	**Consistent** The proposal is consistent with this objective by strengthening the network of streets, publicly accessible open spaces and pedestrian connections that support access to community infrastructure throughout Pyrmont Village. New publicly accessible open spaces, the widened Ada Place connection, active ground-floor uses and improvements to the

Sub-precinct master plan objectives	Comment
	Harris Street corridor will enhance connectivity between homes, jobs, services, open spaces and existing community facilities. While the proposal does not directly deliver new community infrastructure, it supports the accessibility, activation and integration of the broader community infrastructure network identified in the master plan.
Revitalise High Street	**Consistent** The proposal is consistent with this objective by reinforcing Harris Street's role as the principal high street within Pyrmont Village. The proposed controls facilitate the renewal of underutilised sites with additional housing, employment-generating uses, local retail and active ground-floor frontages that will increase activity and support local businesses. Public domain improvements, including wider pedestrian connections, increased tree canopy, publicly accessible open spaces and enhanced links through Ada Place, will further strengthen the vibrancy and attractiveness of the retail environment. The proposed built form also respects the established character of Harris Street by maintaining appropriate street wall heights and incorporating upper-level setbacks that respond to the existing heritage and streetscape context.
Character area: Maybanke 2. Provide public through site links connecting Mount Street, Haris Street and Pyrmont Street that link to wider routes across the Peninsula 4. Improve access and permeability from Harris Street 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.	~~**Consistent**~~ **Not applicable.** ~~The proposal is consistent with these objectives through the redevelopment of 26-52 Mount Street. The proposed controls improve permeability within the block by creating opportunities for new pedestrian connections between Mount Street, Harris Street and surrounding destinations, strengthening links to the wider movement network across the peninsula. The proposal also improves the relationship between the site and Harris Street through a more active and legible built form arrangement. Importantly, the heritage-listed former CSR Manager's House at 85 Harris Street is retained, with new development designed to improve its setting, prominence and visibility through increased setbacks, landscaping and the organisation of built form around the heritage item. Together, these measures enhance access, permeability and heritage outcomes within the Maybanke character area while accommodating additional social housing.~~
Character area: Elizabeth Healey Reserve	**Not applicable**
Tumbalong Park sub-precinct	**Not applicable**

Sub-precinct master plan objectives	Comment
Ultimo sub-precinct	
Expanded campus commons	**Consistent** The proposal is consistent with this objective by supporting a more active and connected Ultimo neighbourhood through the renewal of 344 Bulwara Road. The proposed controls facilitate additional housing, active ground-floor uses, improved pedestrian amenity and new publicly accessible spaces that strengthen connections between residents, local services and surrounding institutions. While the proposal does not directly deliver or expand educational campus facilities, it increases the resident population and improves the public domain in a manner that complements the broader campus commons network envisaged in the Ultimo sub-precinct master plan.
Enhanced creative clusters	**Consistent** The renewal of 344 Bulwara Road will increase the resident population that supports local businesses, venues and services, while new active ground-floor uses and an improved public domain will contribute to a more vibrant and connected urban environment. While the proposal does not directly deliver creative industry floor space, it reinforces the broader conditions that support the ongoing success of Ultimo's creative clusters.
A regionally connected transport network	**Consistent** The proposed controls facilitate new pedestrian connections, wider footpaths, publicly accessible open spaces and active street frontages that improve access to public transport and strengthen links between Ultimo, surrounding employment centres and regional destinations. The renewal of 344 Bulwara Road also contributes to a more walkable and transit-oriented neighbourhood, consistent with the transport outcomes envisaged in the Ultimo sub-precinct master plan.
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	

Sub-precinct master plan objectives	Comment
This planning proposal has identified some sites capable of change in the Wentworth Park sub-precinct.	
Green links connecting the high street to park	**Consistent** ~~The proposed controls for the Jones Street and Henry Avenue sites include the relocation and expansion of publicly accessible open space adjacent to Fig Lane Park, while new pedestrian connections improve access through the block.~~ At 463-467 Harris Street, new landscaping and deep soil planting contribute to a greener streetscape environment. T~~ogether, t~~hese measures enhance the network of green links connecting the Harris Street high street to Wentworth Park and surrounding open spaces.
Walking and cycling at the heart	**Consistent** The proposal is consistent with this objective by placing walking and cycling at the heart of future growth through the delivery of new pedestrian connections, publicly accessible open spaces and improved permeability across the Wentworth Park sub-precinct. ~~The proposed controls for the Jones Street and Henry Avenue sites introduce a new central pedestrian spine linking the two developments and improving access through the block, while the relocation of the pocket park adjacent to Fig Lane Park strengthens the local walking network.~~ At 463-467 Harris Street, increased landscaping and active frontages contribute to a more attractive pedestrian environment. Together, these measures improve connections between homes, open spaces, local services, public transport and the broader active transport network.
Enhance mixed use character	**Consistent** The proposal is consistent with this objective by reinforcing the mixed-use character of the Wentworth Park sub-precinct through the renewal of 463-467 Harris Street ~~and the Jones Street/Henry Avenue sites~~. At 463-467 Harris Street, the proposed controls facilitate a mixed-use development with active ground-floor business uses fronting Harris Street and additional housing above, contributing to the vitality of the local centre. The proposal also increases residential density in close proximity to shops, services, public transport and employment opportunities, supporting the continued evolution of the sub-precinct as a diverse and vibrant mixed-use neighbourhood. Together with improvements to pedestrian connections, landscaping and publicly accessible open space, the proposal strengthens the

Sub-precinct master plan objectives	Comment
	relationship between housing, local businesses and community activity.
Character Area: Western Distributor	**Consistent** The proposal is consistent with this objective by supporting future open space and connectivity opportunities associated with the Western Distributor corridor. While the proposal does not apply to land beneath the Western Distributor, the proposed built form controls do not constrain or prejudice the delivery of future public domain, open space or movement improvements in this location. The proposal complements this objective through the delivery of new publicly accessible open spaces, deep soil planting and improved pedestrian connections on nearby sites, including the Harris Street and Ada Place sites. Together, these outcomes contribute to a greener, more connected neighbourhood and support the broader open space and movement network identified in the Urban Design Report.
Character Area: Jones Street 1. Support expansion of employment uses targeting innovation and creative industries, including affordable employment and creative live/work spaces.	~~**Consistent**~~ **Not applicable** ~~The proposal is consistent with this objective by enhancing the residential character and pedestrian amenity of the Jones Street character area while respecting its heritage significance. The proposed controls facilitate the retention and adaptive renewal of the existing Jones Street terraces and Henry Avenue Flats, maintaining the established fine-grain character of the streetscape while delivering additional social housing. New deep soil landscaping, the relocation and expansion of publicly accessible open space adjacent to Fig Lane Park, and the introduction of a central private connection through the block will improve amenity, permeability and access to open space. Together, these measures reinforce the heritage, landscape and neighbourhood qualities that define the Jones Street character area while supporting sensitive growth and renewal.~~
Blackwattle Bay sub-precinct	
Open space that connects	**Consistent** The proposal is consistent with this objective by facilitating new publicly accessible open spaces, deep soil landscaped areas and pedestrian connections that strengthen links to the broader open space network within the Blackwattle Bay sub-precinct. The proposed controls for 1-33 Saunders Street, 2-10 Quarry Master Drive and 120-122 Saunders Street provide opportunities for new publicly accessible open space integrated with significant deep soil planting and

Sub-precinct master plan objectives	Comment
	increased tree canopy. New through-site links and pedestrian connections improve permeability through large blocks and enhance access to surrounding open spaces, public transport and key destinations. Together, these outcomes contribute to a more connected and accessible open space network that supports the future character and growth of the Blackwattle Bay sub-precinct.
Integrated into broader movement network	**Consistent** The proposed controls facilitate new pedestrian connections, through-site links, publicly accessible open spaces and improved permeability through large redevelopment sites, making it easier to move between homes, public transport, open spaces and surrounding destinations. The proposal also supports a transit-oriented pattern of growth in proximity to light rail services, bus routes and the future Pyrmont Metro station. Together, these measures strengthen connections between Blackwattle Bay, Pyrmont Village, Wentworth Park and the wider peninsula, consistent with the movement objectives of the Urban Design Report.
Activated and connected harbour foreshore walk	**Consistent** While the proposal does not apply to land forming part of the foreshore walk itself, it facilitates new publicly accessible open spaces, active ground-floor uses, wider footpaths and pedestrian connections that strengthen links between surrounding neighbourhoods and the waterfront. Increased housing, employment and local retail activity will also support greater use of the foreshore and surrounding public spaces throughout the day and evening. Together, these outcomes complement the delivery of an activated and connected harbour foreshore walk within the Blackwattle Bay sub-precinct.
Character Area: Pyrmont Bridge Road	**Not applicable**
Character Area: Carmichael Park	**Consistent** The proposed controls facilitate significant new landscaping and tree canopy, while ensuring that new development responds appropriately to surrounding open spaces through careful siting, height transitions and solar access considerations. New pedestrian connections and publicly accessible spaces will strengthen links between the neighbourhood, local parks and the wider open space network, complementing the role of Carmichael Park as an important recreational and landscape feature within the sub-precinct.

Sub-precinct master plan objectives	Comment
Character Area: Bank Street	**Consistent** The proposal is consistent with this objective by supporting the future character of the Bank Street area through the delivery of additional housing, publicly accessible open space, deep soil planting and improved pedestrian connections. The proposed controls for 1-33 Saunders Street, 2-10 Quarry Master Drive and 120-122 Saunders Street facilitate a greener and more connected urban environment, with significant landscaped areas and increased tree canopy contributing to neighbourhood amenity. New through-site links and publicly accessible spaces will improve permeability and strengthen connections between Bank Street, surrounding residential areas, public transport and the wider open space network. Together, these outcomes support the evolution of the Bank Street character area as a liveable, accessible and landscape-rich neighbourhood.

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Attachment A1

Revised Planning Proposal – Ultimo Pyrmont Stage 2 – LEP Maps

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Sydney Local Environmental Plan 2012

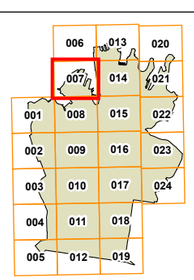
Affordable Housing Map - Sheet AFH_007

Affordable Housing

Refer to clause 7.13B

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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
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Sydney Local Environmental Plan 2012

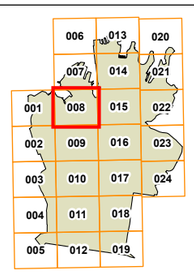
Affordable Housing Map - Sheet AFH_008

Affordable Housing

Refer to clause 7.13B

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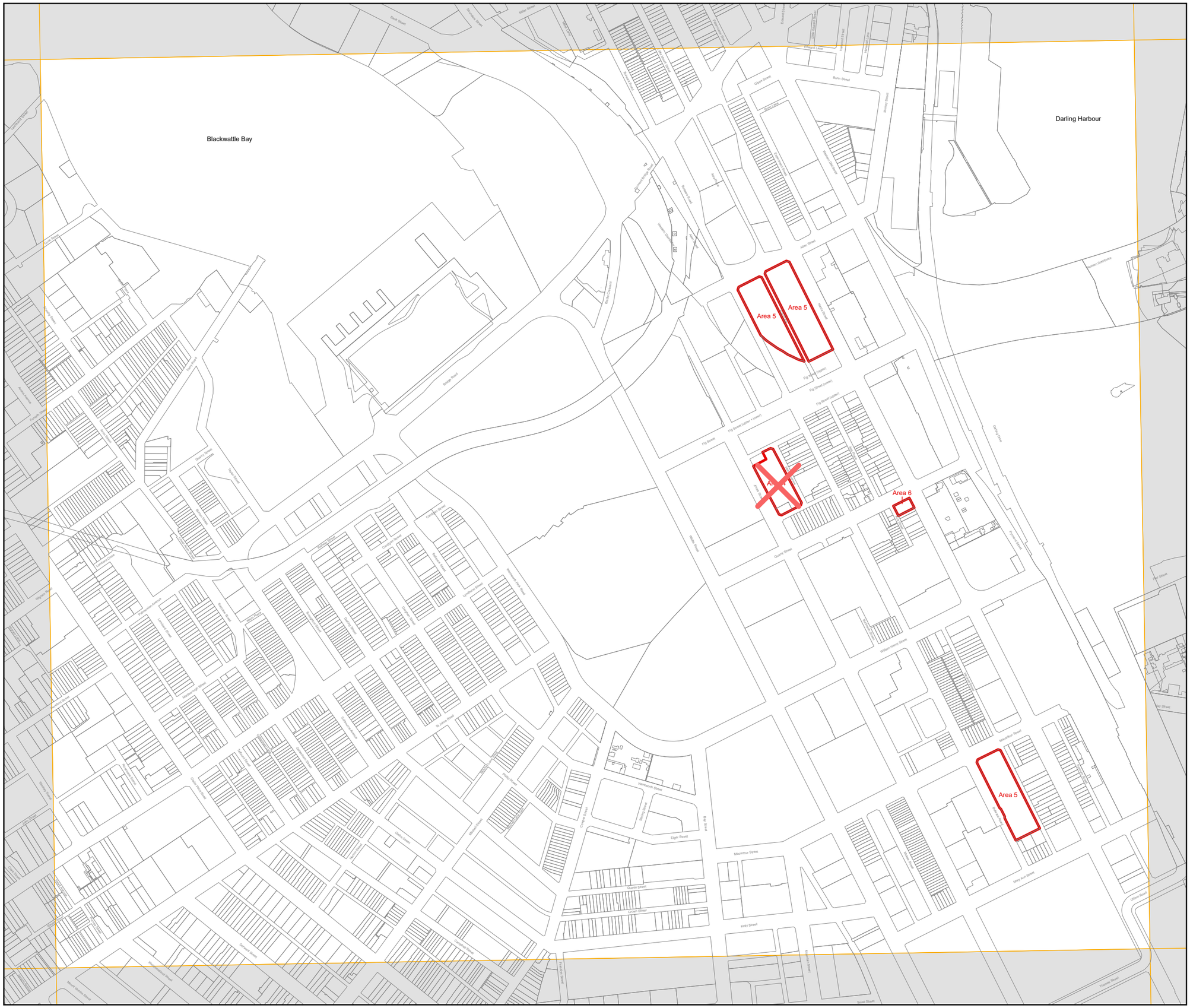
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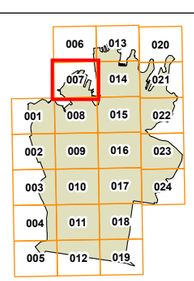
Active Street Frontages Map - Sheet ASF_007

Active Street Frontages

Active Street Frontage

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INNER WEST LGA

INNER WEST LGA

INNER WEST LGA

INNER WEST LGA

Johnstons Bay

Darling Harbour

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Sydney Local Environmental Plan 2012

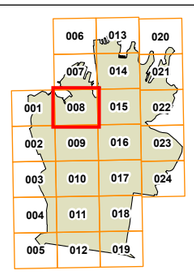
Active Street Frontages Map - Sheet ASF_008

Active Street Frontages

Active Street Frontage

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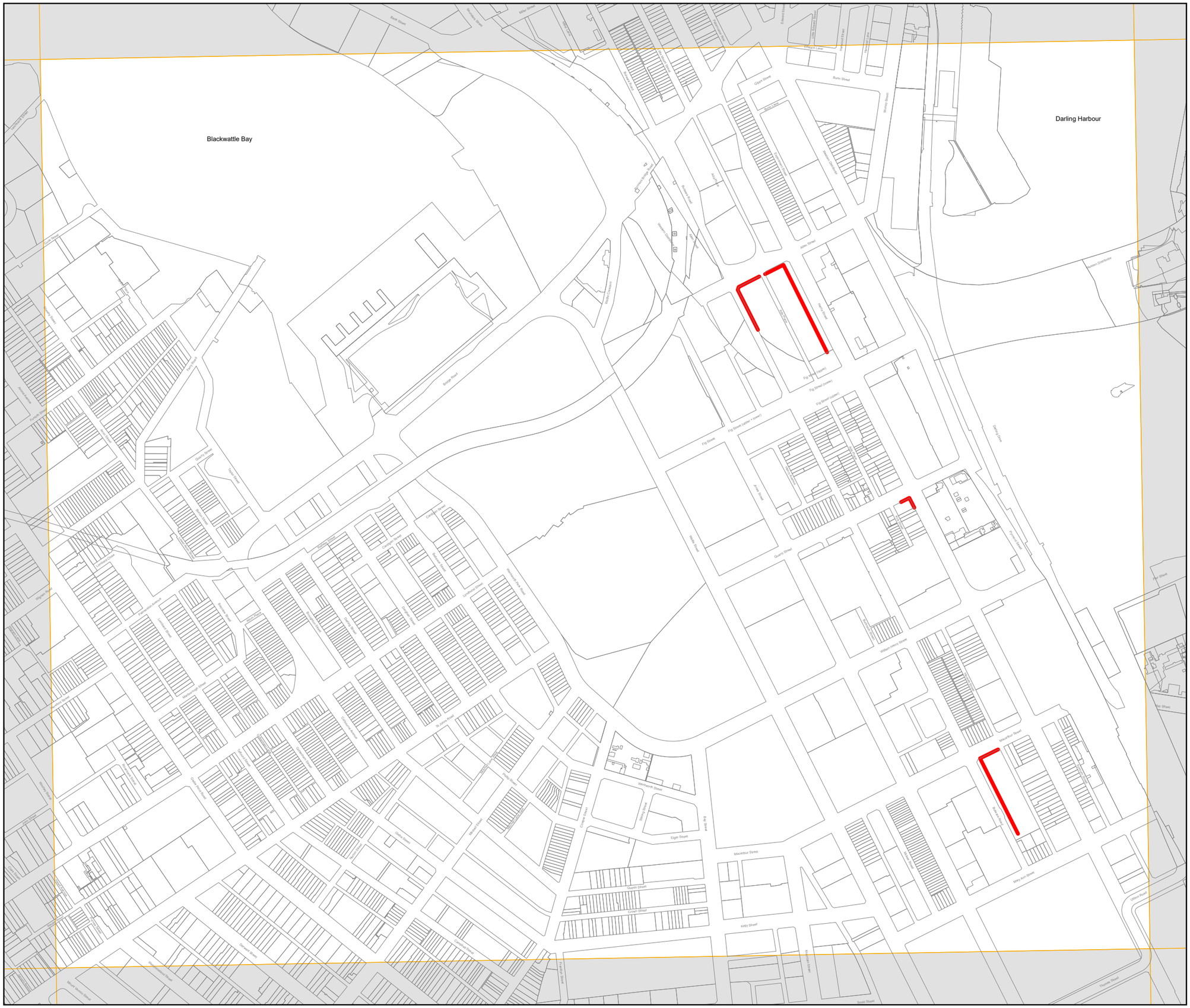
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Sydney Local Environmental Plan 2012

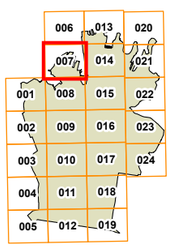
Locality and Site Identification Map
Key Sites Map
Foreshore Building Line Map
- Sheet CL1_007

Locality and Site Identification Map

Ultimo Pyrmont Opportunity Land

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Zone 56

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INNER WEST LGA

INNER WEST LGA

INNER WEST LGA

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Johnstons Bay

Darling Harbour

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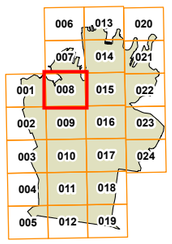
Locality and Site Identification Map
Key Sites Map
Foreshore Building Line Map
- Sheet CL1_008

Locality and Site Identification Map

Ultimo Pyrmont Opportunity Land

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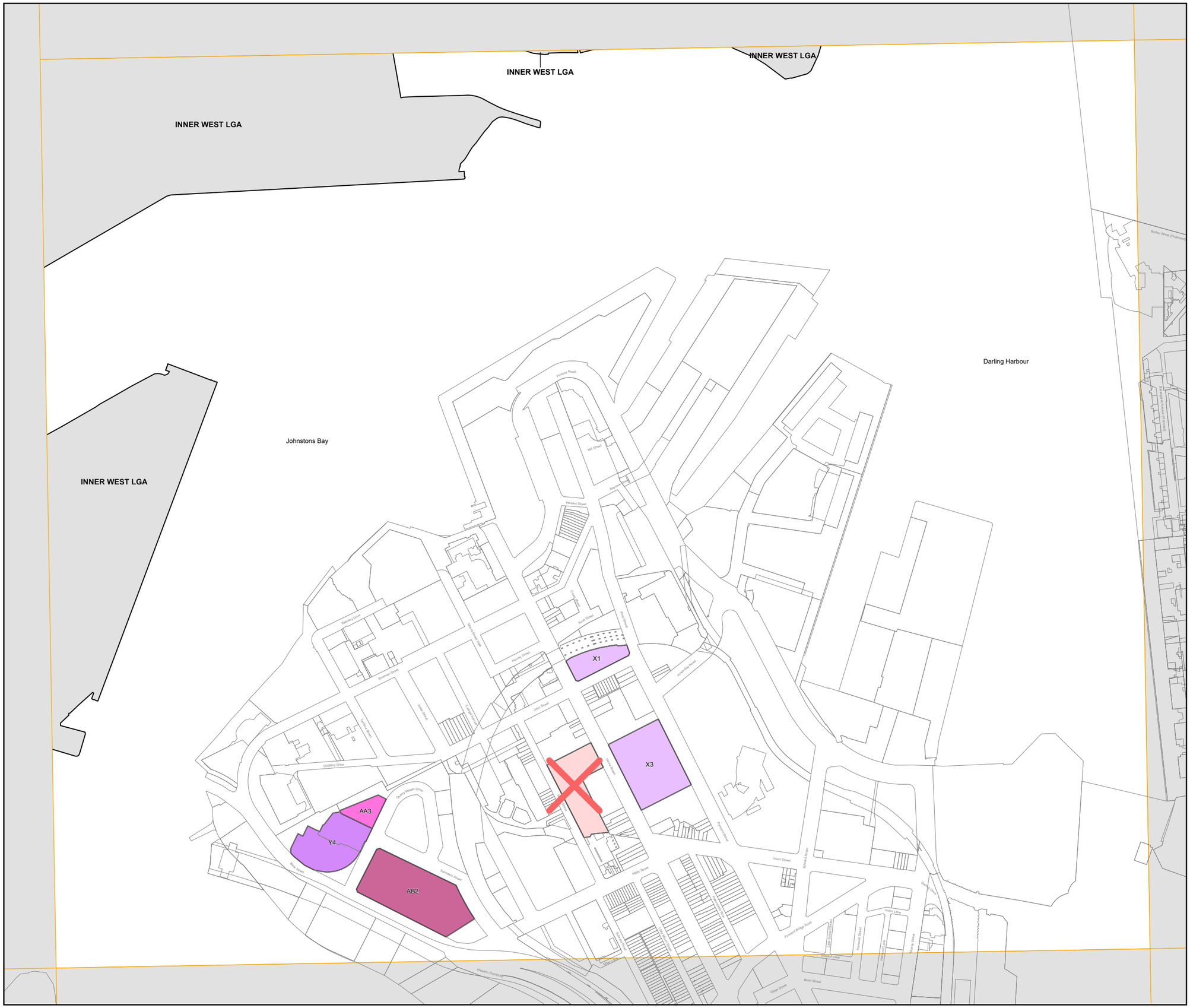
Floor Space Ratio Map - Sheet FSR_007

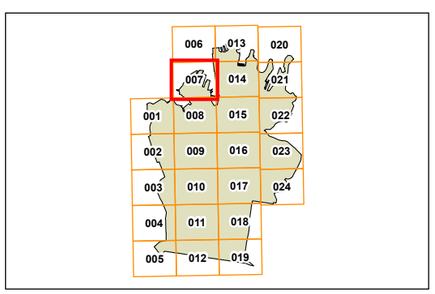
Maximum Floor Space Ratio (n:1)

S3	1.6
S4	1.75
V1	3
V2	3.12
X1	4
X3	4.16
X4	4.22
Y4	4.74
AA3	6.5
AB2	7.25

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Projection: GDA 2020
Zone 56

Map identification number:
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Sydney Local Environmental Plan 2012

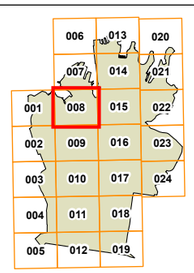
Floor Space Ratio Map - Sheet FSR_008

Maximum Floor Space Ratio (n:1)

S 3	1.6
S 4	1.75
V 1	3
V 2	3.12
X 1	4
X 3	4.16
X 4	4.22
Y 4	4.74
A A 3	6.5
A B 2	7.25

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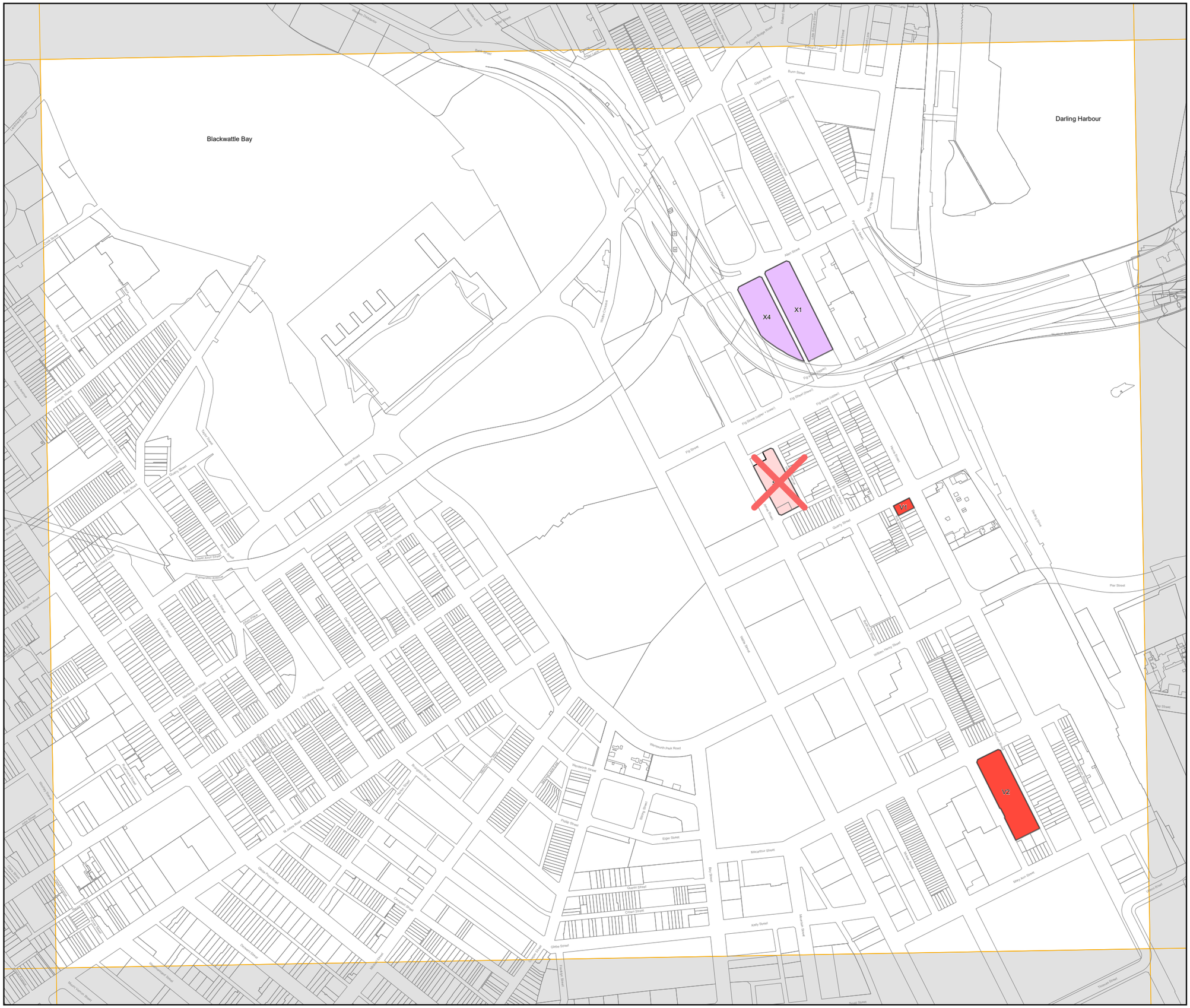
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Projection: GDA 2020
Zone 56

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Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_007

Maximum Building Height (m)

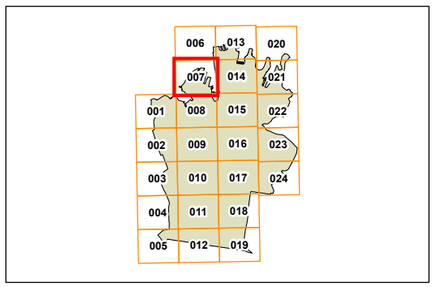
Q2	20
T2	27
W1	40
X	45
AA1	60
AA2	65
AB3	95

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

	110 - 120
	140 - 150

Cadastre

Cadastre 25/08/2026 © City of Sydney



N

0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
7200_COM_HOB_007_005_20260825

INNER WEST LGA

INNER WEST LGA

INNER WEST LGA

INNER WEST LGA

Johnstons Bay

Darling Harbour

X

T

W1

AB3

144 RL

AA1

120 RL

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Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_008

Maximum Building Height (m)

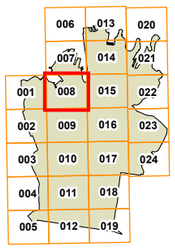
Q2	20
T2	27
W1	40
X	45
AA1	60
AA2	65
AB3	95

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

	110 - 120
	140 - 150

Cadastre

Cadastre 25/08/2026 © City of Sydney



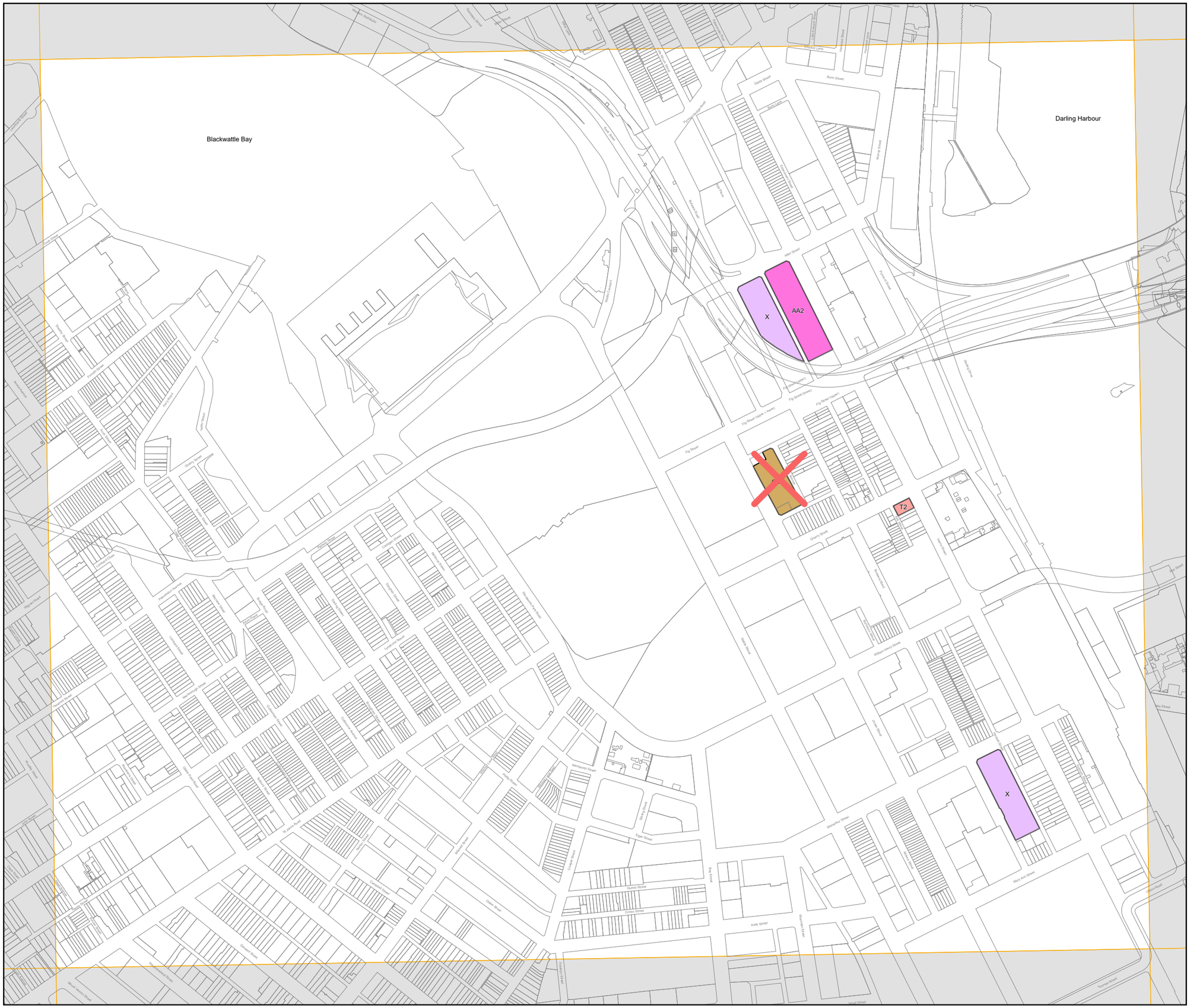
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Projection: GDA 2020
Zone 56

Map identification number:
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Sydney Local Environmental Plan 2012

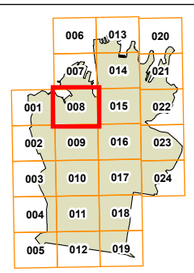
Land Zoning Map - Sheet LZN_008

Zone

- R1 General Residential
- RE1 Public Recreation

Cadastre

- Cadastre 14/08/2026 © City of Sydney



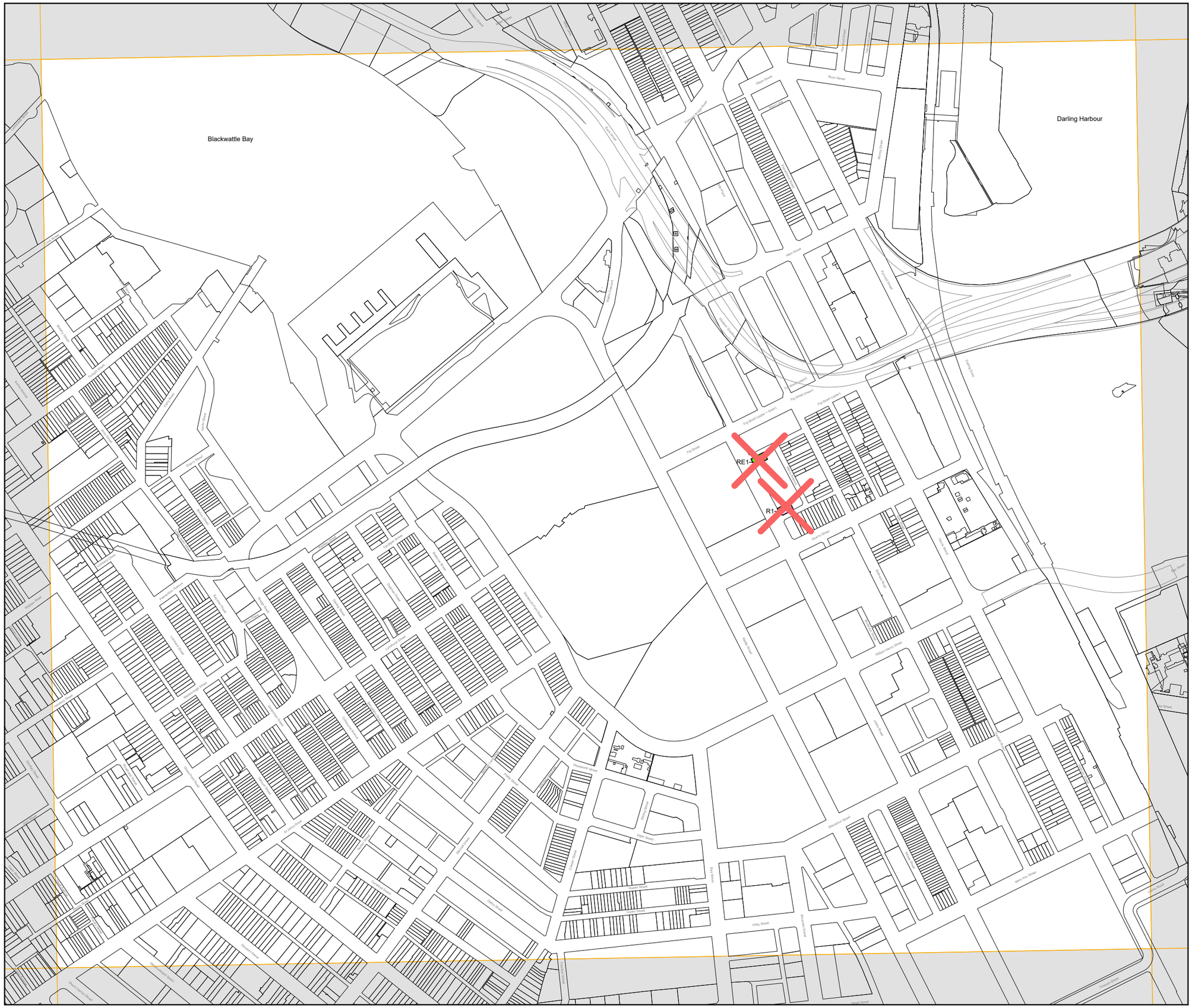
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Projection: GDA 2020
Zone 56

Map identification number:
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Sydney Local Environmental Plan 2012

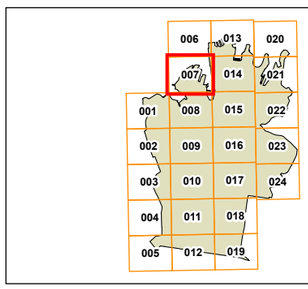
Sun Access Protection Map - Sheet SAP_007

Protected Places

- Land Protected by Sun Access Planes
- Land Protected by Clause 6.18

Cadastre

- Cadastre 14/08/2026 © City of Sydney



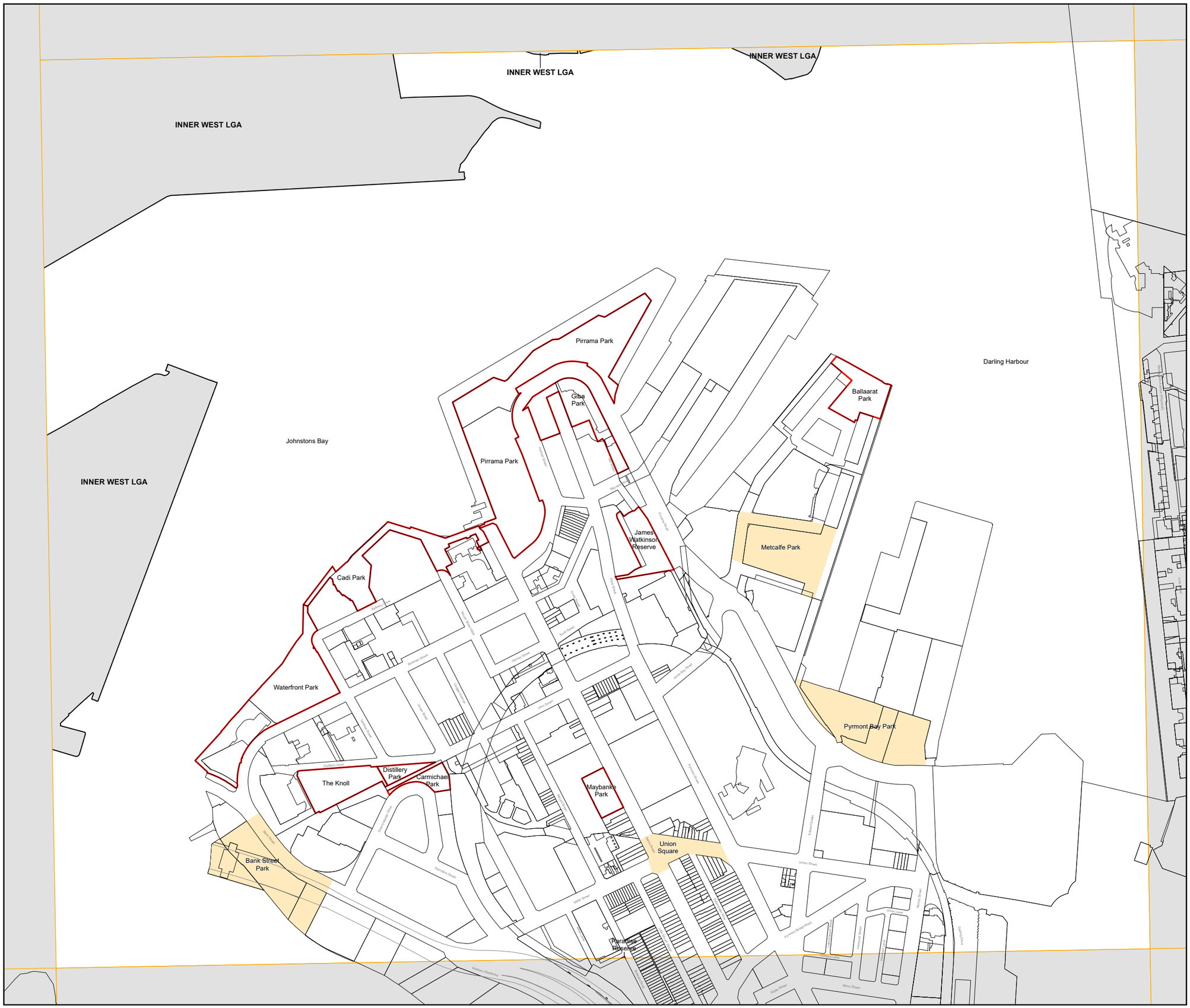
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Scale: 1:5,000 @ A3

Projection: GDA 2020 Zone 56

Map identification number: 7200_COM_SAP_007_005_20260814



CITY OF SYDNEY

Sydney Local Environmental Plan 2012

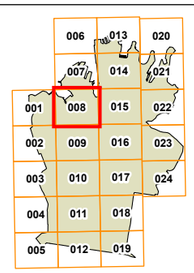
Sun Access Protection Map - Sheet SAP_008

Protected Places

- Land Protected by Sun Access Planes
- Land Protected by Clause 6.18

Cadastre

- Cadastre 03/09/2026 © City of Sydney



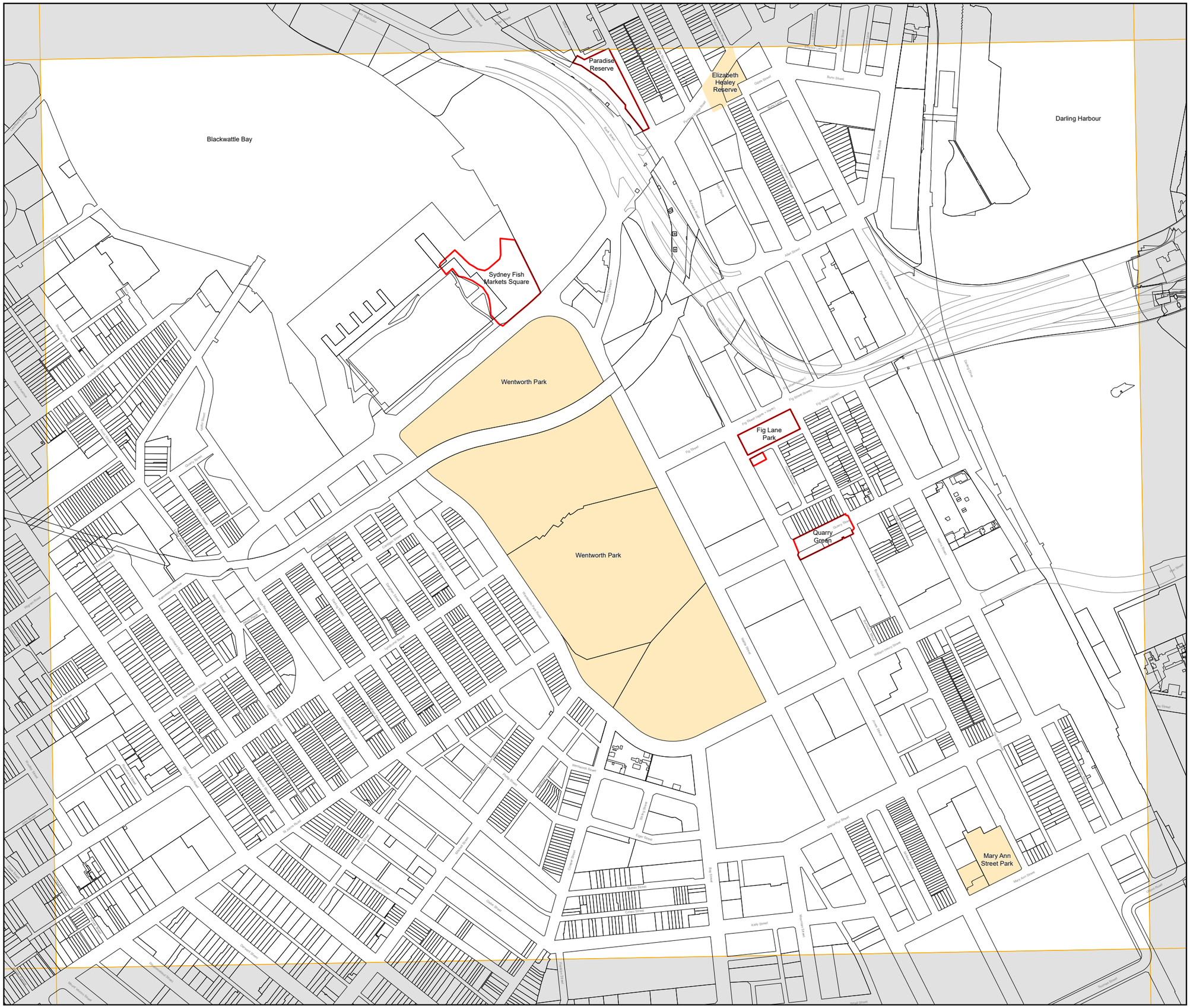
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Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
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CITY OF SYDNEY

Sydney Local Environmental Plan 2012

Sun Access Protection Map - Sheet SAP_009

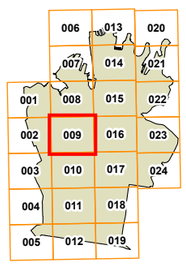
Protected Places

Land Protected by Sun Access Planes

Land Protected by Clause 6.18

Cadastre

Cadastre 14/08/2026 © City of Sydney



N

0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 2020
Zone 56

Map identification number:
7200_COM_SAP_009_005_20260814



Attachment B

Revised Sydney Development Control Plan
Ultimo Pyrmont Stage 2

CITY OF SYDNEY

Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont Stage 2



Draft DCP
September 2026

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

Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont Stage 2

The purpose of this draft Development Control Plan

The purpose of this draft development control plan (DCP) is to amend the Sydney Development Control Plan 2012, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The provisions guide future development within the area known as the Ultimo-Pyrmont identified within the City of Sydney Local Environmental Plan 2012.

Citation

This amendment may be referred to as Sydney Development Control Plan 2012 – Ultimo-Pyrmont Stage 2.

Land covered by this plan

This plan applies to all land identified in the Ultimo-Pyrmont within the City of Sydney Local Environmental Plan 2012.

Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the Sydney Development Control Plan 2012

Amendment to Sydney Development Control Plan 2012

1. Amend Section 5.X Ultimo Pyrmont in accordance with Appendix 2.

3. Amend DCP map sheets 7 and 8 in accordance with Figures provided in Appendix 2.

Reviewer notes

This DCP identifies proposed amendments to Section 5.13 Ultimo Pyrmont. At the time of writing, Section 5.13 has been approved for making but has not yet been finalised. Accordingly, references, numbering, formatting and document structure may vary from the final published version.

For mapping purposes, the Ultimo Pyrmont Stage 1 DCP groups sites into six geographic groupings (Groups A-E and Miscellaneous). These groupings were established to provide clear and legible mapping. With the inclusion of additional Stage 2 sites, the grouping and presentation of sites on maps may be revised in the final DCP.

Amendments are shown in purple and deletions are shown in ~~purple strikethrough~~.

Only maps and diagrams that are proposed to be added or amended are included in this document. Where appropriate, the proposed map amendments will be made to the DCP map tiles.

Appendix 2

5.X Ultimo-Pyrmont

This section applies to the land identified as the Ultimo-Pyrmont in Figure X Specific Areas map. It should be read in conjunction with:

- other requirements of this DCP; and
- the locality statement and principles in Section 2.4 Harris Street Village.

Clause XX [new clause] of the Sydney LEP 2012 incentivises development for employment generating uses on sites identified as ~~Area A – Metro Station in Figure 2 Groups of sites included.~~ [reference to be inserted in final version]

This section applies to development which utilises the incentive planning controls available under Clause XX of the Sydney LEP 2012. This section does not apply to development on sites identified as ~~Area A – Metro Station~~ [reference to be inserted in final version] which does not utilise incentive planning controls available under Clause XX of the Sydney LEP 2012.

5.X.1 General

Objectives

(a) Protect amenity for current and future residents.

(b) Protect the heritage character of Ultimo Pyrmont.

(c) Provide for deep soil planting provisions for new developments.

(d) Ensure that habitable rooms in existing residential dwellings maintain an appropriate level of sun access.

(e) Ensure that public spaces have an appropriate level of sun access.

(f) Protect and enhance identified public view corridors.

Provisions

(1) Development is to be in accordance with the locality statement at Section 2.4 Harris Street Village and supporting principles for the locality.

Development is to be in accordance with

(2) Figure 1 Ultimo-Pyrmont Urban Strategy Map

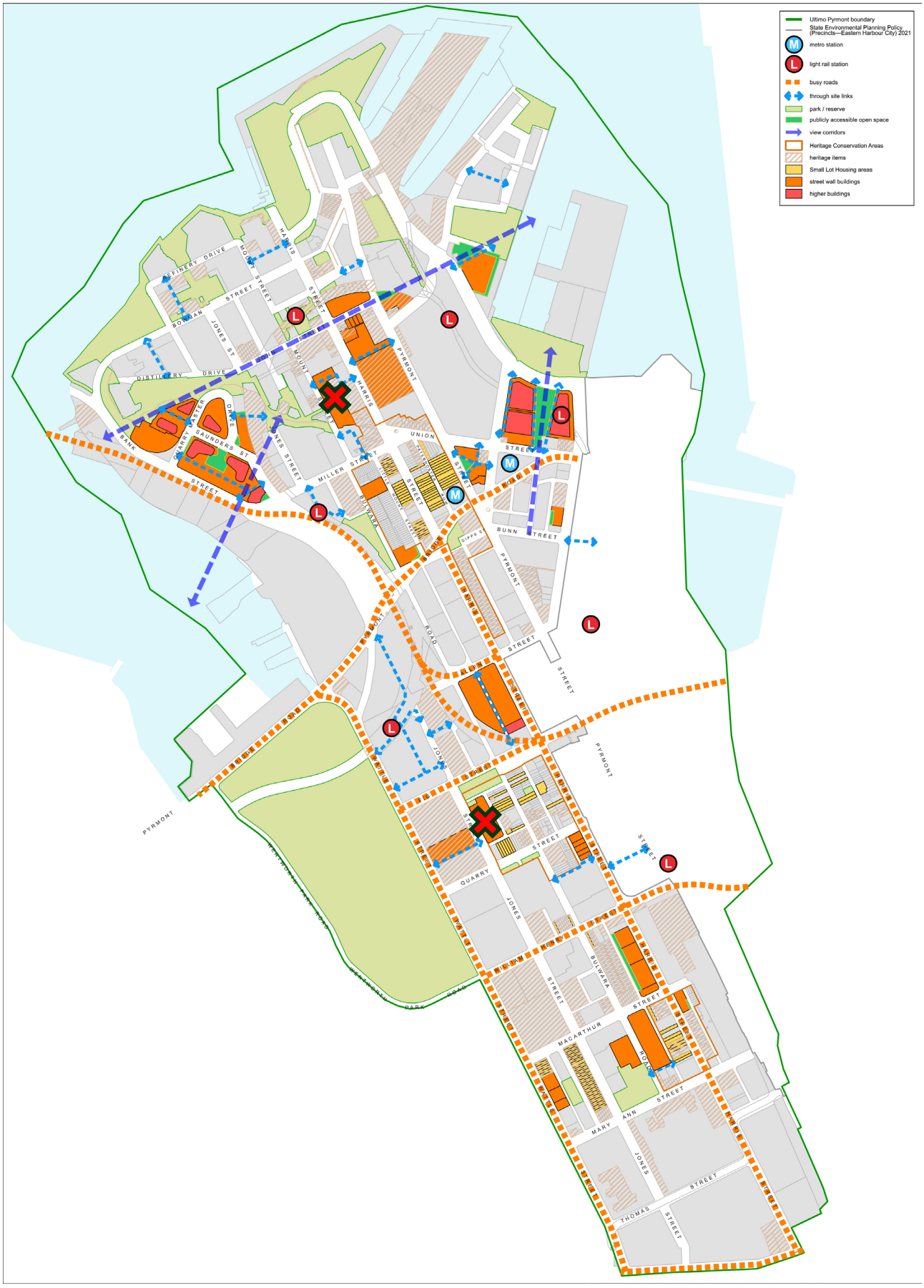


Figure 1 Ultimo-Pyrmont Urban Strategy Map

5.X.2 Movement and accessible open space

Objectives

(a) To ensure that appropriate publicly accessible spaces are provided as part of new developments.

(b) Improve pedestrian safety and amenity through the targeted widening of footpaths and increases in street setbacks on key sites.

(c) Create a walkable and pedestrian friendly network to improve through-site links within Ultimo Pyrmont and surrounds.

(d) Deliver tree canopy cover and greening within road corridors and reservations.

(e) Increase visibility of, and access to, key public transport nodes.

(f) Increase permeability of large street blocks and reduce walking distances to key destinations.

Provisions

(1) Where identified on Figure 2 to Figure 5, buildings are to be set back to increase pedestrian safety and amenity.

(2) Development is to provide publicly accessible open space in accordance with Figure 6 to Figure 9.

~~(3) Public open space at 336-374 Jones Street Ultimo is to:~~

~~a. be of an area no less than the existing public open space which it replaces at 370-374 Jones Street Ultimo~~

~~b. have dimensions and proportions that provide an equivalent or improved level of functionality, usability and landscape amenity;~~

~~c. be capable of accommodating the recreation, landscaping and public domain functions of the existing public open space; and~~

~~d. be fit for purpose, not constrained by contaminated land restrictions, and dedicated to Council.~~

(4) Where required by Council, public open space and footpaths are to be provided and dedicated to Council.

(5) Despite 5.X.2(2) where 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, development is to provide publicly accessible open space in accordance with Figure X.

(6) Where identified by Figure 6 to Figure 9, accessible through-site links are to be provided to ensure unencumbered public pedestrian accessibility across Ultimo Pyrmont and surrounds.

(7) Despite 5.X.2(4) where 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, development is to provide through-site links are to be provided to ensure unencumbered public pedestrian accessibility in accordance with Figure X.

(8) Where through-site links require a lift, the lift provided is to be exclusively for the through-site link.

(9) The through-site link at 60 Union Street Pyrmont and 2 Edward Street Pyrmont is to be in accordance with the elevations at Figures X and X.

(10) Building arrangement and through-site link at 28-48 Wattle Street Ultimo is to be in accordance with the sections at Figures X and X.

(11) Driveways and vehicle access points are only to be provided where shown on Figures 6 to 10.

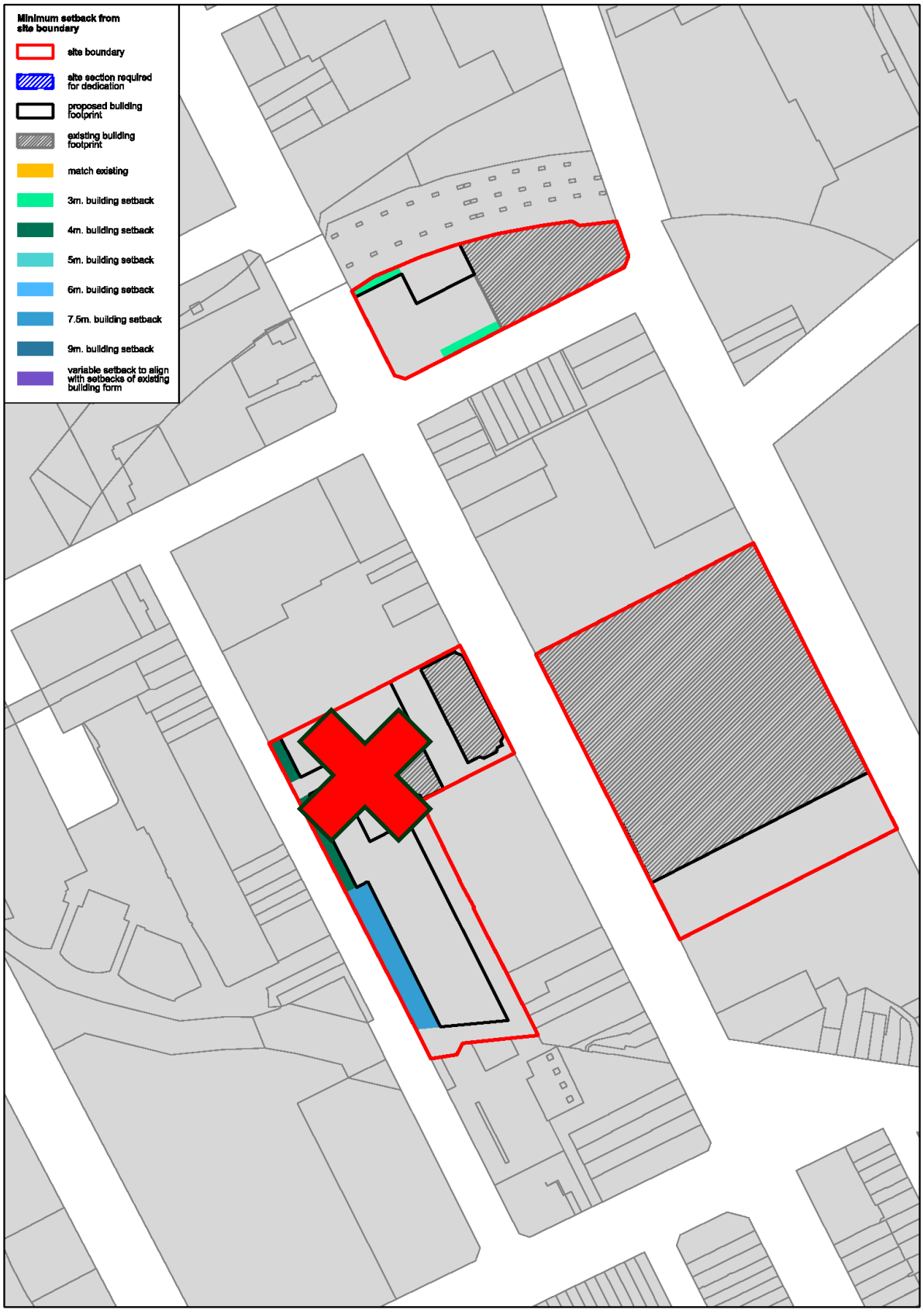


Figure 2 Street Level Setbacks maps 1/4

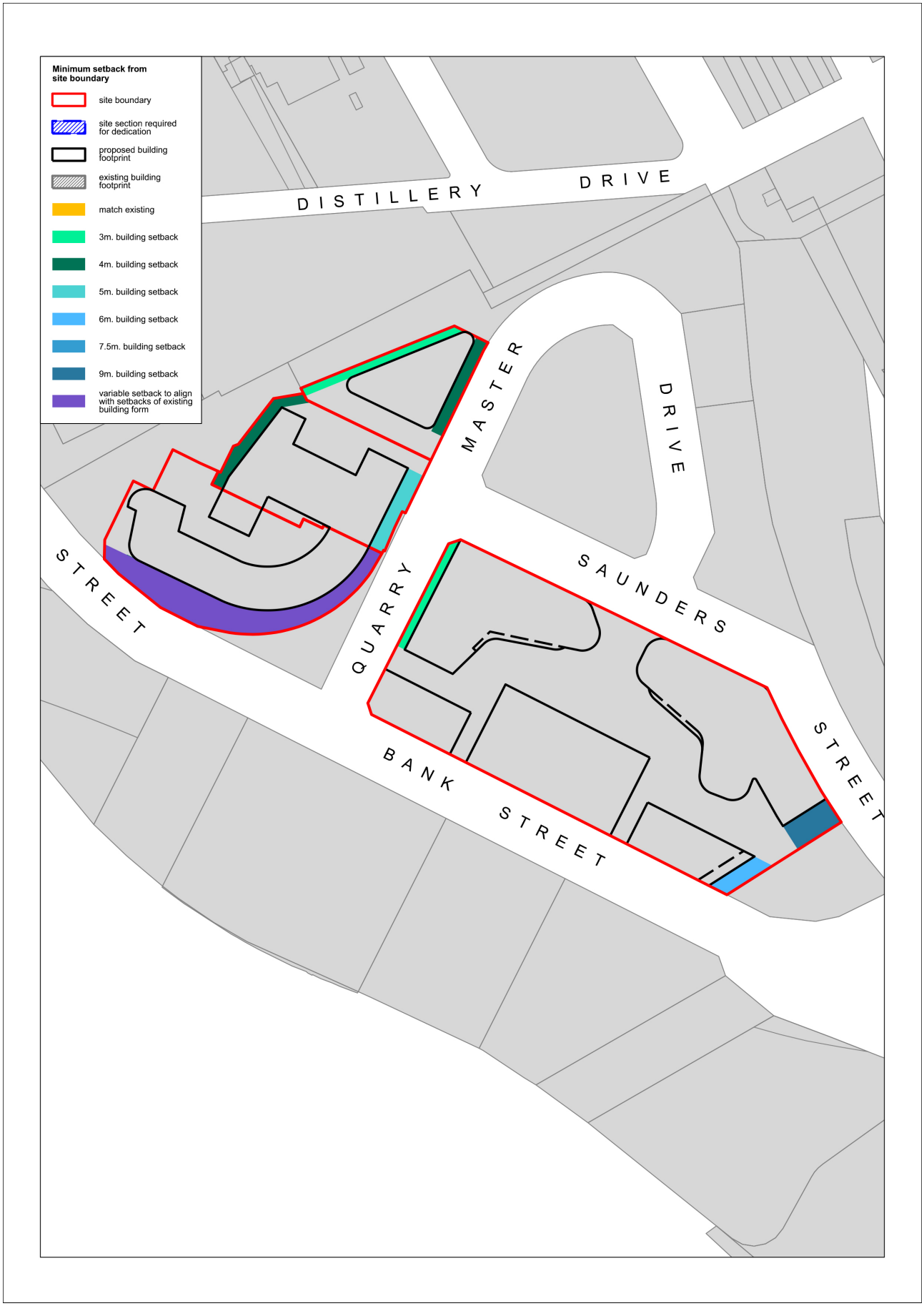


Figure 3 Street Level Setbacks maps 2/4



Figure 4 Street Level Setbacks maps 3/4

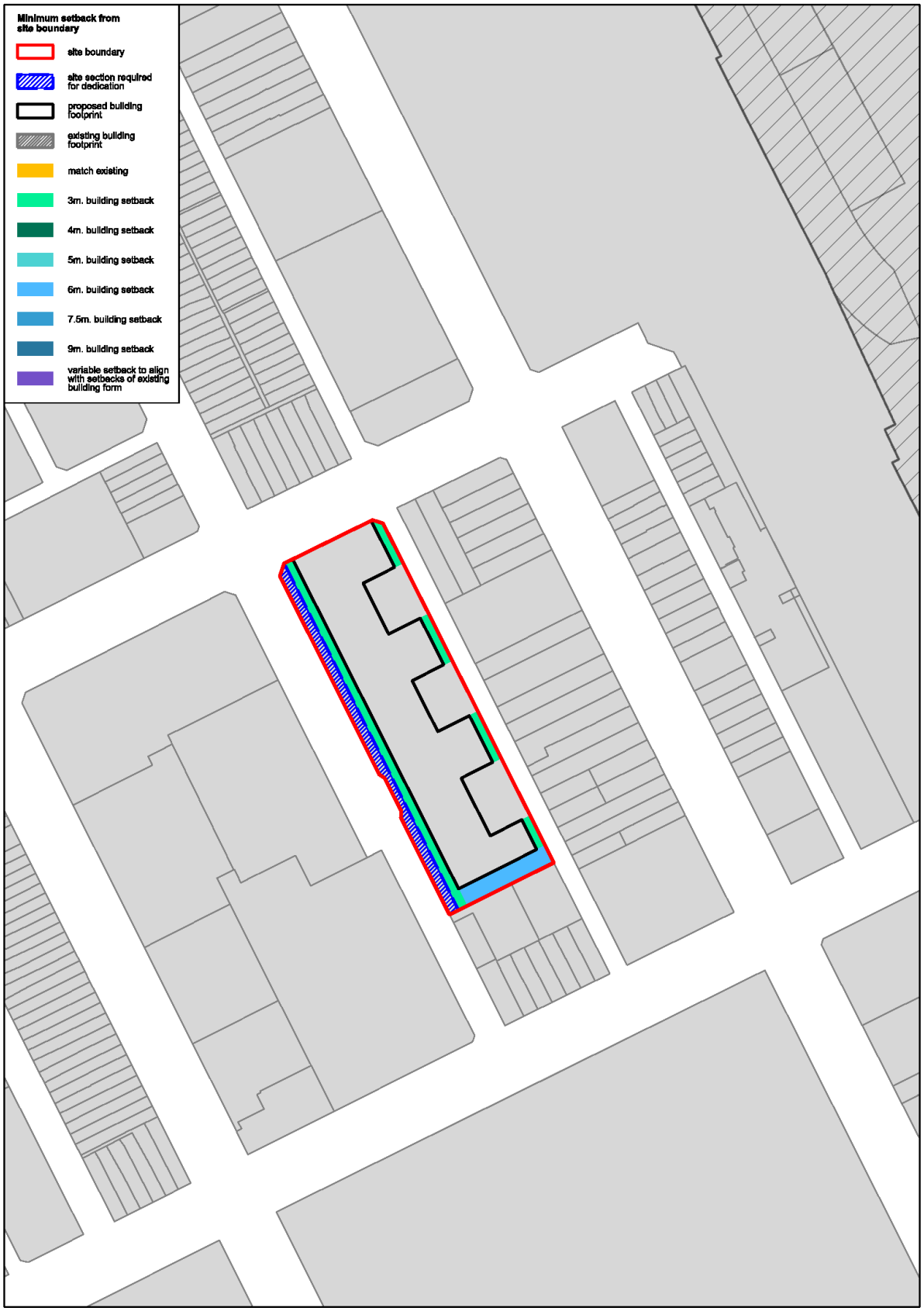


Figure 5 Street Level Setbacks maps 4/4

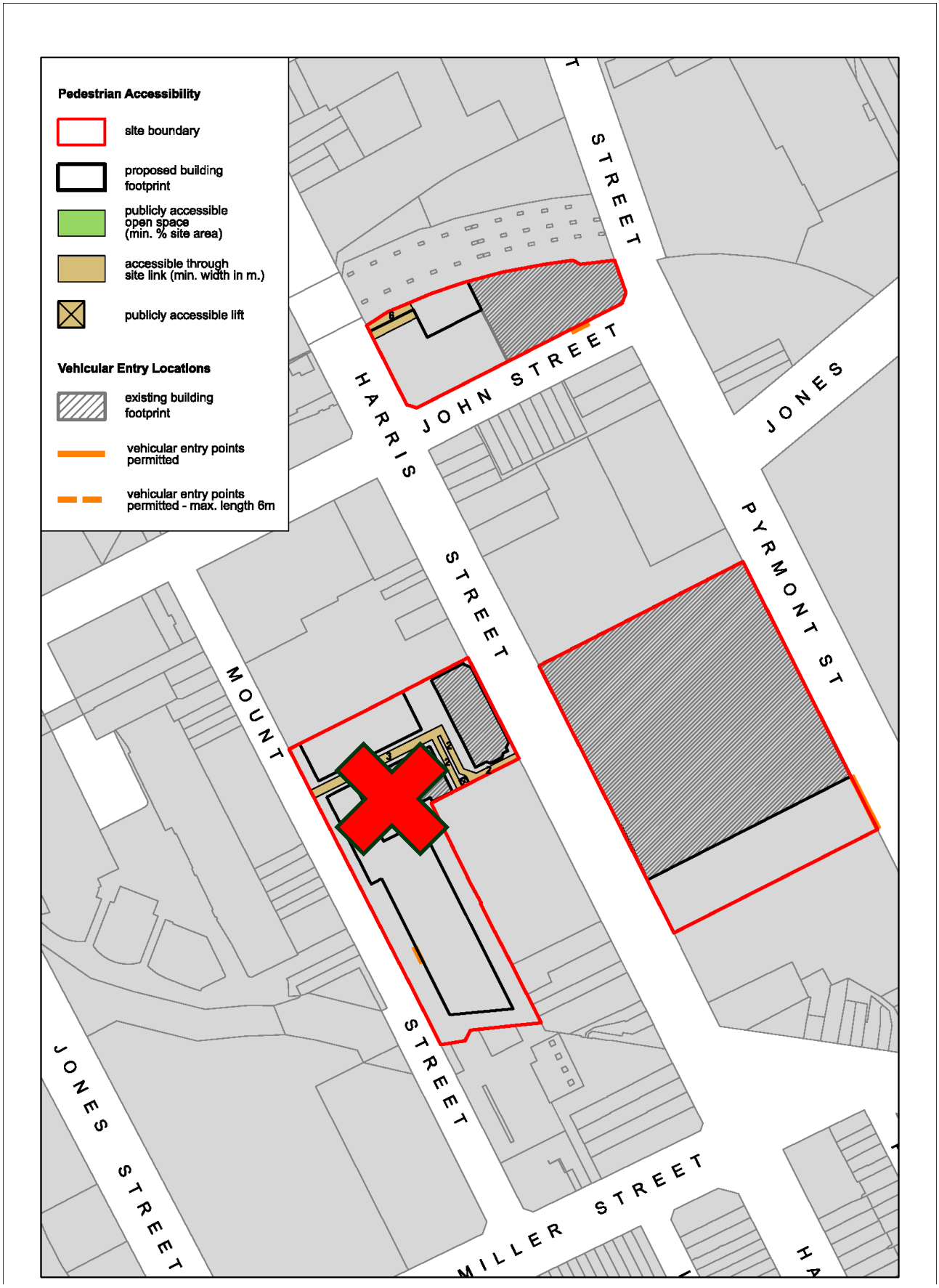


Figure 6 Pedestrian Accessibility and Vehicular Entry Locations maps 1/4



Figure 7 Pedestrian Accessibility and Vehicular Entry Locations maps 2/4

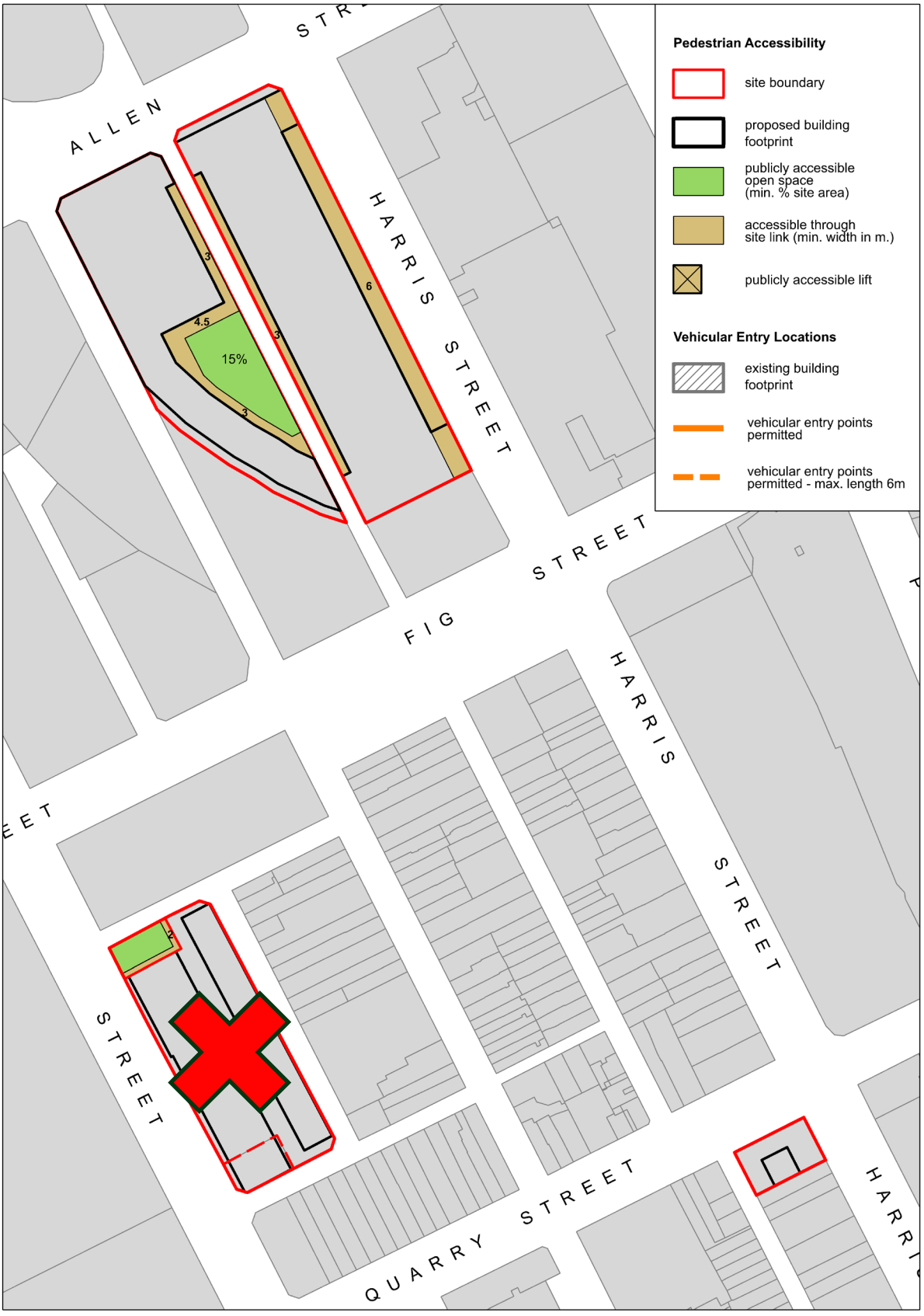


Figure 8 Pedestrian Accessibility and Vehicular Entry Locations maps 3/4

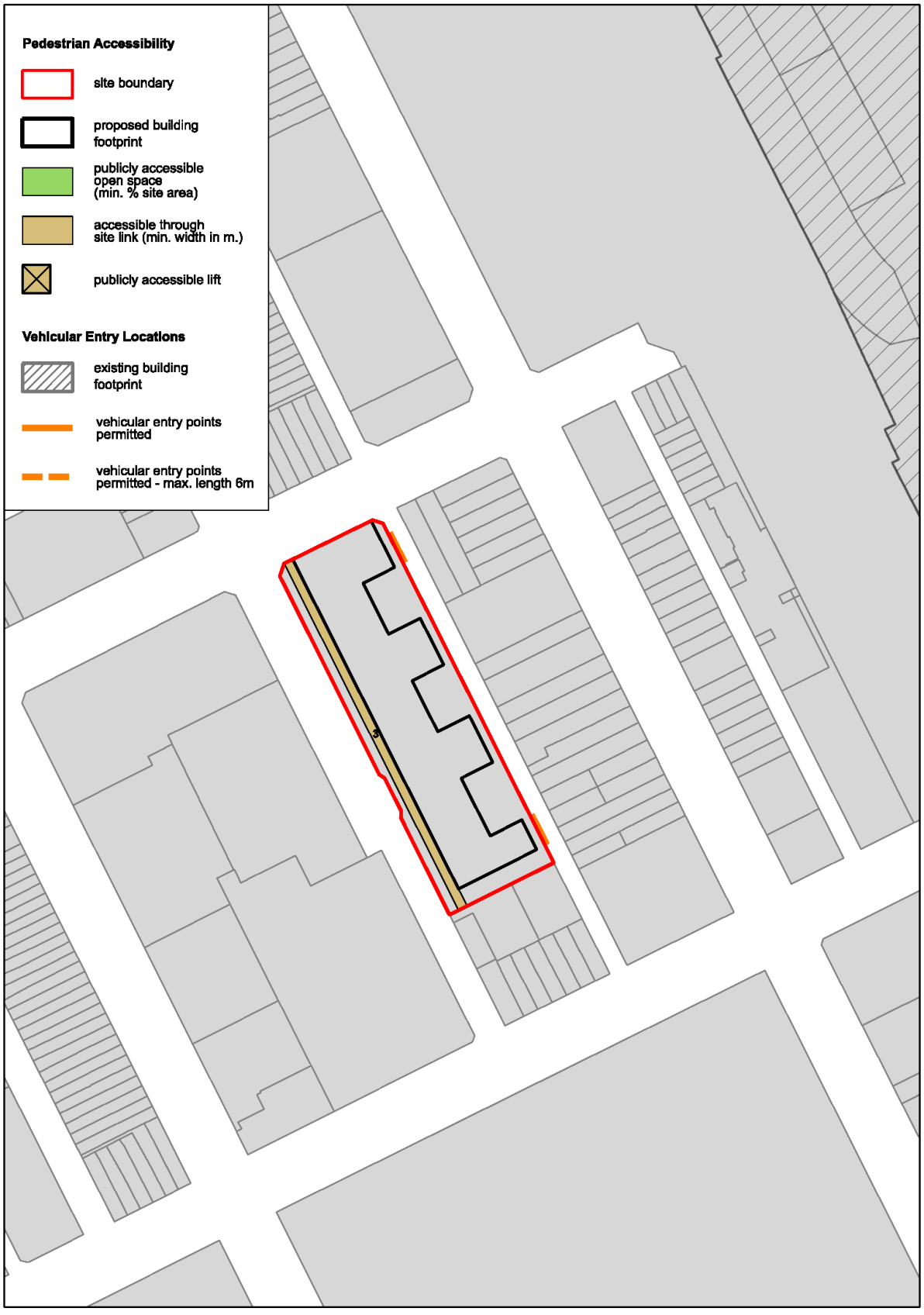


Figure 9 Pedestrian Accessibility and Vehicular Entry Locations maps 4/4

5.X.3 Deep soil and landscaping

Objectives

(a) Ensure appropriate deep soil areas are provided for in new developments.

(b) Increase tree canopy to limit the impacts of heat and increase amenity and wellbeing.

Provisions

(1) Unless otherwise identified, new developments are to provide for a minimum 15% Deep Soil zone.

(2) Development is to provide areas of deep soil in accordance with Figure 10 to Figure 13.

(3) Despite 5.X.3(2) where 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, development is to areas of deep soil in accordance with Figure X.

(4) Street tree plantings to be provided in accordance with the City of Sydney Street Tree Planting Masterplan.

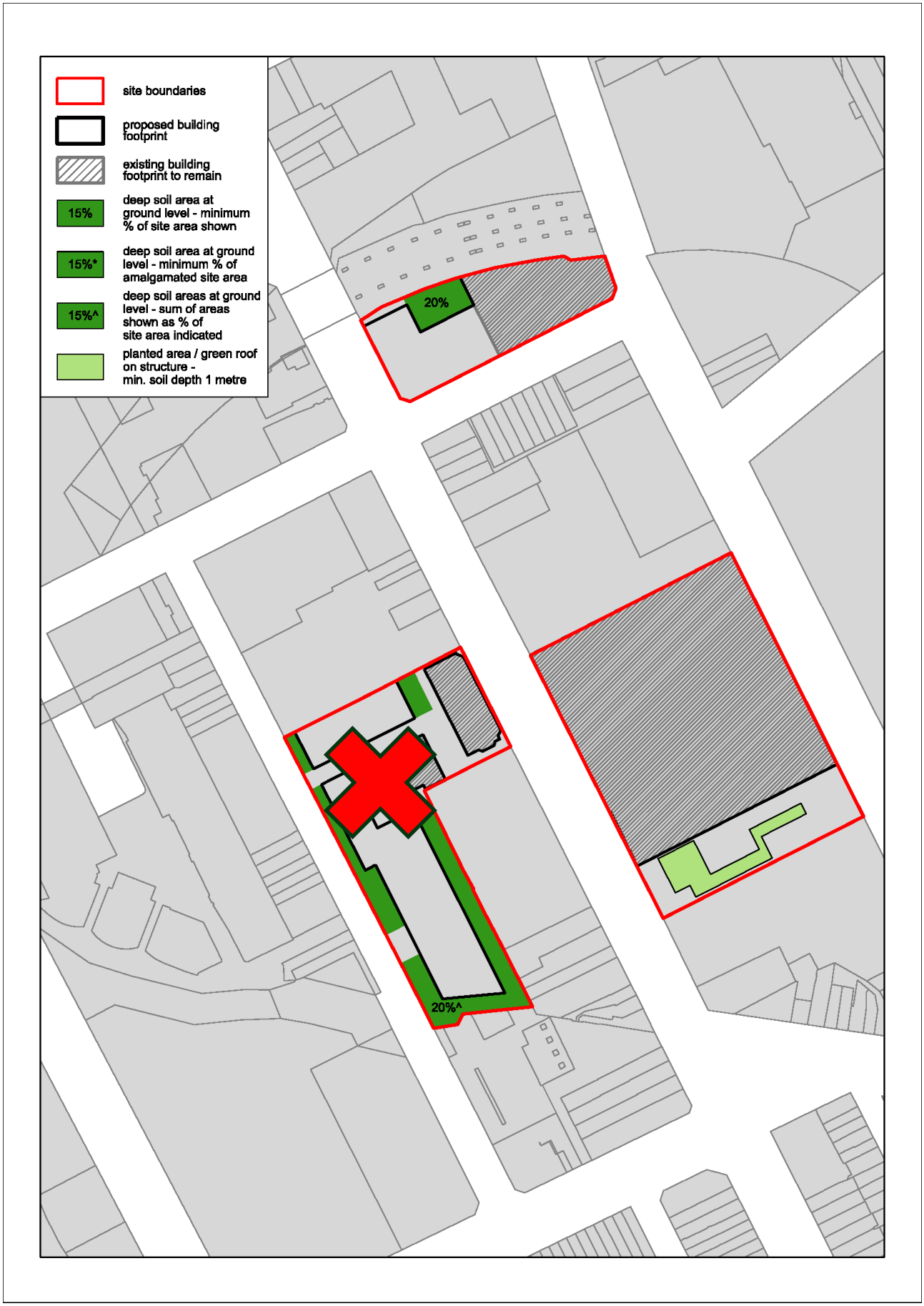


Figure 10 Deep Soil Areas maps 1/4

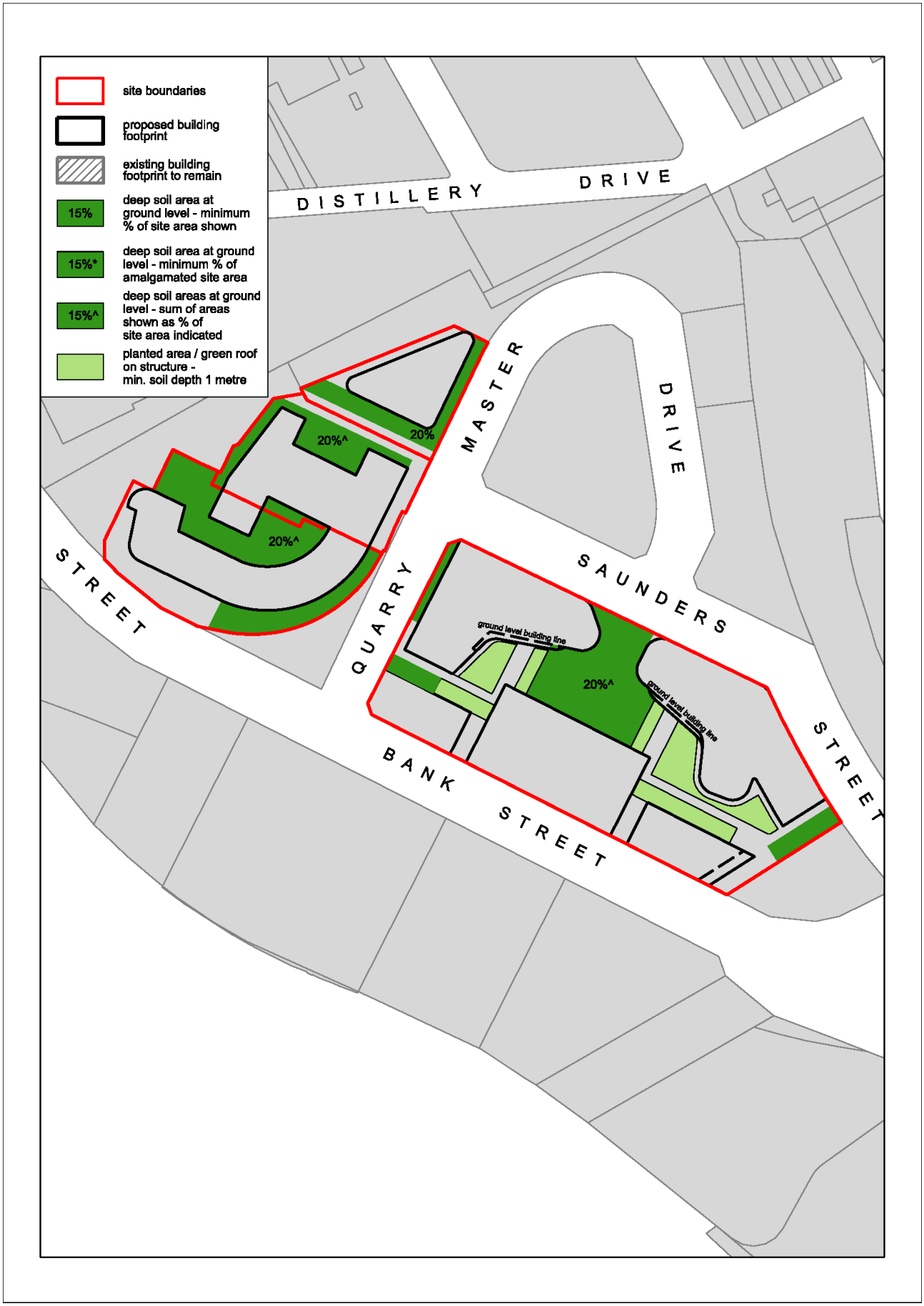


Figure 11 Deep Soil Areas maps 2/4

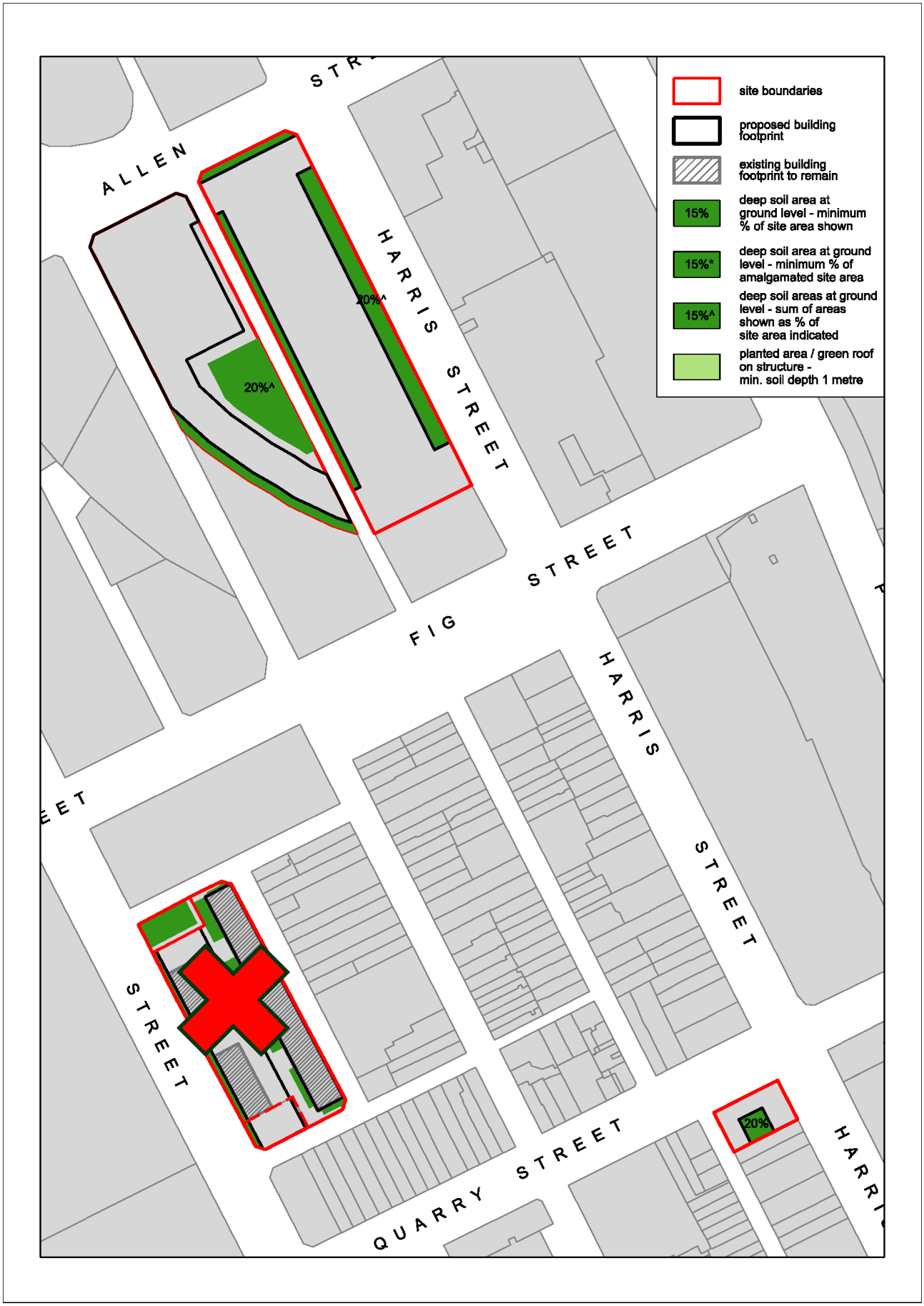


Figure 12 Deep Soil Areas maps 3/4

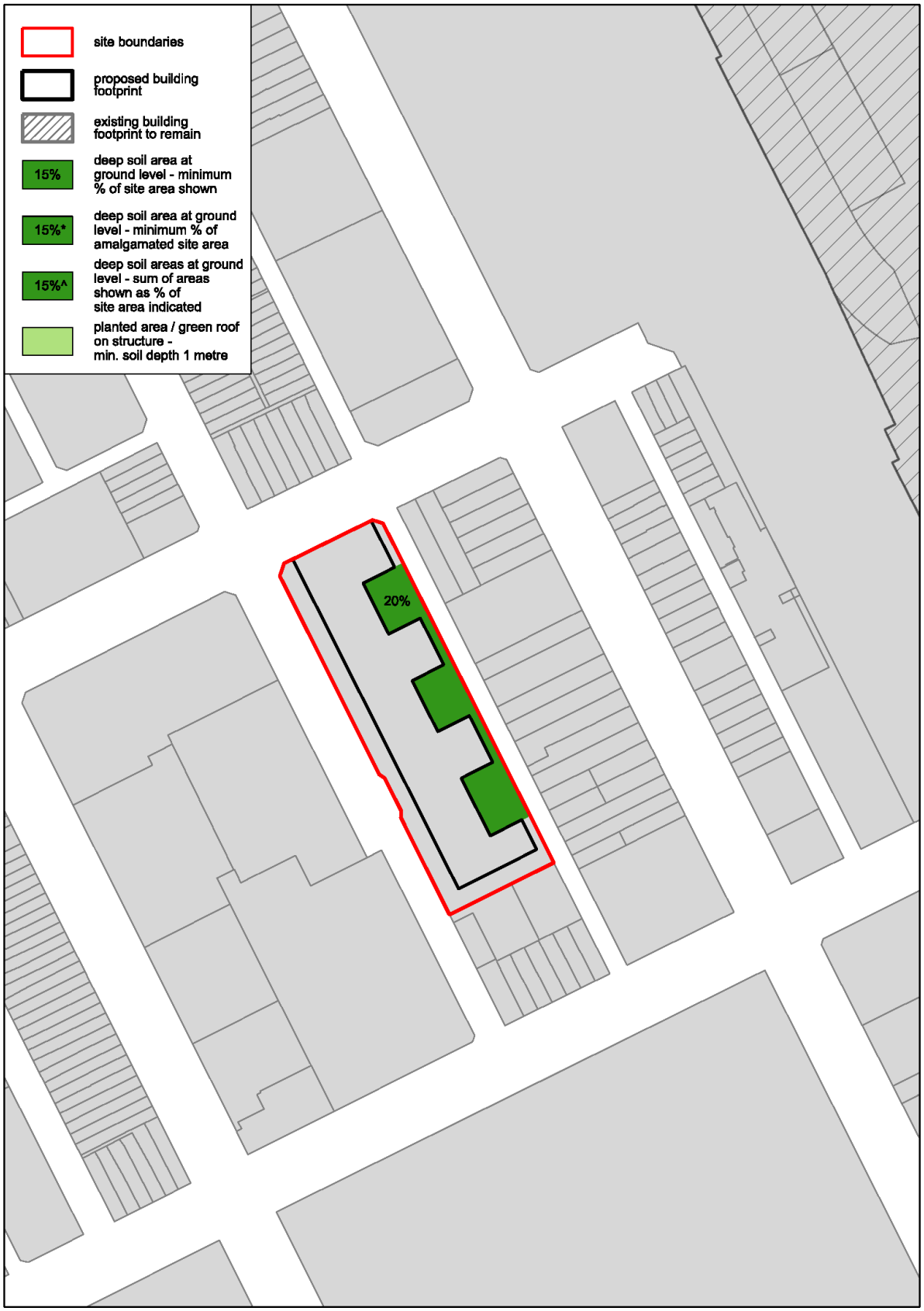


Figure 13 Deep Soil Areas maps 4/4

5.X.4 Building form, setbacks, layout and design

Objectives

(a) Incentivise provision of employment floor space in well located areas.

(b) Ensure a high level of amenity to streets, parks and public spaces with sunlight and a comfortable and safe wind environment.

(c) Establish appropriate street wall heights and horizontal articulation.

(d) Ensure setbacks are provided to transition to nearby heritage items and heritage conservation areas.

(e) Provision of flexible and adaptable spaces for diverse businesses and other non-residential activities.

(f) Ensure existing parks and open space are protected from excessive overshadowing from new development.

(g) Ensure the amenity of future residents is protected through appropriate design controls.

(h) Locate uses more capable of absorbing noise closer to noise generating activities.

Provisions

(1) Where development does not utilise incentive building heights available under clause 6X.XX of Sydney LEP 2012 the maximum height in storeys of development is to be in accordance with Figure 14 to Figure 17

(2) Where development does not utilise incentive building heights available under clause 6X.XX of Sydney LEP 2012 upper level setbacks are to be provided in accordance with Figure 18 to Figure 21

(3) Where upper level setbacks are not identified in (2), buildings are to present a consistent street wall, with no upper level setback to the street frontage.

(4) Where development utilises incentive building heights or FSR available under clause 6X.XX of Sydney LEP 2012 maximum height in storeys are to be in accordance with Figure X Alternative Height in Storeys.

(5) Where development utilises incentive building heights or FSR available under clause 6X.XX of Sydney LEP 2012 upper level setback to the street frontage are to be in accordance with Figure X Alternative Upper Level Setbacks.

(6) Buildings are to preserve view corridors in accordance with Figure 22.

(7) Street cross sections, including building depth and arrangement of internal spaces to attenuate noise, are to be generally in accordance with Figure 23

(8) Building elevations are to be generally in accordance with Figure X.

(9) Further to (1), (2) and (7), building layouts may be varied through the competitive design process required for each site provided the building layout demonstrates better amenity for the development, neighbouring developments and the public domain.

(10) Sun shading devices to glazing on walls at the street alignment are permitted to project up to 0.6 metres beyond the building line subject to any required approval under the Roads Act 1997.

(11) Development at 100 Harris Street Pyrmont ~~and 336-368 Jones Street / 1-7 Henry Avenue Ultimo~~ is to retain and adapt the existing building(s) on the site in accordance with Figure 24 ~~to Figure 25~~ to facilitate the ongoing use of the building while conserving its significant built form, structure and character.

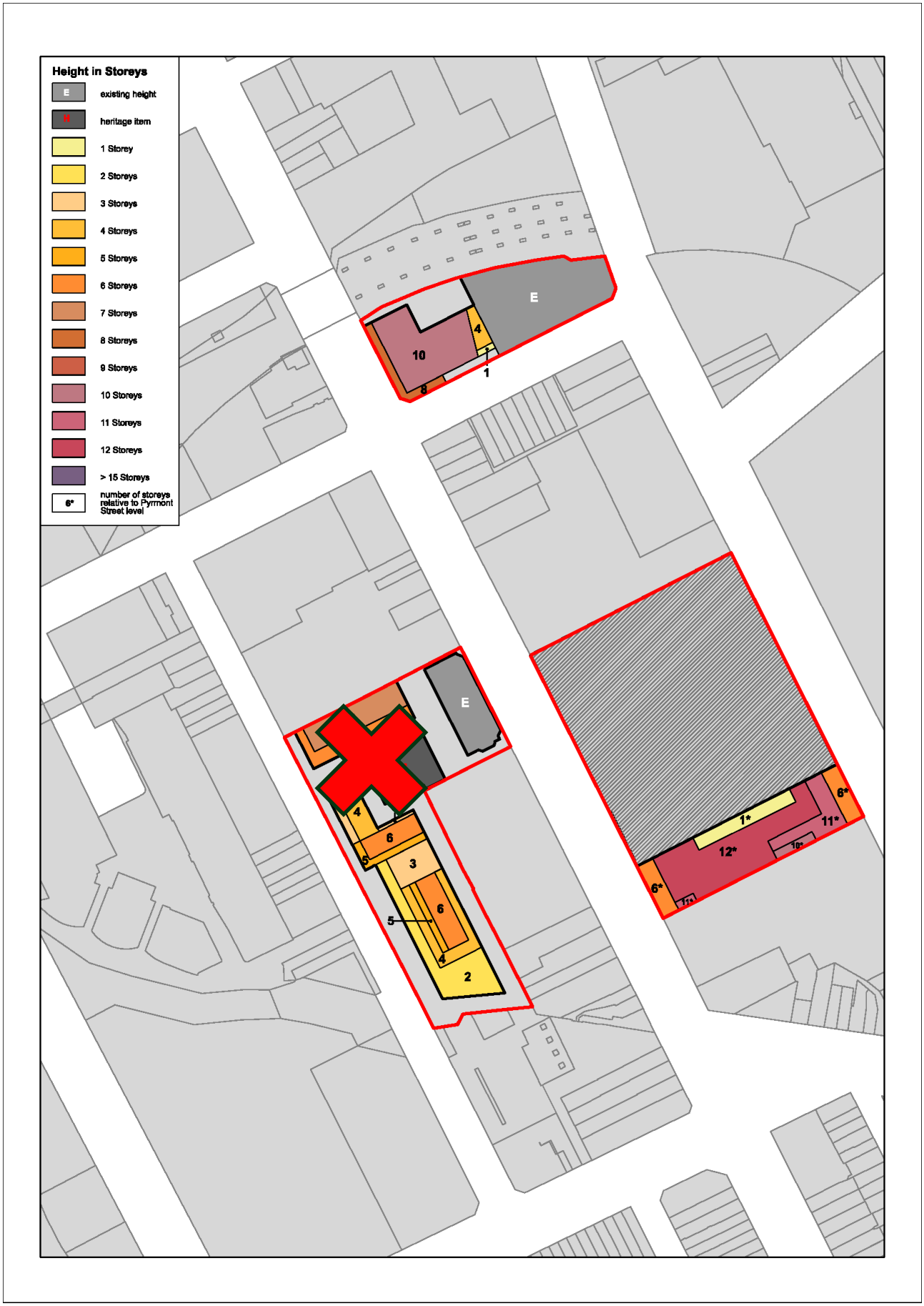


Figure 14 Height in storeys maps 1/4

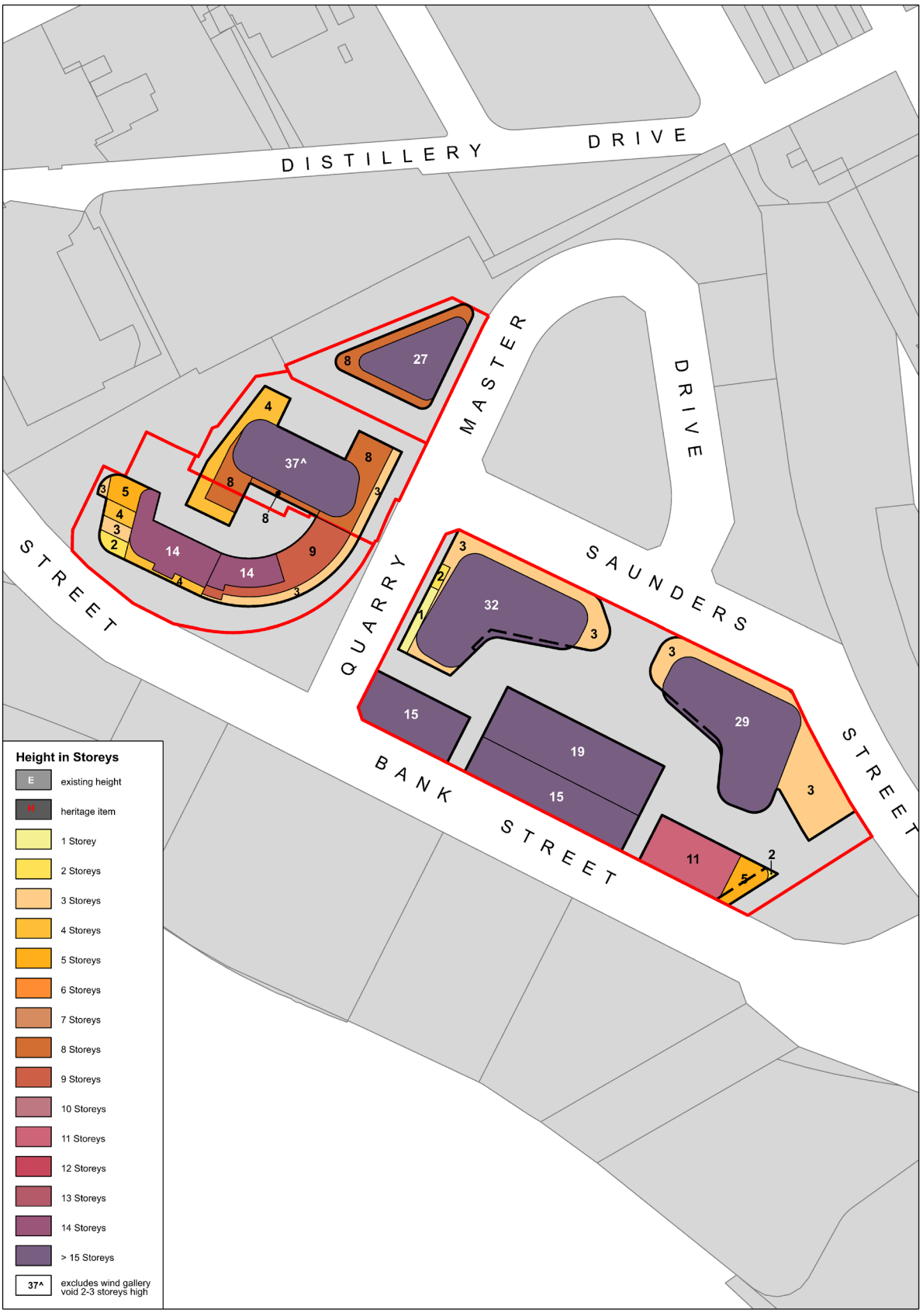


Figure 15 Height in storeys maps 2/4

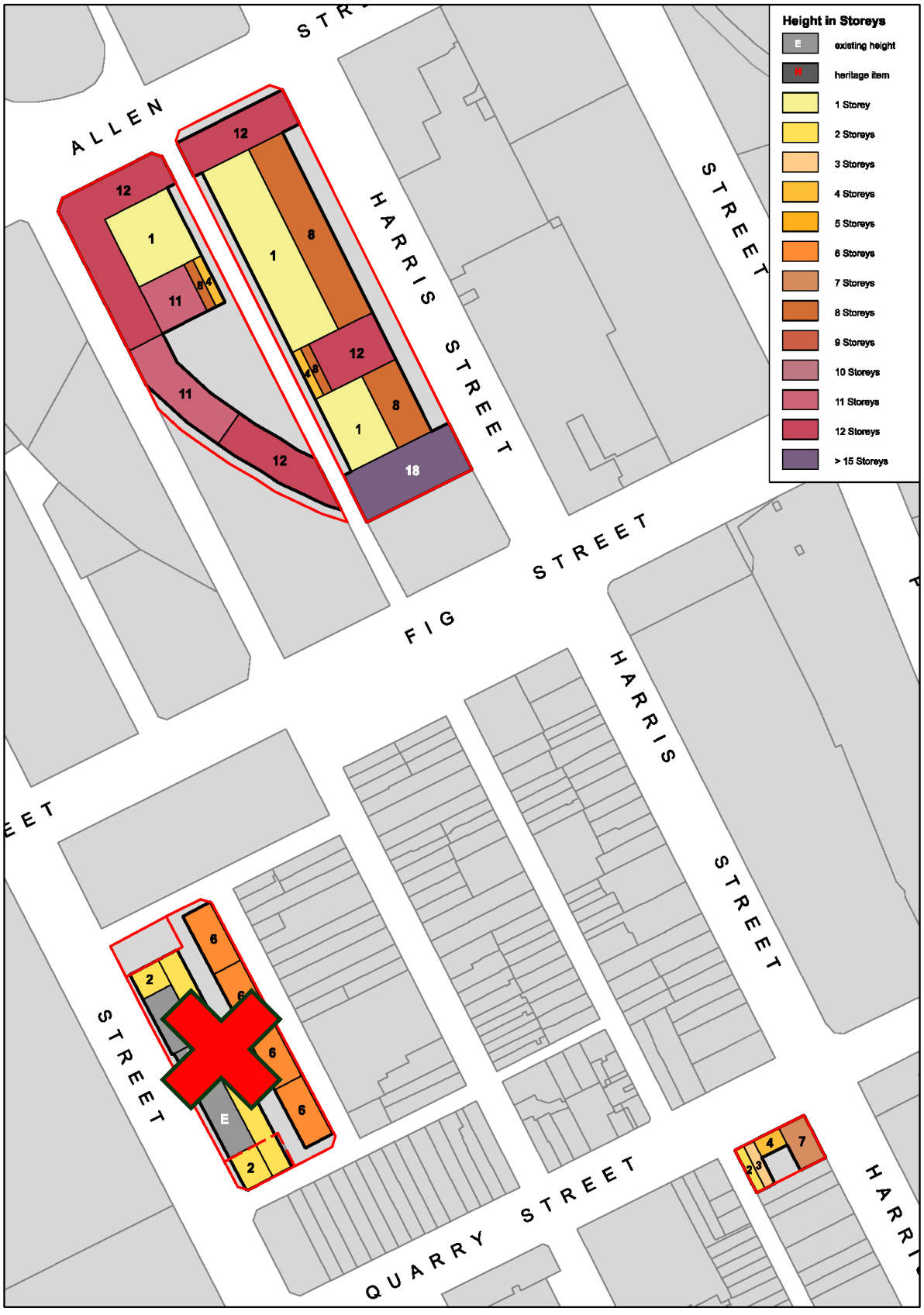


Figure 16 Height in storeys maps 3/4

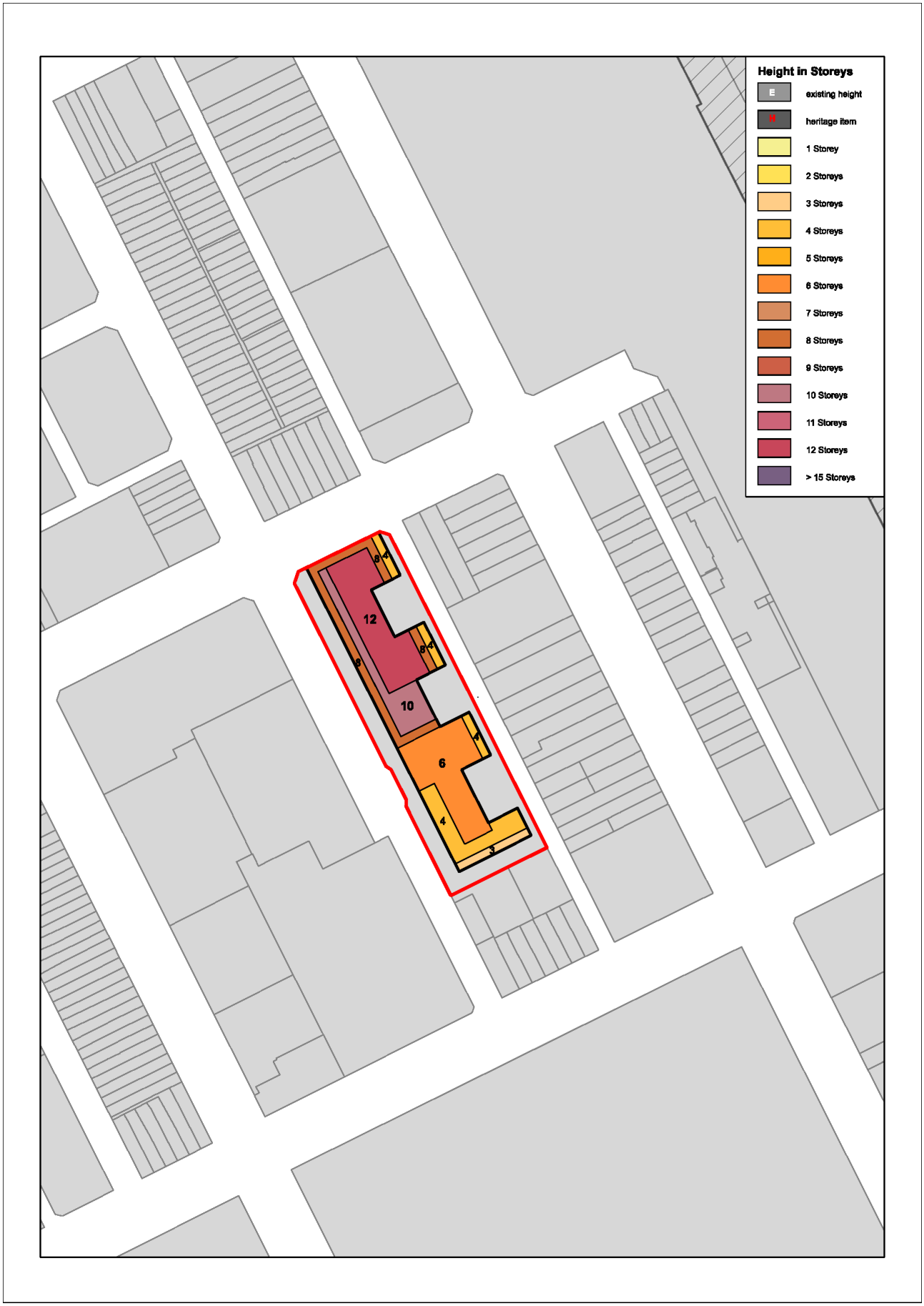


Figure 17 Height in storeys maps 4/4

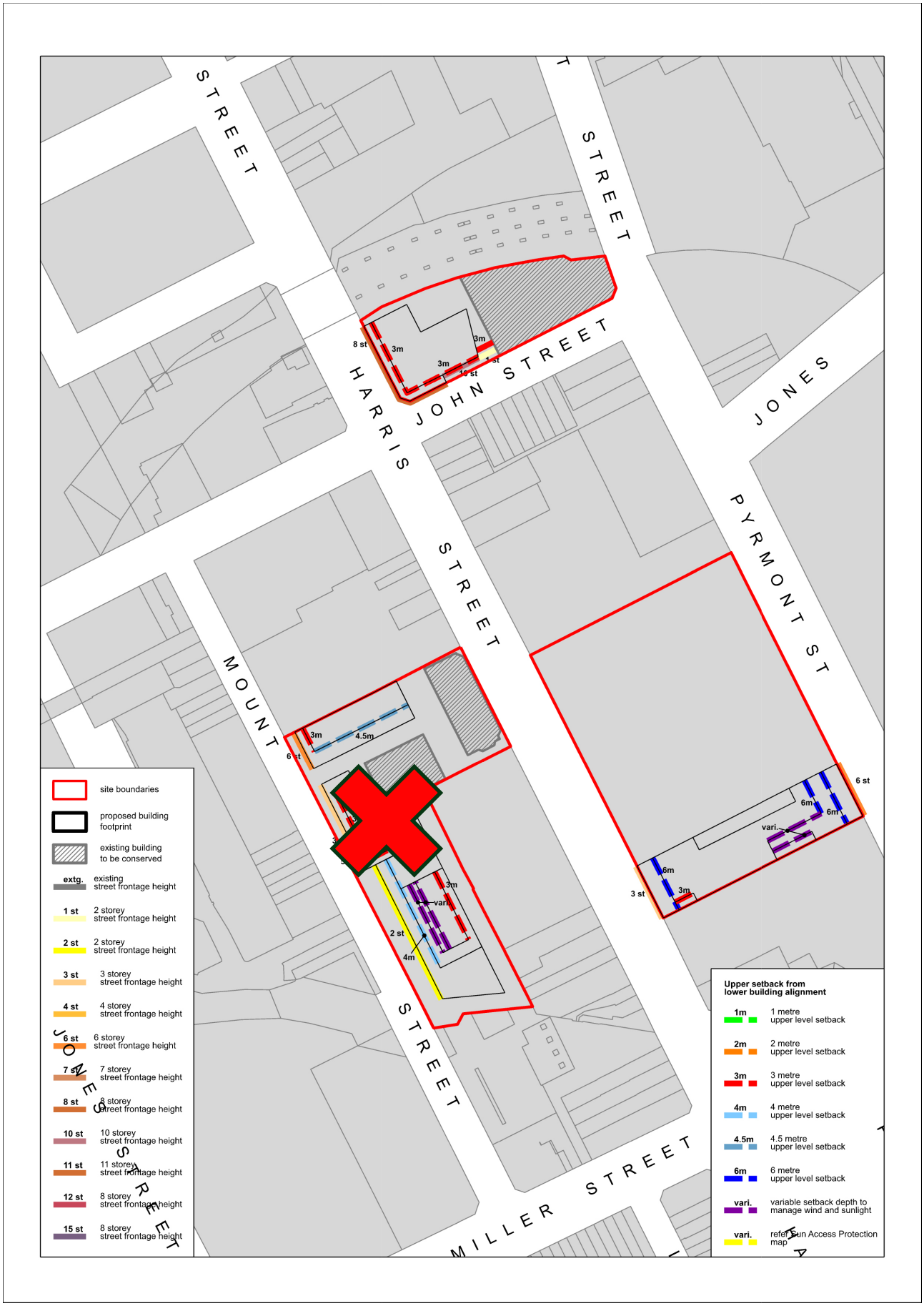


Figure 18 Upper Level Setbacks maps 1/4

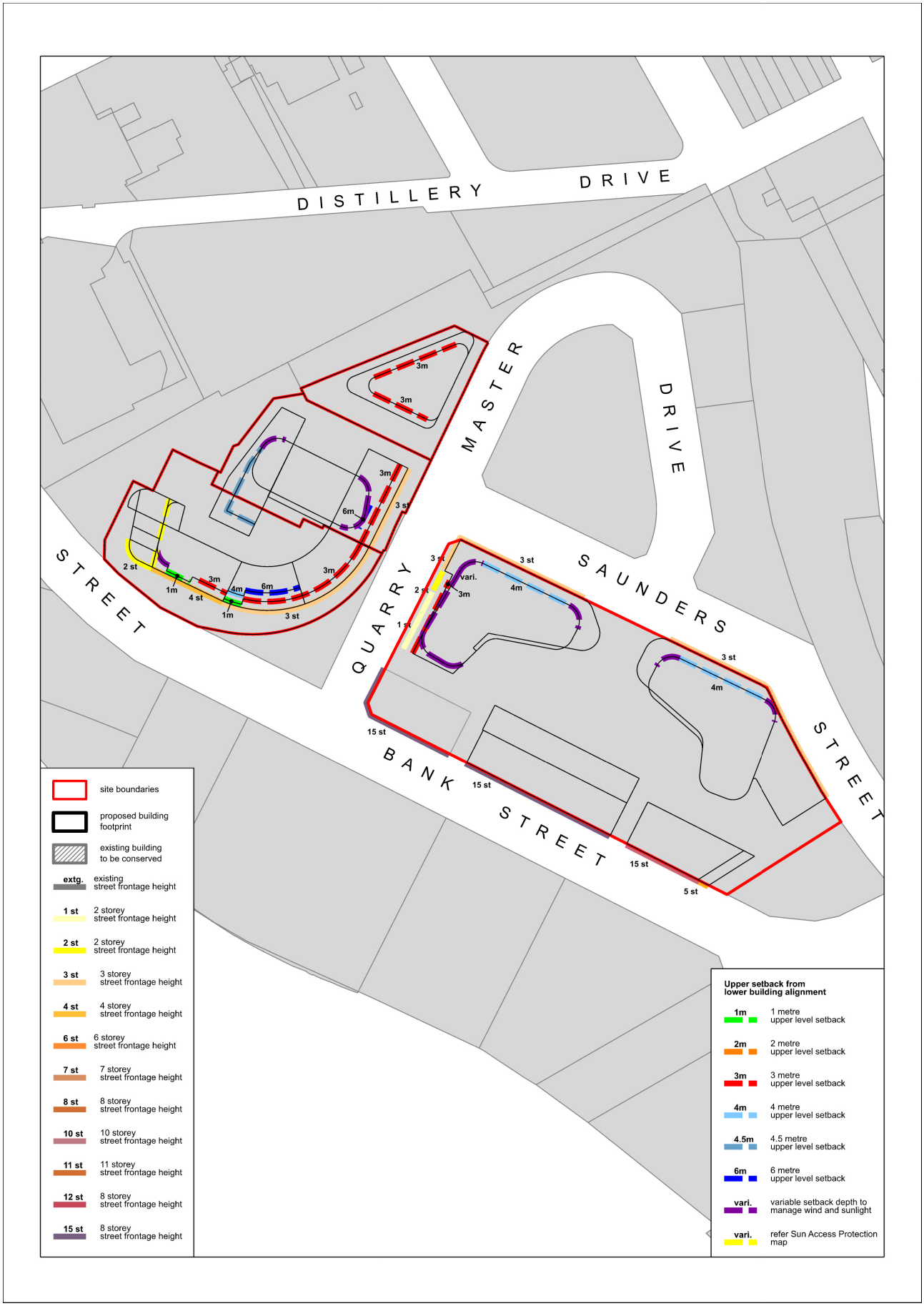


Figure 19 Upper Level Setbacks maps 2/4

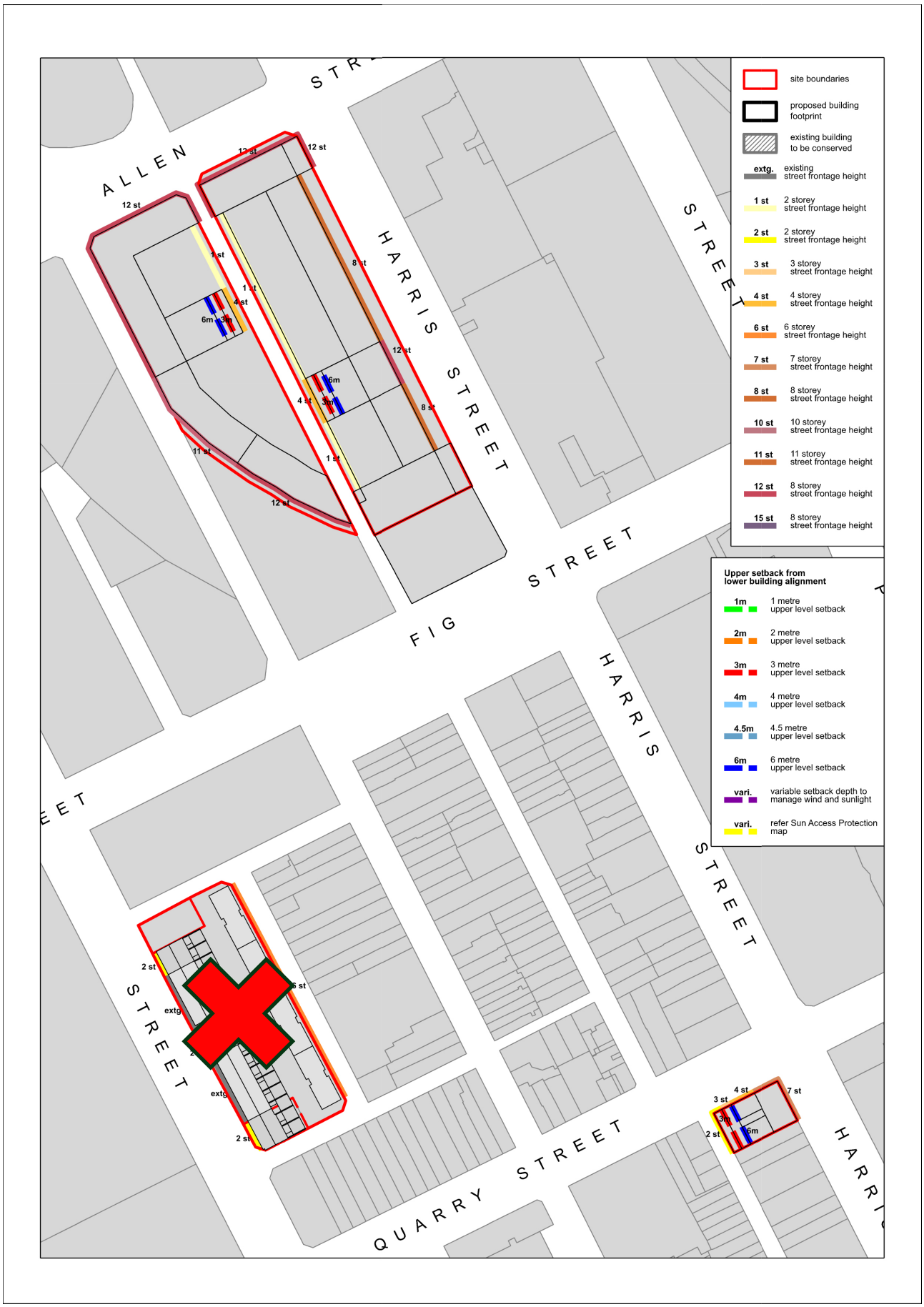


Figure 20 Upper Level Setbacks maps 3/4

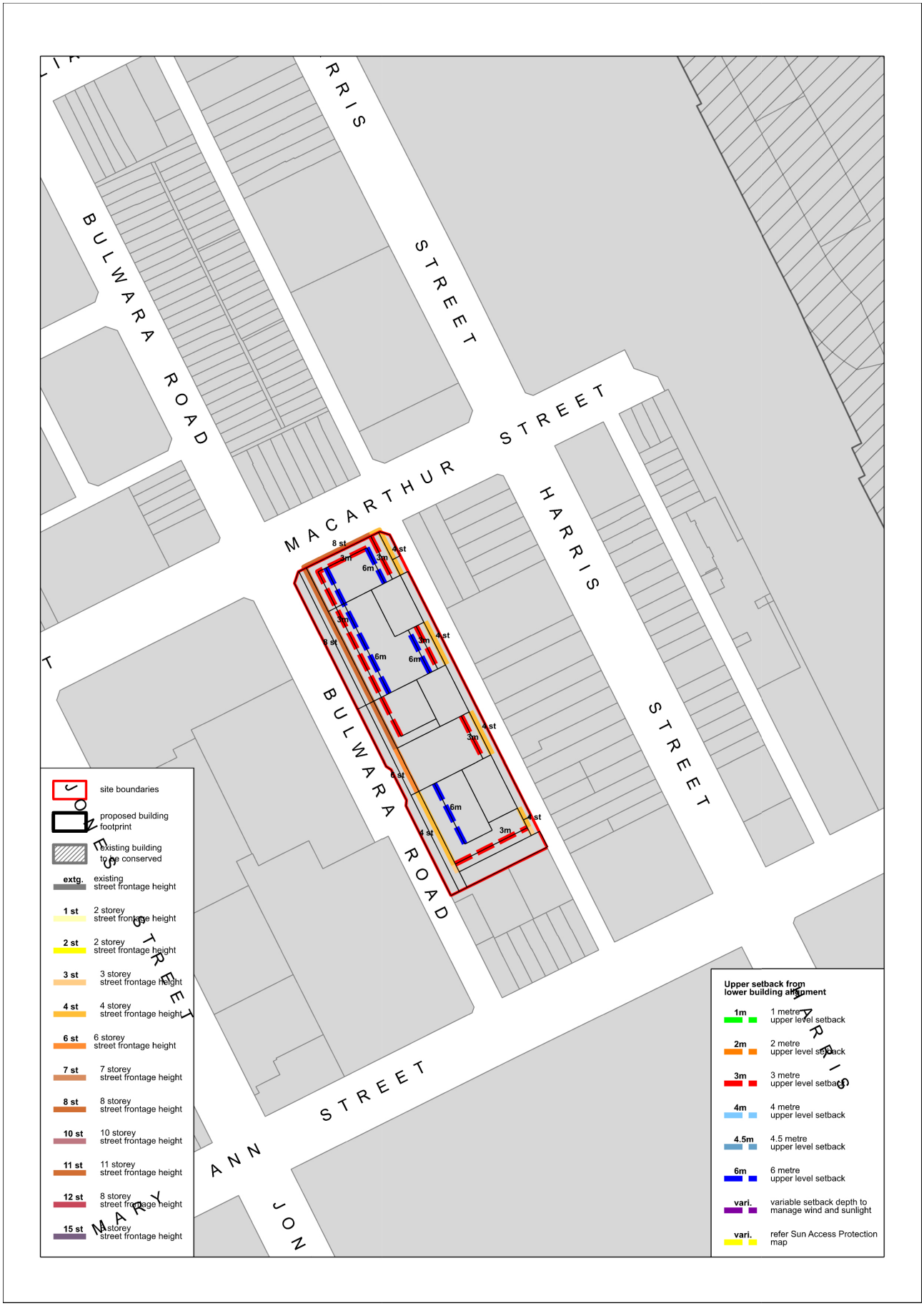


Figure 21 Upper Level Setbacks maps 4/4

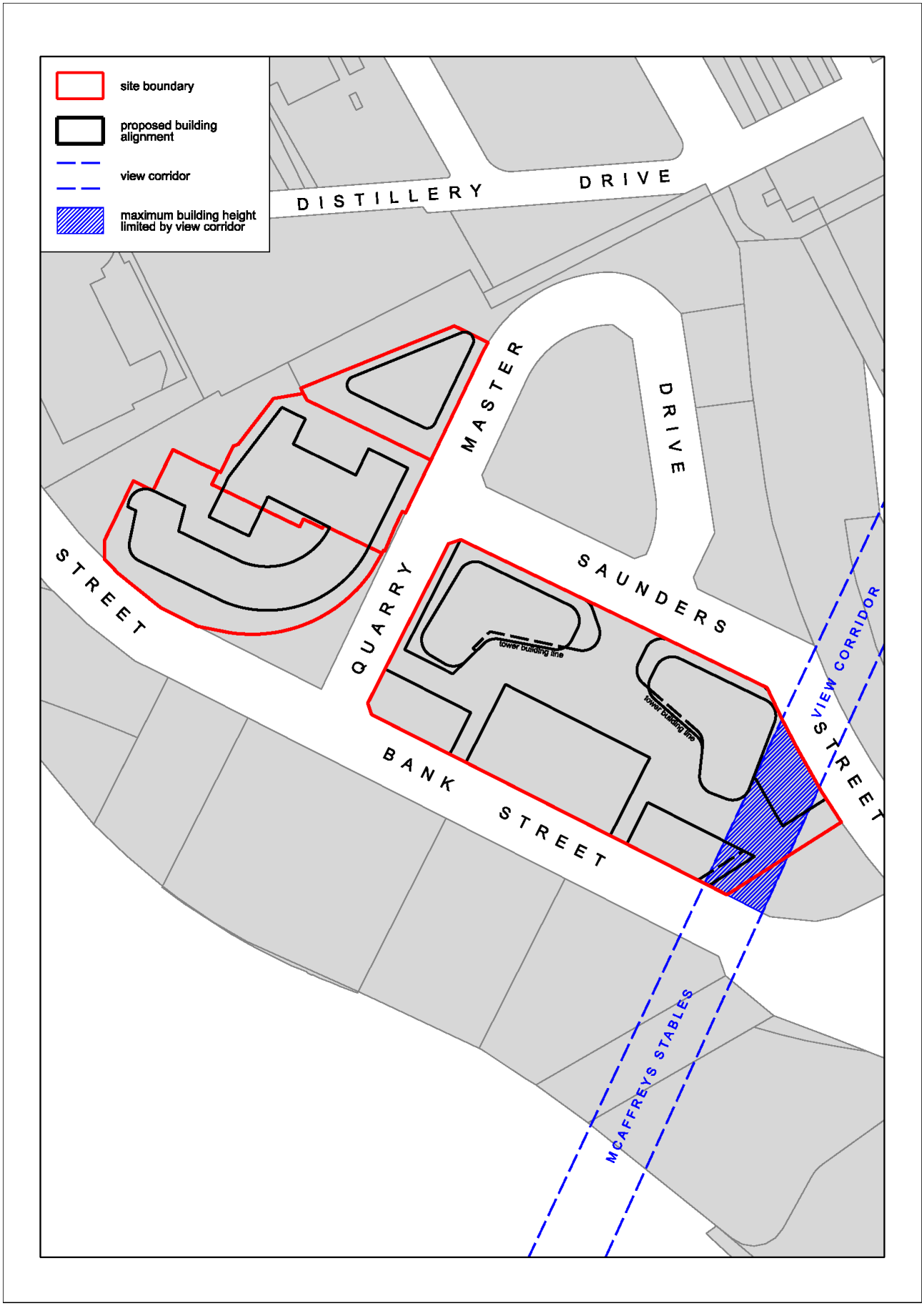


Figure 22 View Corridor map 1/1

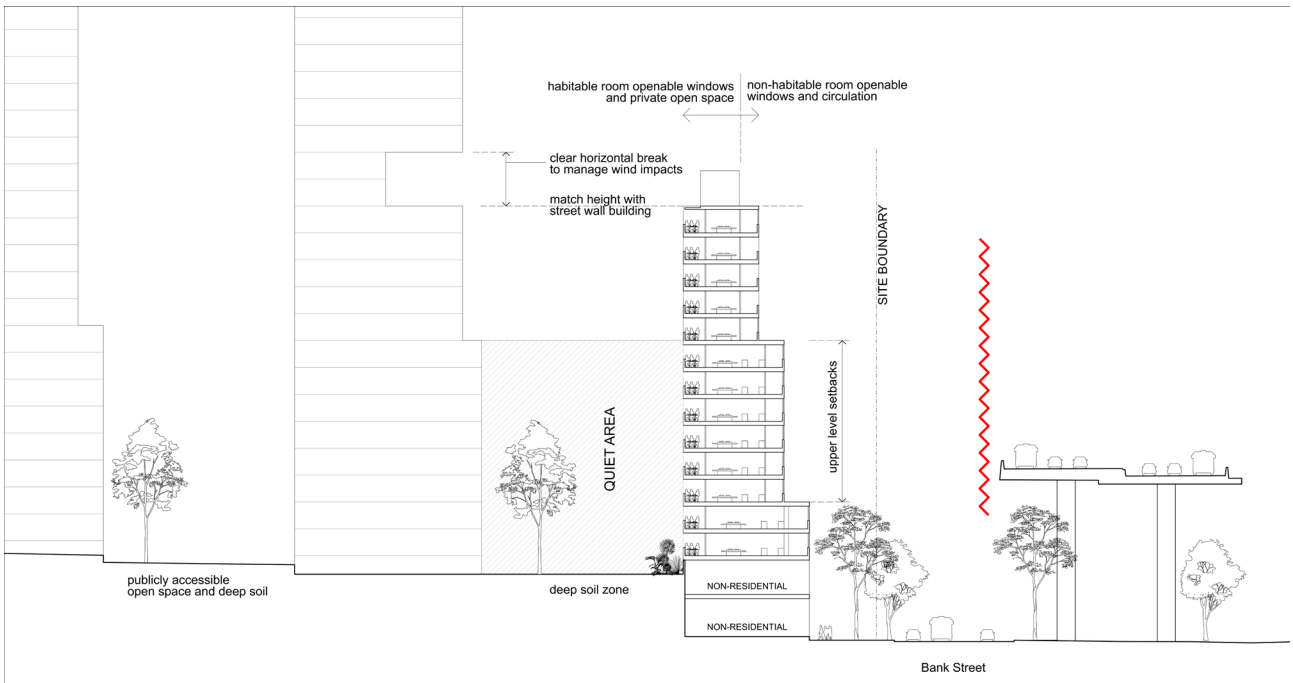


Figure 23 Cross-section – Managing wind and noise in development fronting Bank Street

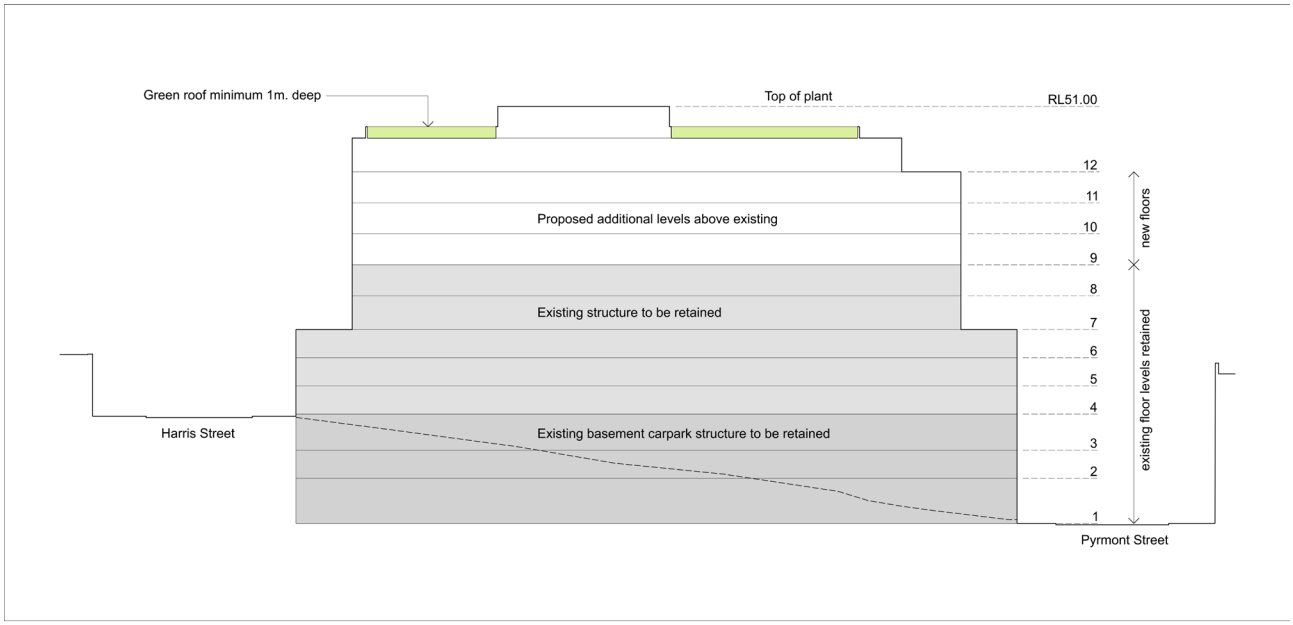


Figure 24 Cross-section – indicative scheme for 100 Harris Street



~~*Figure 25 Indicative plan for 336-368 Jones Street*~~

5.X.4.2 Ground and first floor uses, active frontages and awnings

This section is to be read in conjunction with the provisions in section 3.2.3 Active frontages and section 2.3.4 Awnings of this DCP.

Objectives

(a) Ensure street frontages are active and create interest at the street level.

(b) Ensure the needs of residents and workers are met with supporting retail, services and food and drink premises.

(c) Facilitate safe and comfortable pedestrian environments, including protection from direct sun, rain and wind, and passive surveillance.

Provisions

(1) Ground floor uses are to be in accordance with Figure 26 to Figure 29

(2) Despite 5.X.4.2(1) here 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, ground floor uses are to be in accordance with Figure X

(3) Ground floor uses fronting Harris St and Wattle Street are to provide windows and entrances to provide passive surveillance of the public domain and indirect lighting at night time.

(4) Sites identified in the Active street frontages maps Figure 30 to Figure 33 must give consideration to managing flooding and stormwater impacts while maintaining an active frontage with minimal setbacks and direct street access.

(5) Despite 5.X.4.2(4) where 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, development is to maintain an active frontage with minimal setbacks and direct street access, while giving consideration to managing flooding and stormwater impacts in accordance with Figure X

(6) Provide continuous awnings and colonnades in accordance with Figure 30 to Figure 33

(7) Despite 5.X.4.2(6) where 13A-29 Union Street Pyrmont utilises incentive building heights or floor space ratios available under clause 6.60B of Sydney LEP 2012, development is to provide continuous awnings and colonnades in accordance with Figure X.

(8) A supermarket is the preferred outcome for the ground floor commercial premises at 1-19 Allen Street and 313-369 Harris Street, Pyrmont.

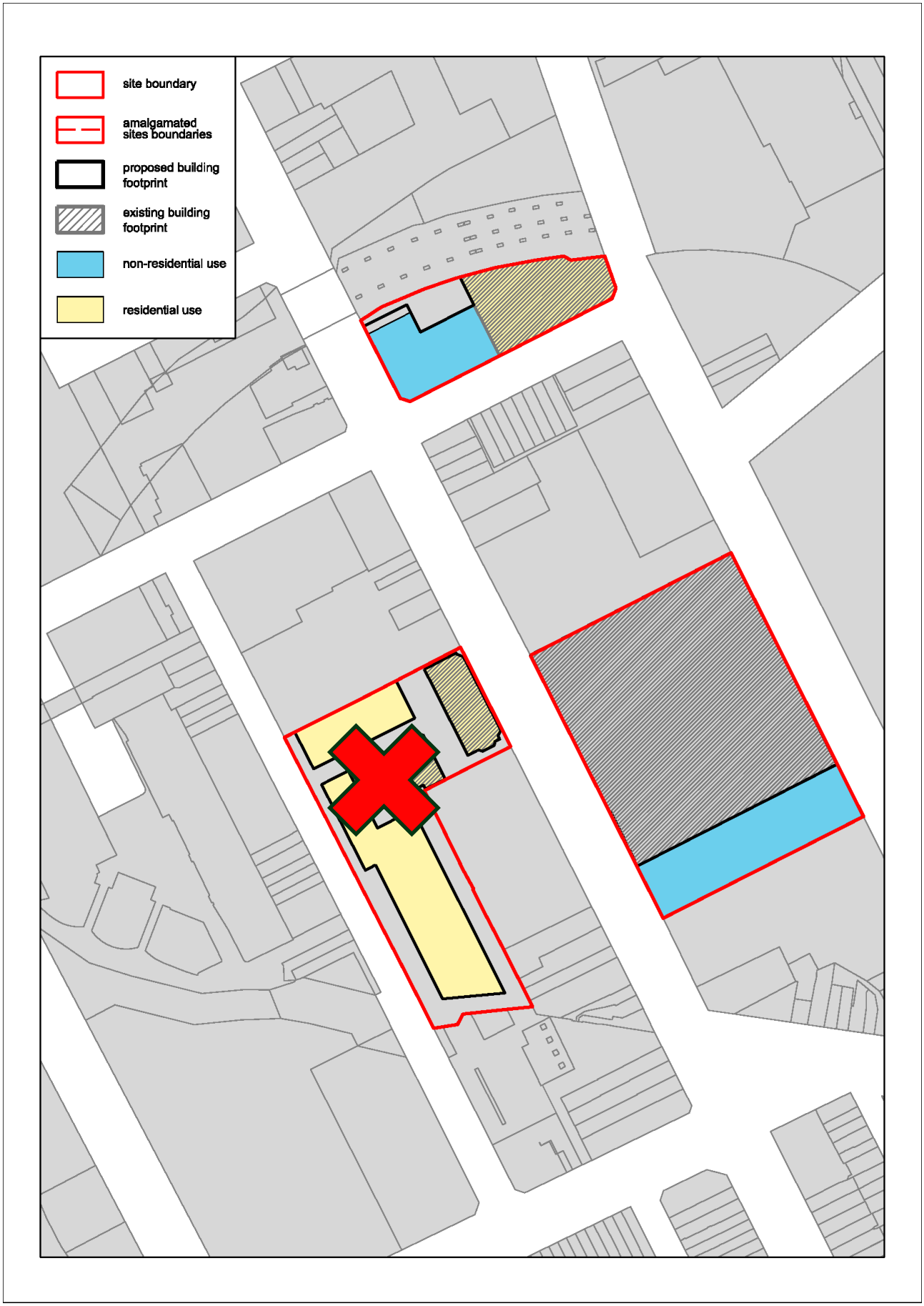


Figure 26 Street Level Land Use maps 1/4

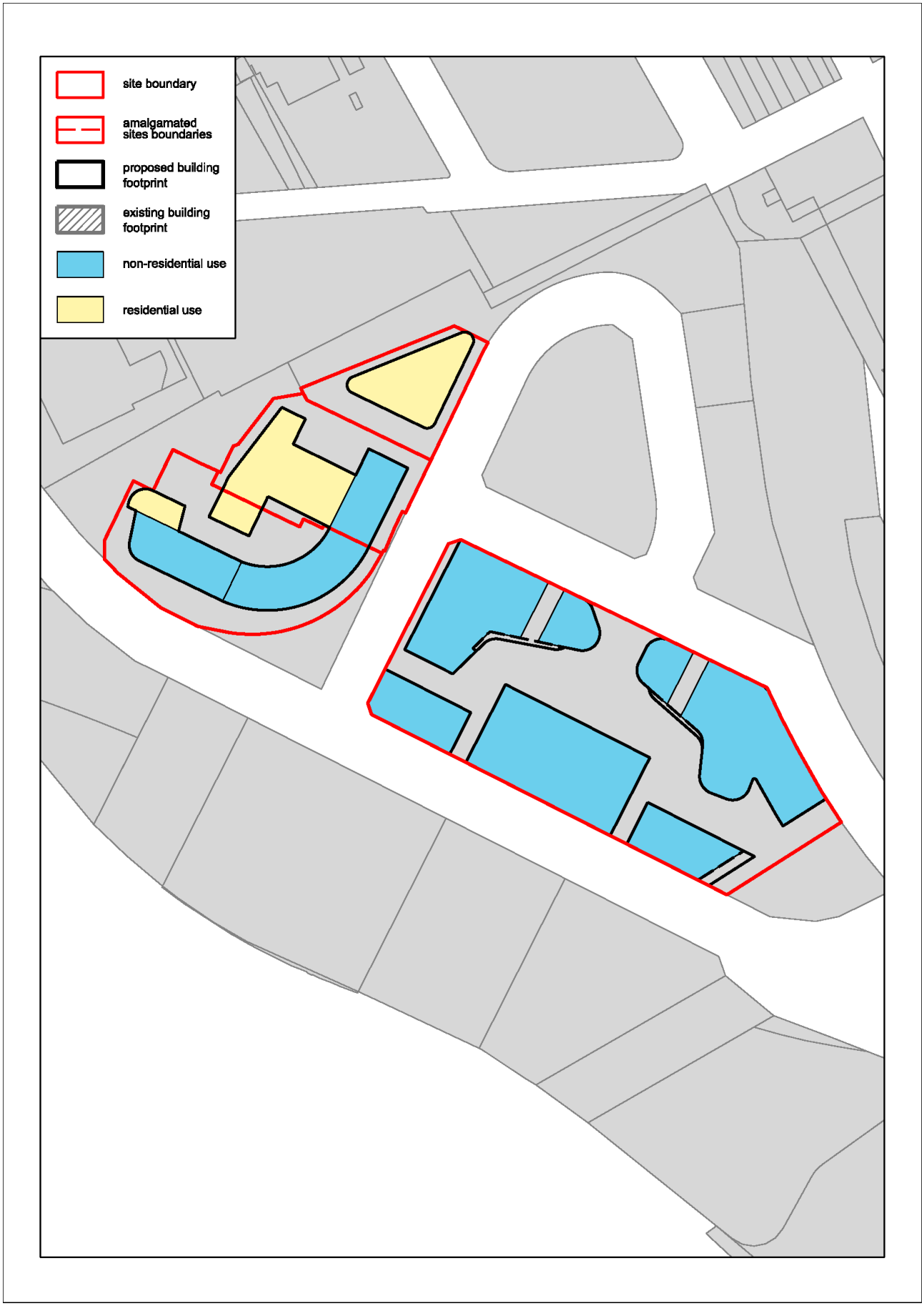


Figure 27 Street Level Land Use maps 2/4

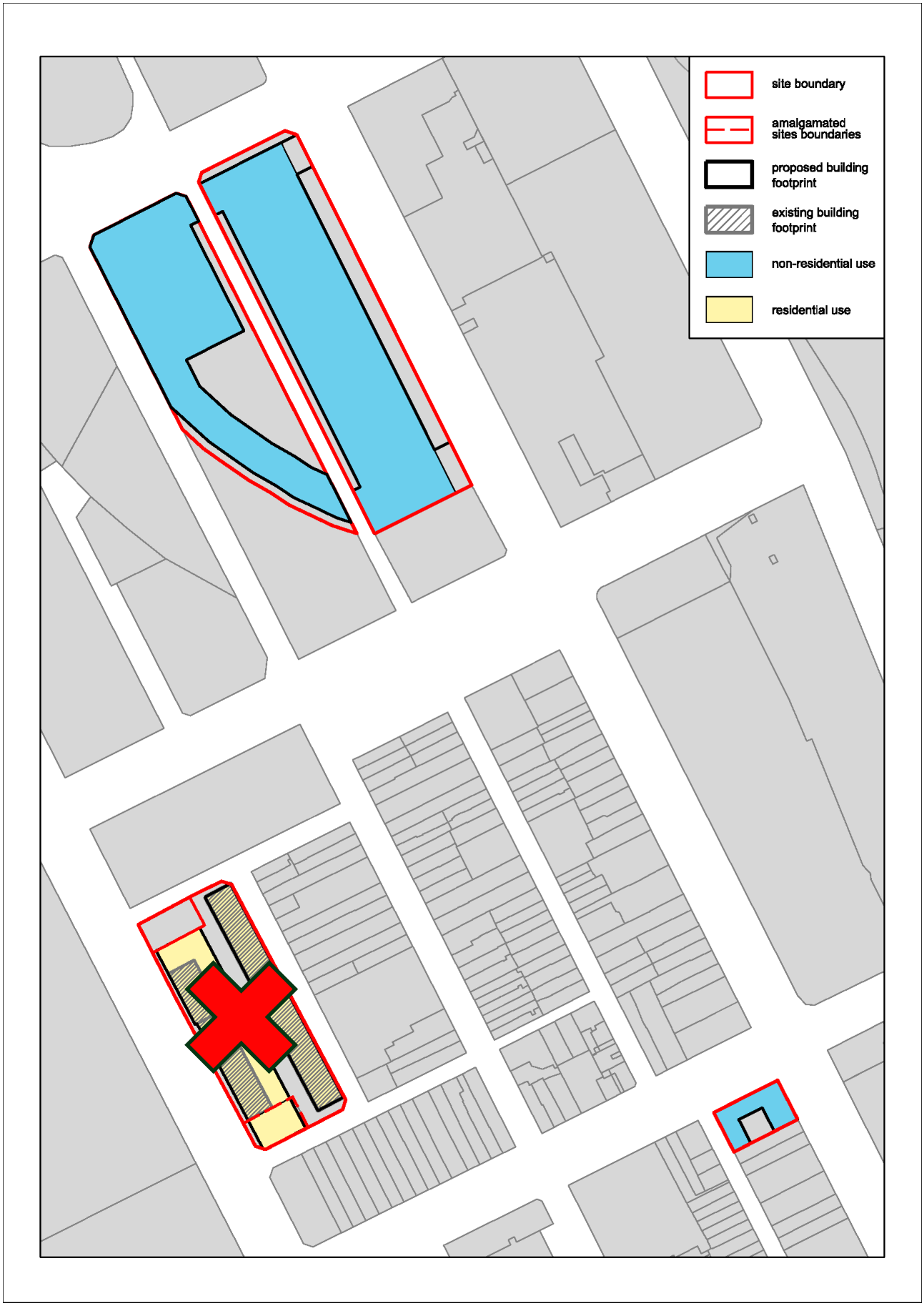


Figure 28 Street Level Land Use maps 3/4

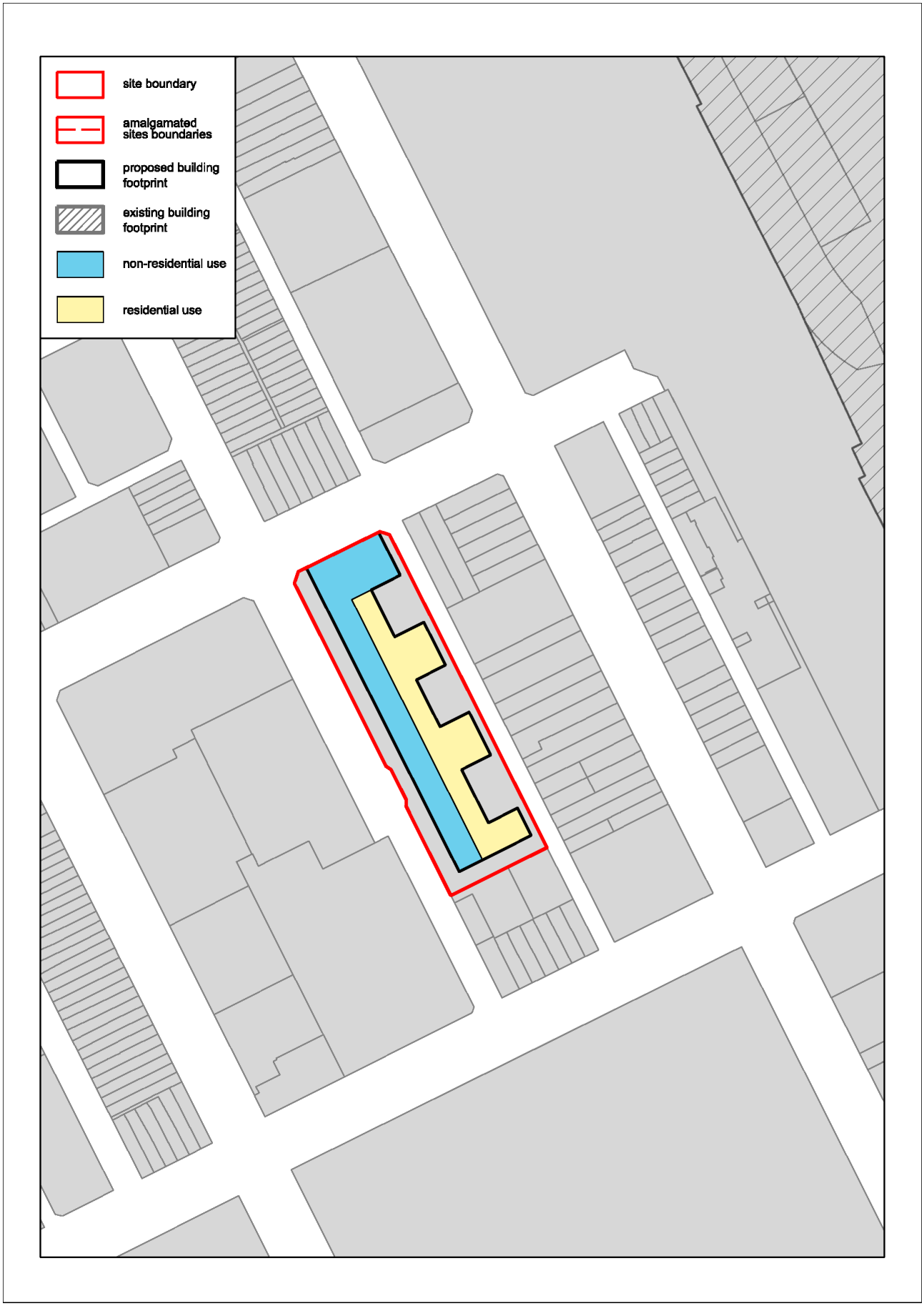


Figure 29 Street Level Land Use maps 4/4

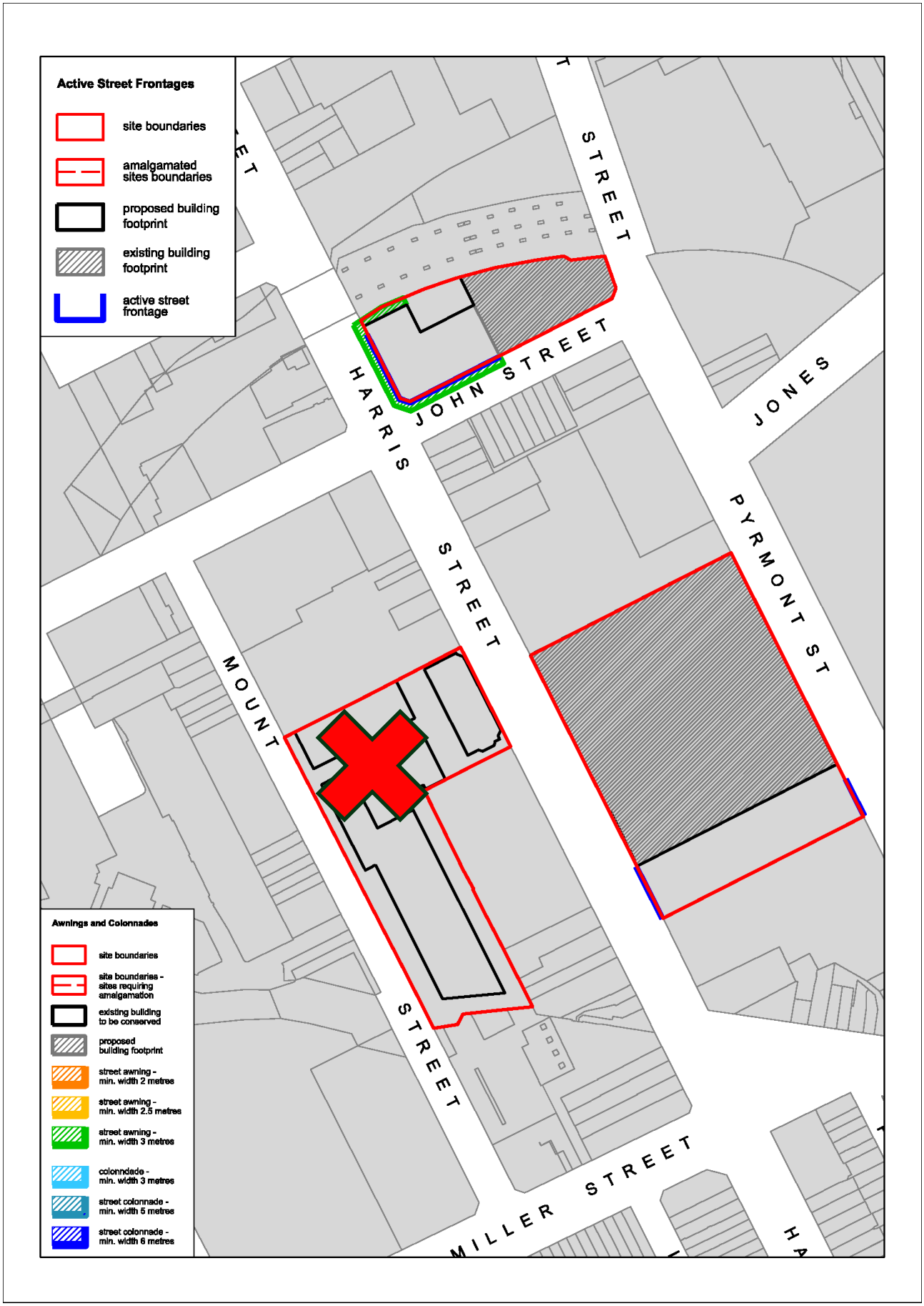


Figure 30 Active Street Frontage and Awnings and Colonnades maps 1/4

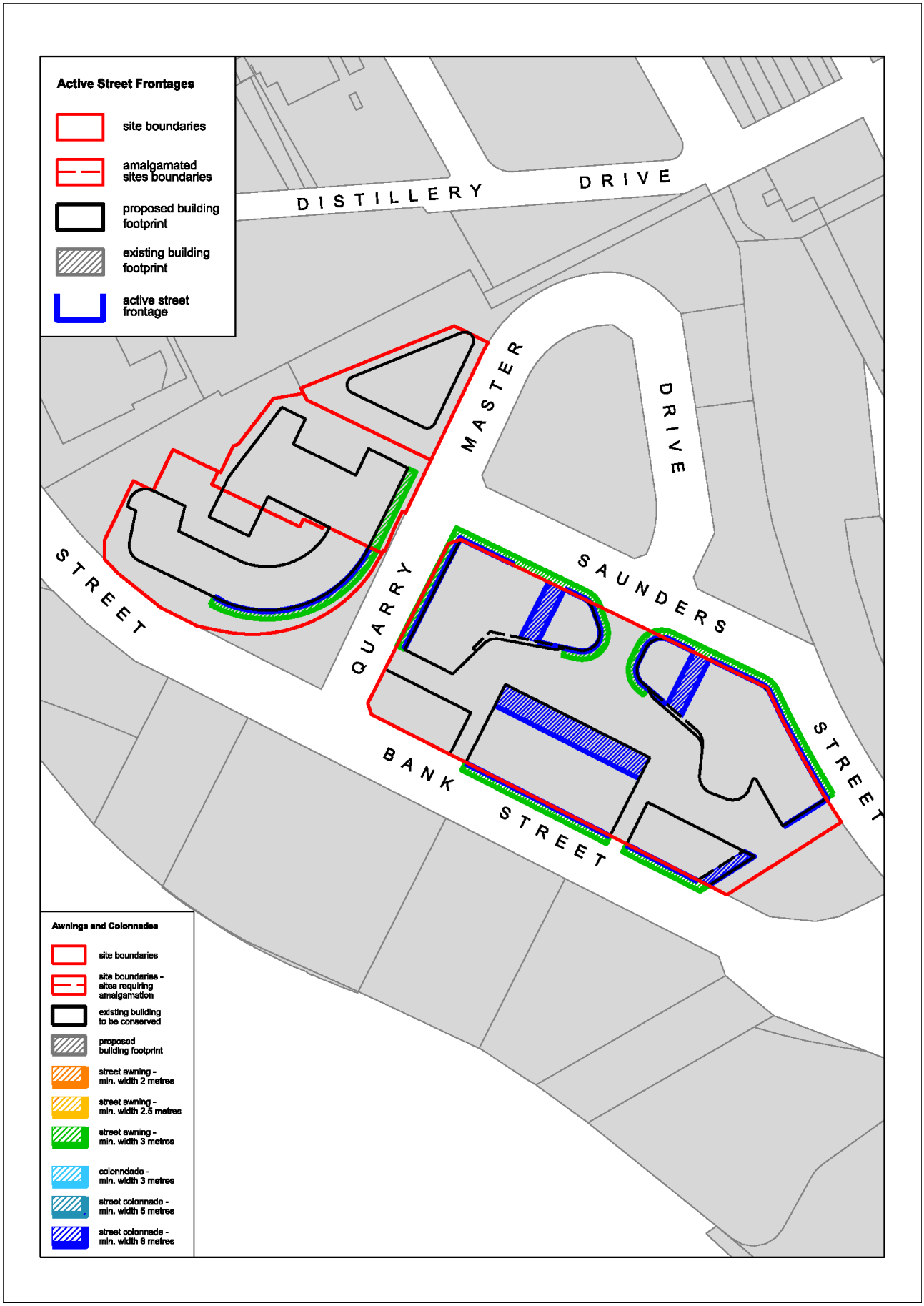


Figure 31 Active Street Frontage and Awnings and Colonnades maps 2/4

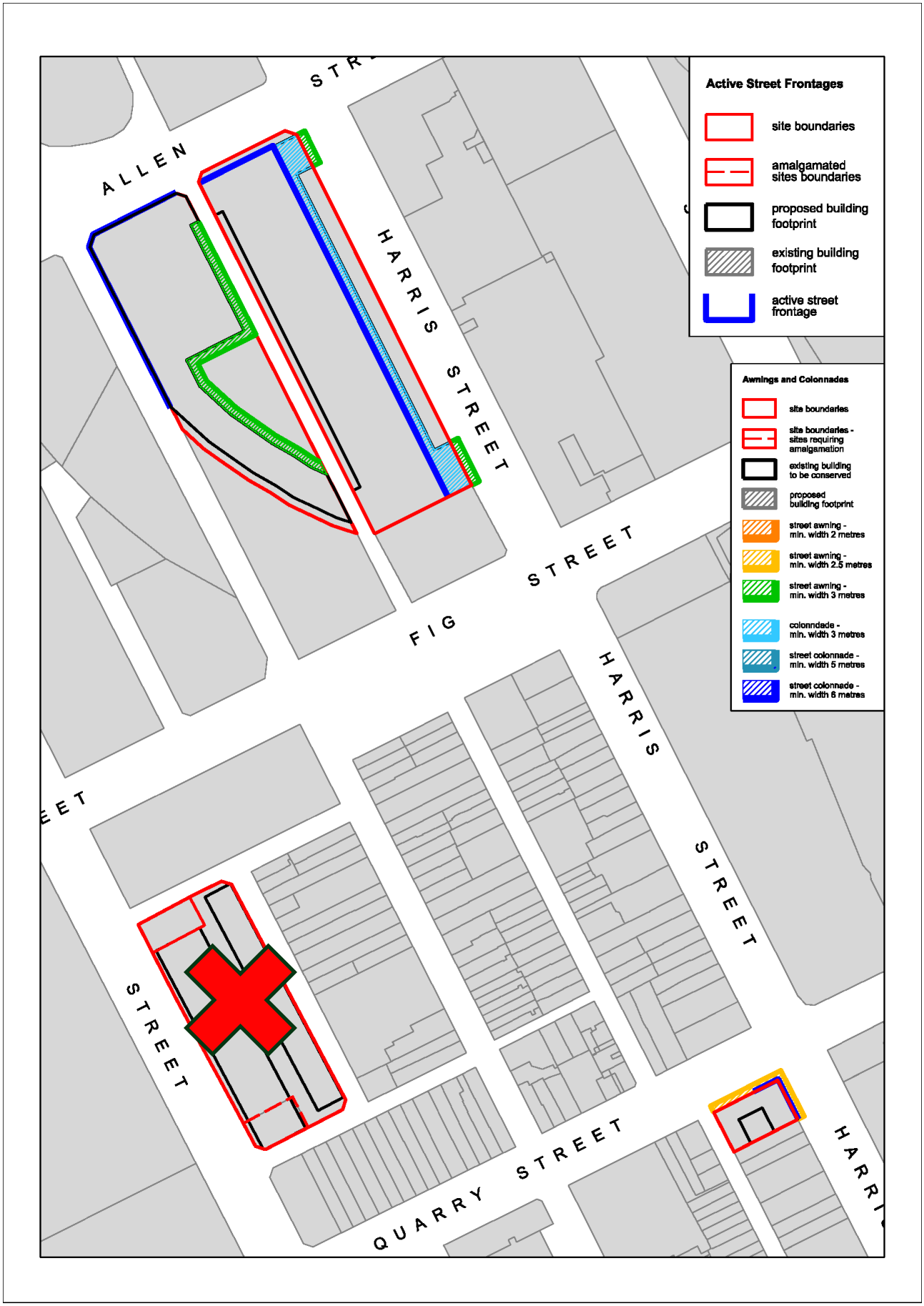


Figure 32 Active Street Frontage and Awnings and Colonnades maps 3/4

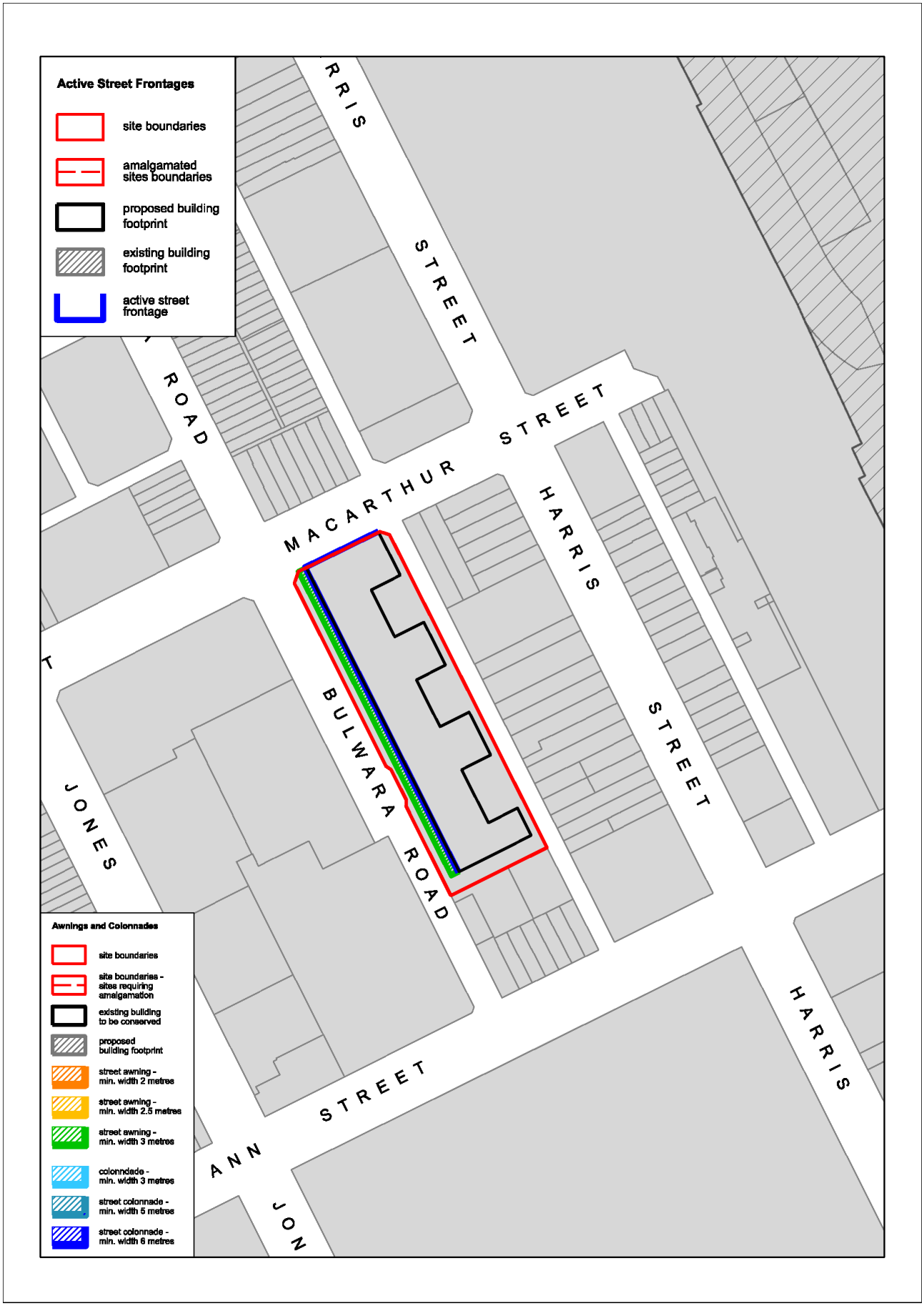


Figure 33 Active Street Frontage and Awnings and Colonnades maps 4/4

5.X.6 Land amalgamation

Objectives

(a) To facilitate the planned built form in efficient buildings and with high amenity.

Provisions

(1) The maximum Floor Space Ratio and Height of Building applicable to sites identified in Figure 14 to Figure 17 may only be achieved when landholdings are amalgamated in accordance with Figure 34 to Figure 36.

(2) Any alternative land amalgamation scheme must be supported by an urban design study and will be assessed on its merits.

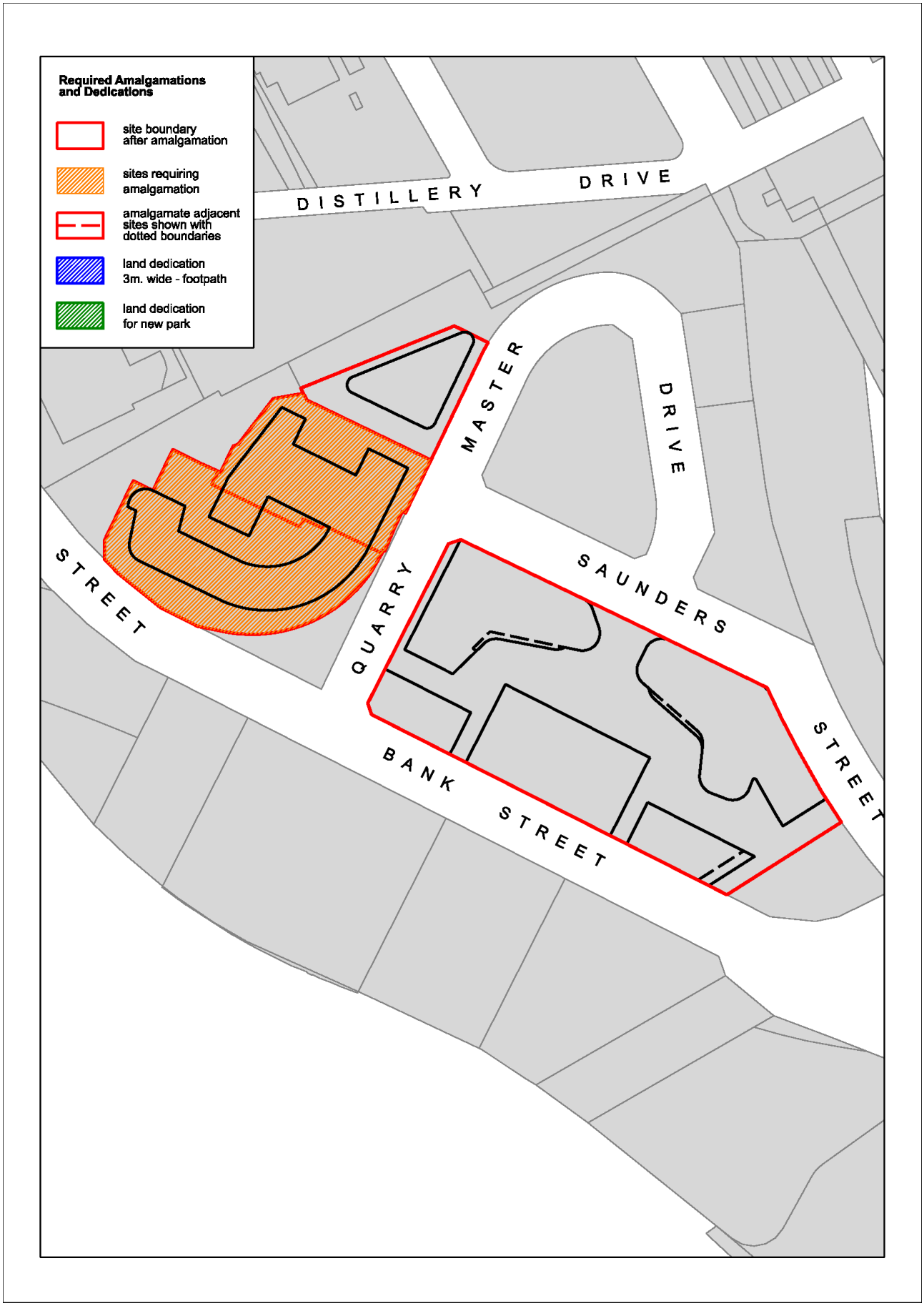


Figure 34 Amalgamations and Dedications maps 1/3

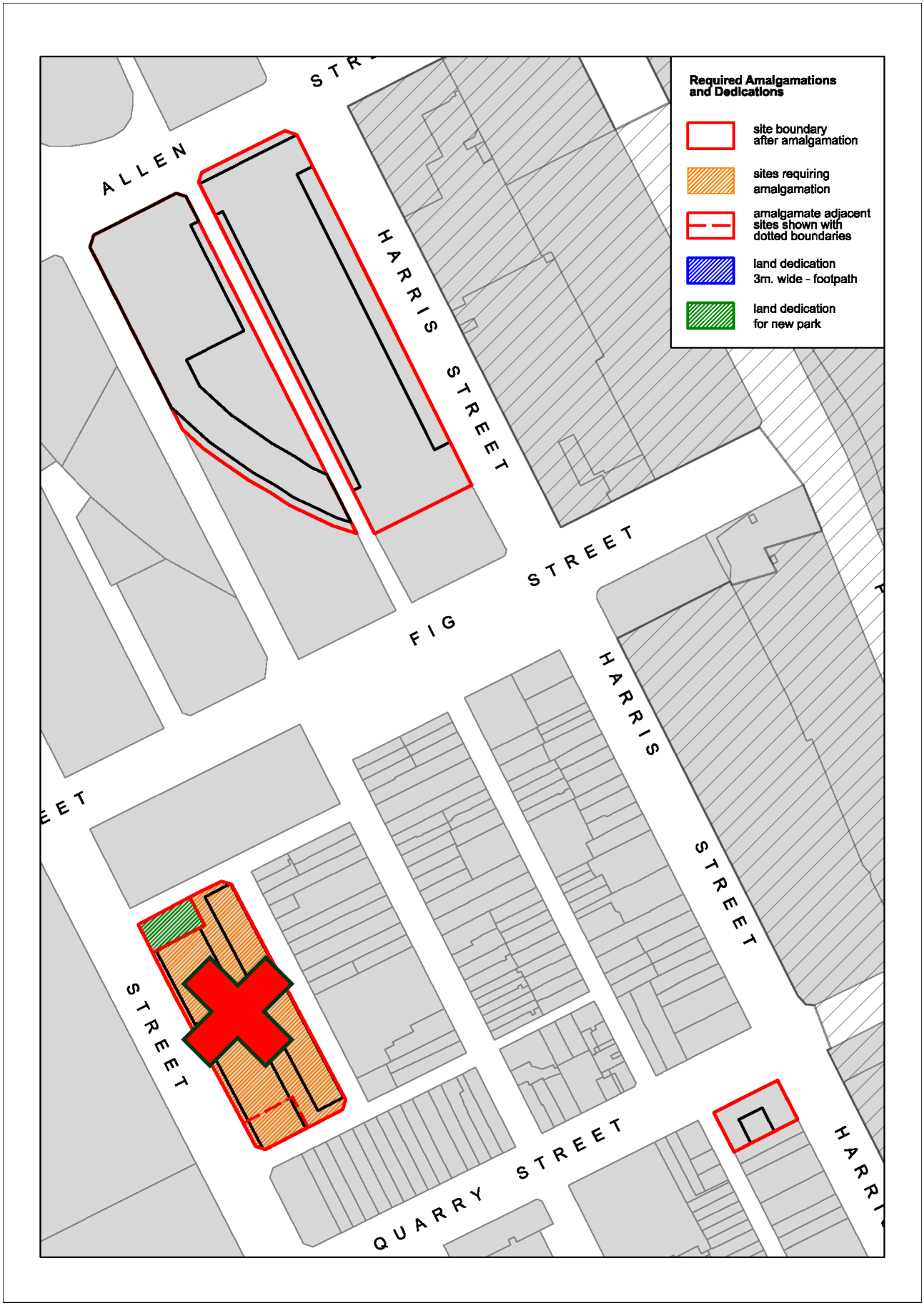


Figure 35 Amalgamations and Dedications maps 1/3

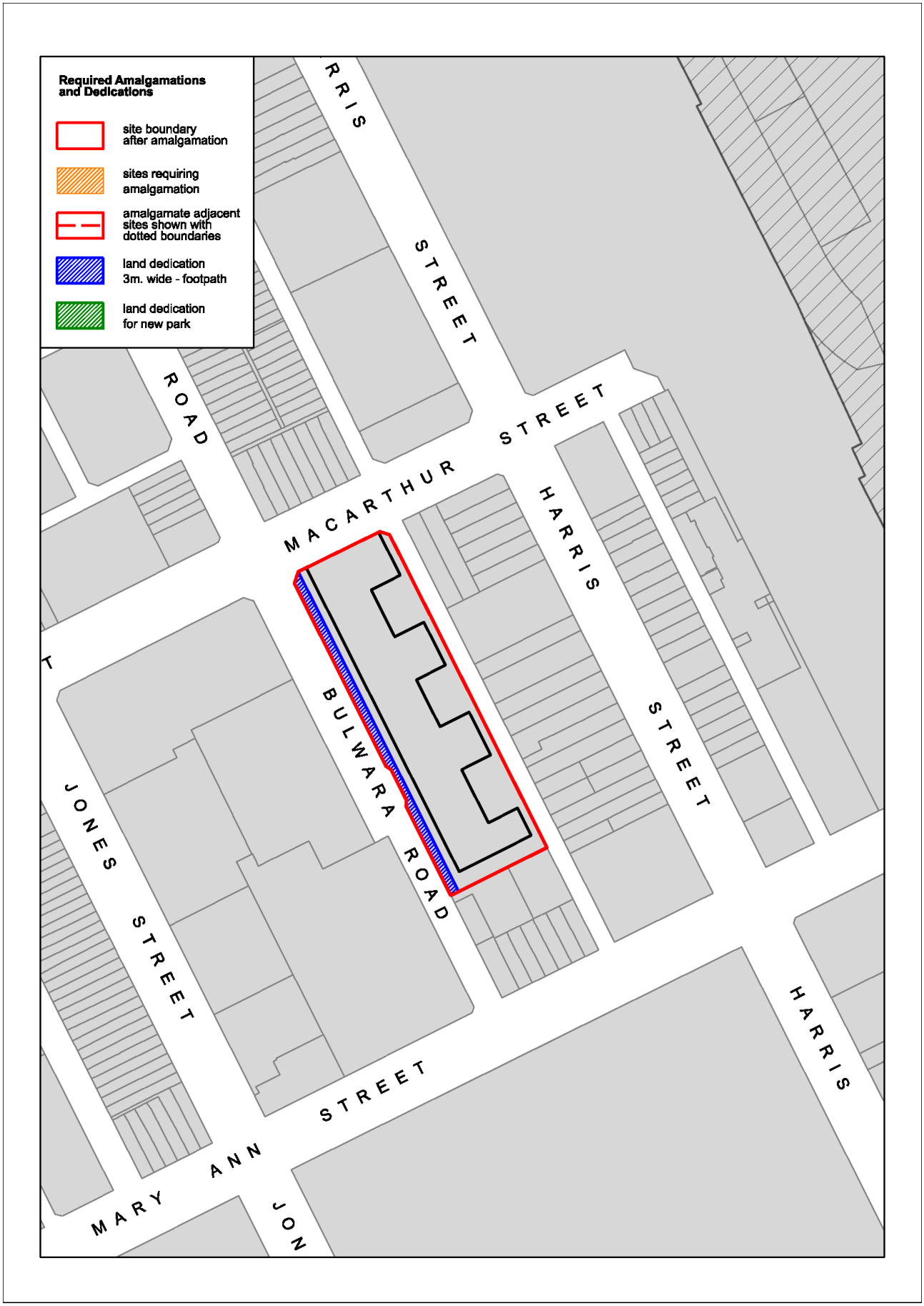


Figure 36 Amalgamations and Dedications maps 1/3

5.X.8. Managing wind impacts

Objectives

(a) To ensure the safety and comfort of people in streets and publicly accessible areas

(b) To minimise the impacts of traffic-related air pollution by allowing air movement and dispersal of pollutants.

Provisions

(1) Provisions relating to wind in Sydney DCP 2012 apply to Ultimo Pyrmont.

(2) Publicly accessible open space is to be considered a public place for the purposes of Table 3.9 Relevant wind safety standards and criteria for adjacent public place uses.

(3) Development is to provide wind tunnel testing that demonstrates that publicly accessible open space complies with the following wind standard:

a) Wind Comfort Standard for Walking for any active use areas; and

b) Wind Comfort Standard for Sitting for all other areas.

(4) At least 50 per cent of a site's publicly accessible open space must be suitable for sitting.

(5) Development is to provide wind tunnel testing that demonstrates that through-site links comply with the Wind Comfort Standard for Walking.

(6) Recommendations from wind experts as a result of the testing required at (2) above are to be implemented to ensure safe and comfortable conditions for walking in all the surrounding public space and publicly accessible open space.

(7) Building corners are to be curved and the profile shaped, including additional setbacks, to minimise wind downdraft as shown in Figure 14 to Figure 17

(8) A ~~minimum 6 metre~~ setback above street wall height is to be provided to arrest wind downdraft as shown in Figure 18 to Figure 21.

(9) Where a taller tower structure is proposed, such as that at 26-38 Saunders Street, provide a clear horizontal break in the building form as illustrated in Figure X, that:

a) is located at least above the level of any upper level setback to the building podium;

b) is a minimum of 9 metres in height to minimise wind downdraft at street level;

c) allows access only for maintenance; and

d) minimises physical elements in the break other than vertical circulation, structural columns, and plant equipment

(10) Where a taller tower structure is proposed, such as that at 120-122 Saunders Street, provide a clear horizontal break in the building form as illustrated in Figure 23, that:

a) is located at least above the level of any of the adjacent street wall building;

b) is a minimum of 2 storeys in height to minimise wind downdraft at street level;

c) allows access only for maintenance; and

d) minimises physical elements in the break other than vertical circulation, structural columns, and plant equipment

(11) In terms of air quality and pollutants, development adjacent to the Western Distributor is to:

a) carefully site and orient buildings, and locate uses within buildings, to provide appropriate separation between the Western Distributor and sensitive land uses;

b) incorporate building forms that support the dispersion of air pollutants and promote favourable airflow patterns, having regard to local microclimatic conditions;

c) avoid built form outcomes that restrict air movement or create street canyon effects; and

d) locate mechanical ventilation air intake points to maximise separation from major roads and other sources of air pollution and minimise the intake of pollutants into buildings.

(12) Development at 1-33 Saunders Street is to provide a generally continuous building frontage to the Western Distributor to act as a noise barrier, as shown in Figure 37. Building separation and breaks should be limited to those necessary to facilitate airflow and the dispersion of air pollutants and are not to exceed 6 metres in width.

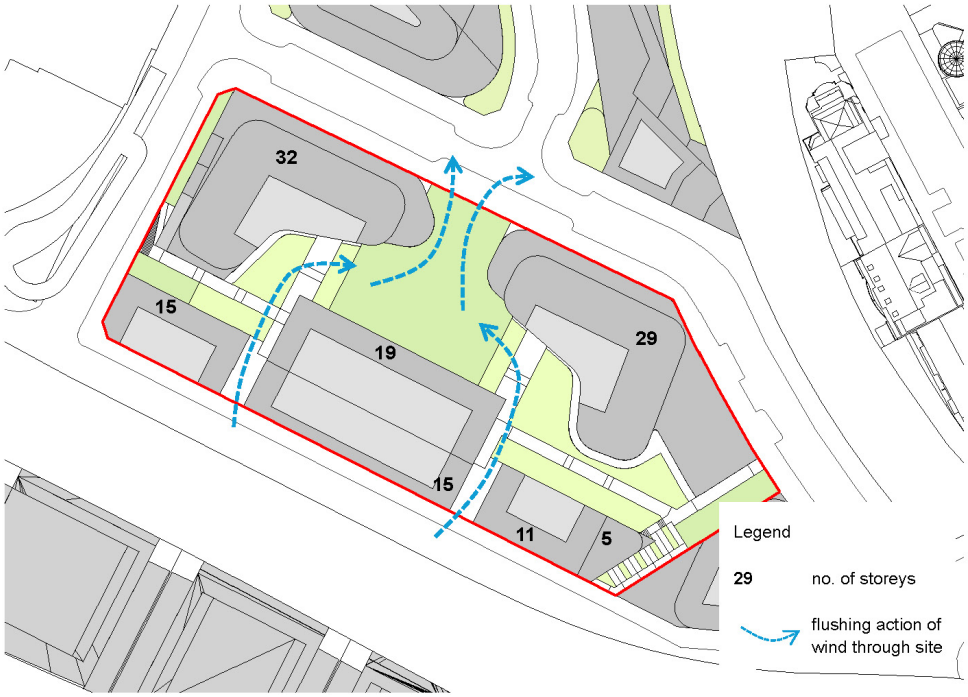


Figure 37 1-33 Saunders Street air flow diagram

5.X.9. Noise and ventilation

This Section must be read in conjunction with the NSW Apartment Design Guide objectives for noise and ventilation.

Objectives

(a) To ensure appropriate natural ventilation and comfort for people living in apartments.

(b) Ensure appropriate facade design to maximise internal amenity in apartments.

Provisions

(1) Provisions relating to environmental noise in Sydney DCP 2012 apply to Ultimo Pyrmont.

(2) Street cross sections, including residential building depth and arrangement of internal spaces to attenuate noise, are to be generally in accordance with section 5.X.4, including the provision of continuous, unbroken buildings along busy roads to act as noise barriers.

(3) Residentail buildings fronting busy roads are to be no more than 9 metres deep inclusive of all built elements.

(4) Habitable rooms are to be located so that windows required for ventilation face away from busy roads.

(5) Non-habitable rooms, vertical circulation and common access corridors may be located on the busy road side of the building. Habitable rooms are only permitted to have a frontage to busy roads where they also have a frontage to which they can be naturally ventilated.

(6) Any windows facing busy roads are to provide appropriate noise protection and are not to be used for ventilating habitable rooms.

(7) Windows to habitable rooms on the ends of buildings perpendicular to busy roads are to be minimised.

(8) Windows to habitable rooms in these locations are to have external projecting noise shields with a projection of 0.6-1m that may extend into the primary ground level setback, publicly accessible open space and the street reservation.

Note: In Ultimo Pyrmont, busy roads include Wattle Street, the Western Distributor, Harris Street (south of Pyrmont Bridge Road), Pyrmont Bridge Road and William Henry Street as shown in Figure X.

(9) Buildings with ground floor non-residential premises are to provide for appropriate exhaust ventilation to accommodate food and beverage services that avoid noise and air quality impacts to residential premises.

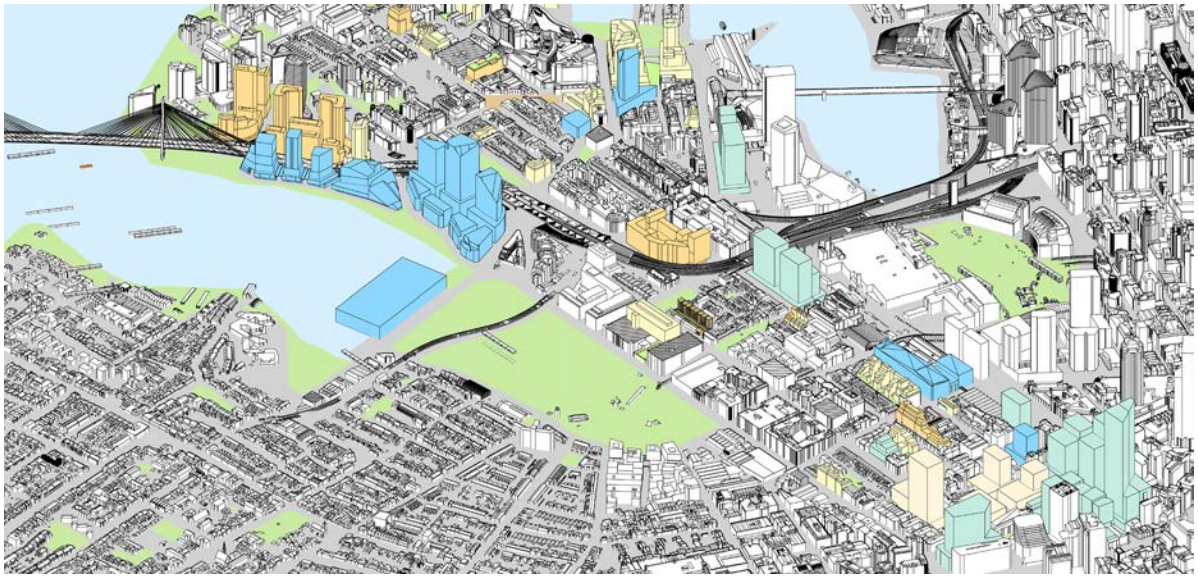


Attachment C

Revised Urban Design Study

CITY OF SYDNEY

Ultimo Pyrmont Urban Design Study – Stage 2



September 2026

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

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Responding to the Place Strategy

Urban Design Principles

This urban design report outlines the approach taken for each of the sites studied in Stage 2 of the Ultimo Pyrmont Planning Proposal. It recognises that each site has unique characteristics with different opportunities and constraints. Each study is guided by the urban design principles established in Stage 1 of the planning proposal. They are set out below. The variety of outcomes in terms of built form, height and floor space is consistent with the existing variety to be found across the peninsula.

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

   Each development site will contain designated deep soil areas for tree planting. The size and location of the areas is subject to the sites' size, shape and orientation. Deep soil areas are concentrated in locations that optimise access to winter sunlight to assist tree health and growth. Where practical they are placed adjacent to streets to maximise the extent of tree canopy over streets, contributing to a greener character to the public spaces of Ultimo Pyrmont. In total, space is provided for an additional 270 trees across the peninsula.

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

   The co-location of deep soil areas and streets makes it possible for the open spaces on private lots to be accessible to the public, extending areas for passive enjoyment, sitting, and walking, throughout the peninsula. Proposed changes in Stage 2 include the dedication of a strip of land along the street frontage in Bulwara Road for footpath widening; a through site link that connects Saunders Street to the public walkway in Bank Street Reserve at the foot of the cliff face; and moving the location of Quarry Lane Streetscape reserve from the southern end of the street block to the northern end. In other places, arranging open spaces alongside streets increases their apparent width, with increased light and air, and space for trees and greening, such as along Ada Place between Allen Street and Fig Street, new open spaces with sunlight to maintain existing tree canopy; and on Saunders Street a new sunlit square.

3. **Minimise overshadowing** of existing residential properties

   Ultimo Pyrmont are densely occupied by a variety of housing. The amenity of many dwellings is given by their access to sunlight, and new built form can unfairly limit the access to sunlight if not well designed and planned. Minimum criteria are described in the State Government's Apartment Design Guide and the City's Development Control Plan. These criteria give form to new development, ensuring it minimises overshadowing to existing residential properties while enabling increased height and floorspace.

4. Reinforce **'street wall' form** of most buildings

Ultimo Pyrmont are generally characterised by a continuous street wall form of building with zero front and side setbacks. This characteristic is followed for new building forms to maintain and extend the existing character of the area. New building forms have street walls that fit to their local context or establish a new street wall context similar to other parts of the peninsula. In some cases a tower form is more appropriate, particularly I areas where there are surrounded by other towers.

5. Conserve **heritage** values

   There are three Heritage Conservation Areas and numerous heritage items in Ultimo Pyrmont. Where new development is enabled the conservation of the existing significance of the areas and items is the primary consideration.

6. Good **design for wind and noise**

   Generally, the street wall character means that winds that cause poor comfort or compromise safety on surrounding streets and parks are avoided. Where taller buildings are possible upper-level setbacks to arrest downdraft and curved corners to assist continuous wind flow past new buildings are included.

   Many streets in Ultimo Pyrmont are busy and noisy having the potential to expose residents to the poor health effects that can result from long term exposure to noise. Where the potential exists, for example, near the Anzac Bridge approach in Pyrmont, the building form is narrower and continuous so windows to habitable rooms can open for ventilation away from the noise source. In these contexts, the building forms are designed to protect the interior spaces of the site from the noisy surrounds.

7. Match **land use** to place

   The new Metro station will provide employers access to employees across the Sydney metropolitan area accessed by the rail network. This area currently contains predominately employment uses and is at the centre of employment areas to the north and northeast. Continuing this use with additional floor space will consolidate the productivity of employment uses in Pyrmont into the future and contribute to increased patronage on the metro line.

   Residential uses are located further from the Metro station but within walking distance.

8. Consider **views** to and from public places

   Views identified by the PPPS are generally along streets that run from Harris Street on the ridge to the harbour. Two additional view corridors which have been identified in previous urban design and planning studies have been added to those in the PPPS. View corridors are maintained across private land through building height limits and the location of open space.

9. **Maximise** development **within constraints**

   Within the constraints of other principles the development potential of each site is maximised.

Additional sites identified for study

Urban design studies to support proposed changes in planning controls

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

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



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

1-33 Saunders Street Pyrmont

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



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

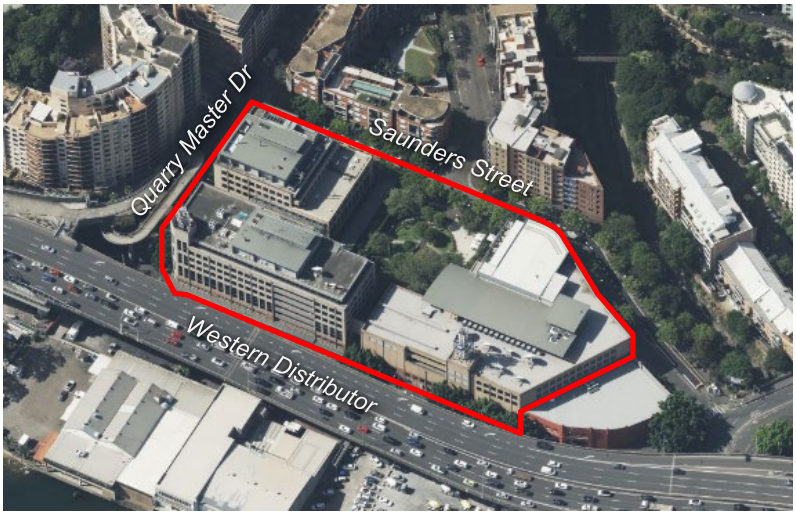


Figure 3. Aerial view showing site at 1-33 Saunders Street outlined in red

Background

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

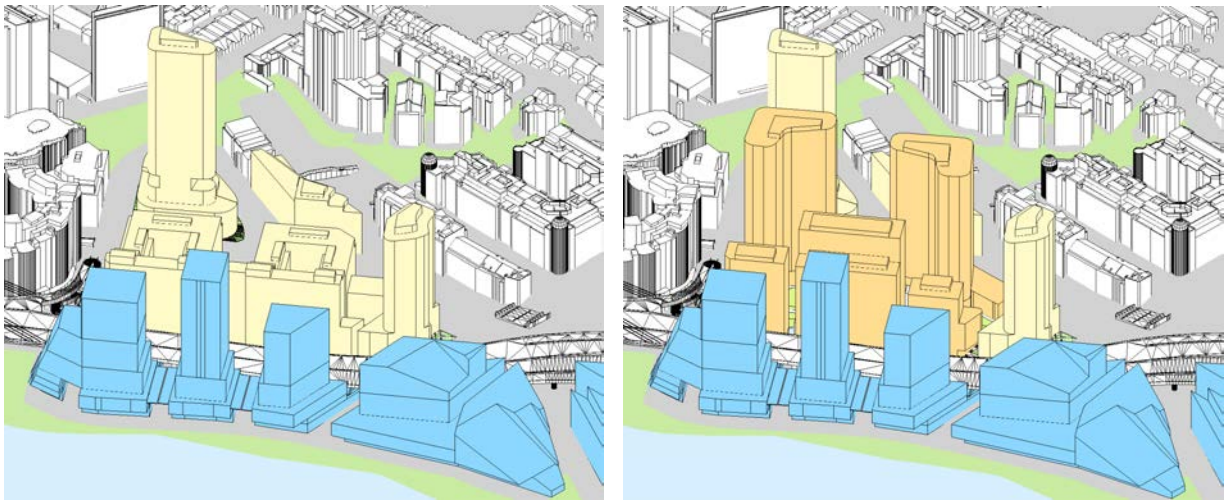


Figure 4. Studies for 1-33 Saunders Street, Stage 1 (left) and Stage 2 (right) of the planning proposal

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

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

Existing site and controls

1-33 Saunders Street currently accommodates commercial uses. It contains the 'City West' office park, a complex of three interconnected buildings up to nine-storeys in height, surrounding a central courtyard, fronting Saunders Street. Beyond the courtyard there are zero setbacks to the remainder of the three street frontages. The existing controls are shown at Table 2 below, and the existing arrangement of the site is shown at Figure 5.

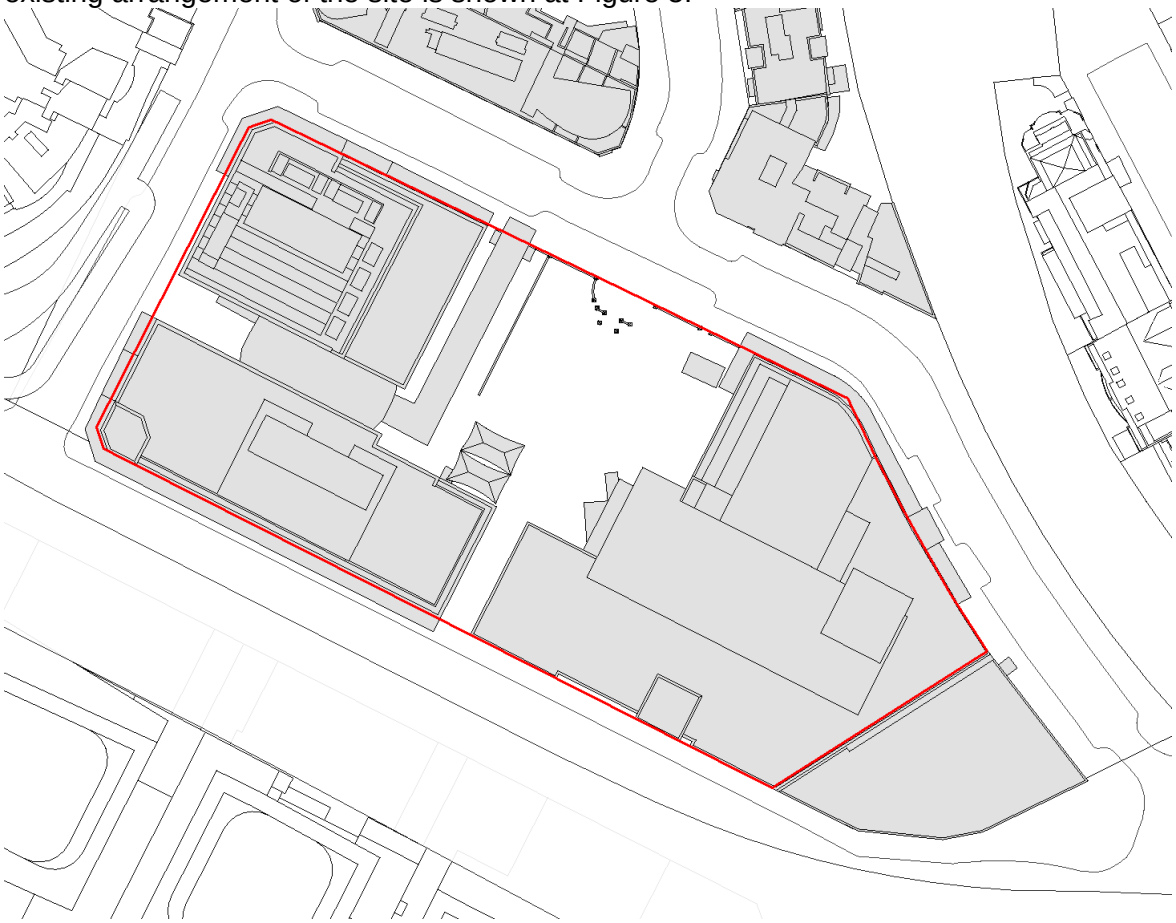


Figure 5. Site plan showing existing building at 1-33 Saunders Street

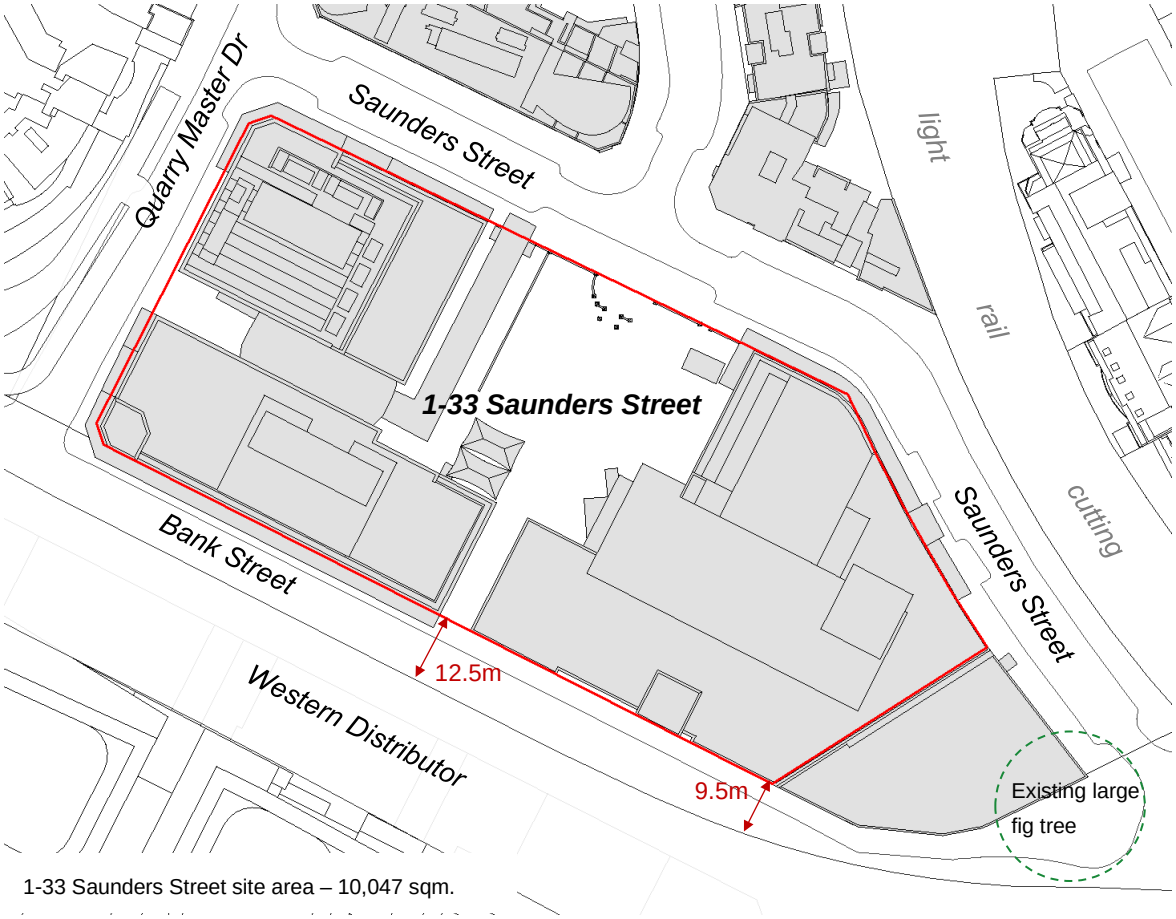


Figure 5. Site plan showing existing building at 1-33 Saunders Street

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

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

Urban design principles

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

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

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

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

The new scheme maintains a publicly accessible open space in the centre of the site. Year-round access to sunlight is maintained. Adjacent ground floor commercial uses can activate the space and it will be sheltered from the noise of the Western Distributor and winds from the west and south.

Parallel to Bank and Saunders Streets is a six metre wide walkway that runs from Quarry Master Drive to Saunders Street near Miller Street. At the Miller Street end, accessible ramps and a stairway connect Saunders Street to Bank Street. All pathways through the site are designed for accessible gradients.

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

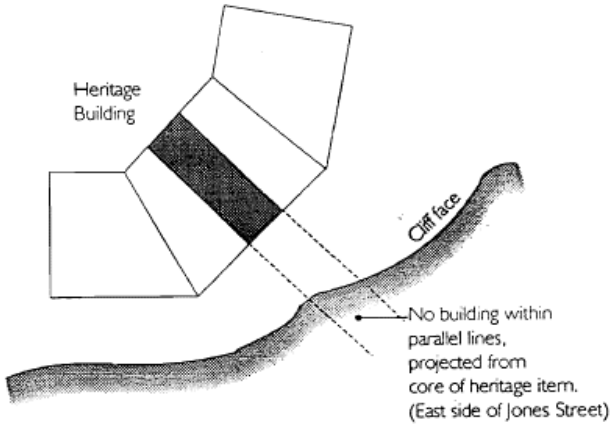
The residential use extends the neighbouring residential area to the north and east.

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

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

Maximise development **within constraints** –

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



b) Development in respect of Heritage Building

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

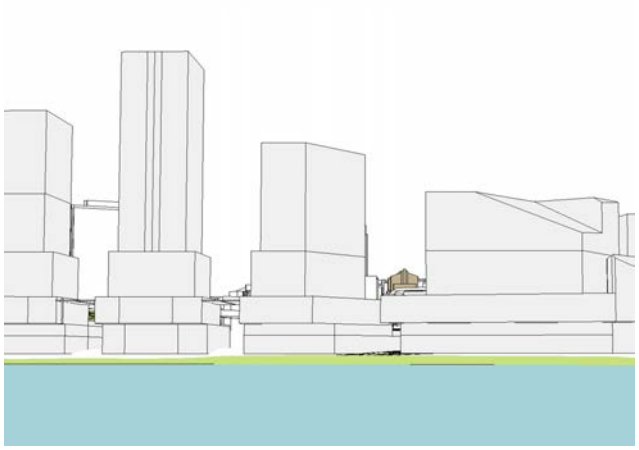
Figure 6. Excerpt from the Ultimo-Pyrmont Urban Development Plan (1999), showing the view corridor to the 'Former CSR McCaffrey's Building'



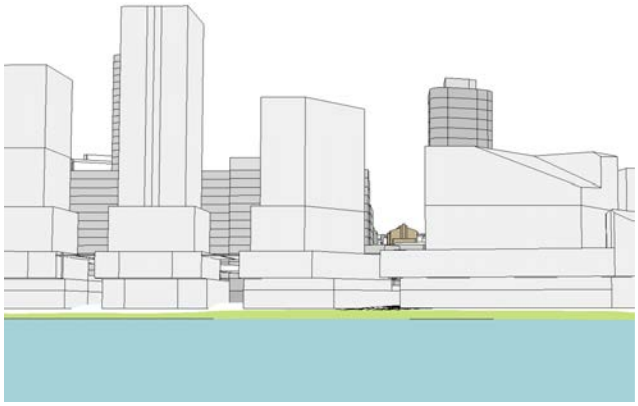
View of Blackwattle Bay looking east from Glebe Foreshore Walk



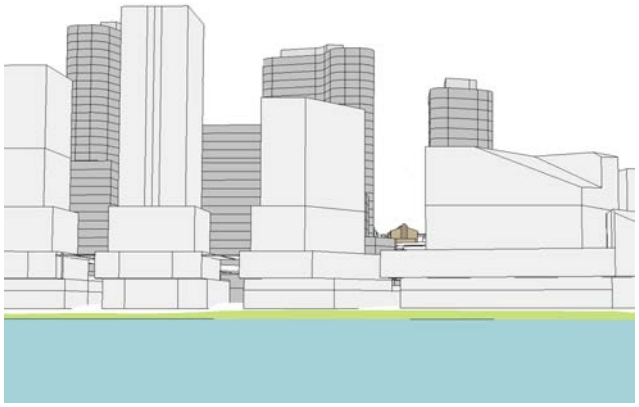
Blackwattle Bay - existing development



Blackwattle Bay – approved SSD built form envelopes



Blackwattle Bay – approved SSD and CoS PPS Stage 1 controls



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

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

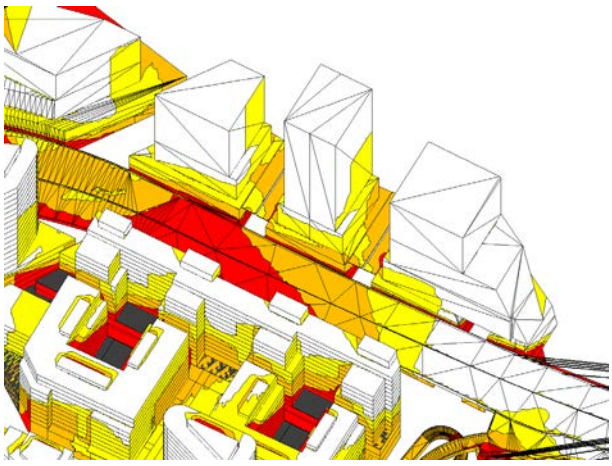


Sunlight access to central deep soil area – 21 June, 9am-3pm

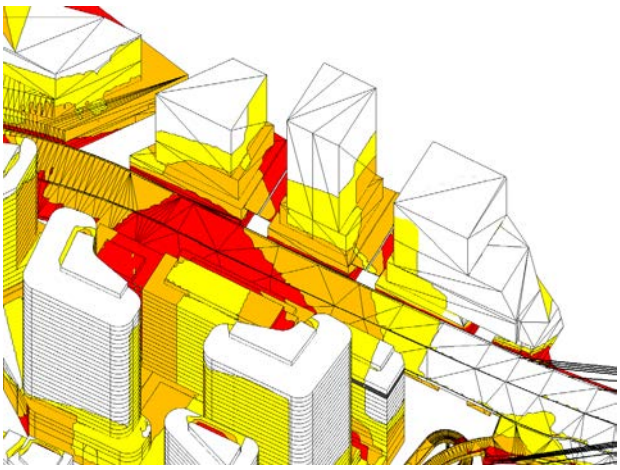


Sunlight access to central deep soil area – 22 Sept., 9am-3pm

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



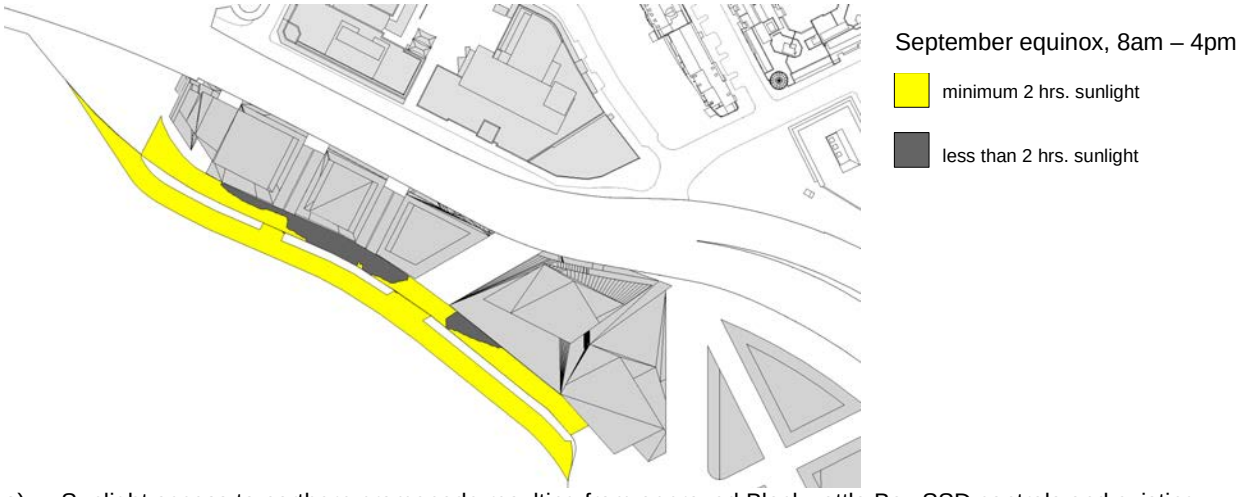
Solar access to BWB LEP envelopes - 21 June, 9am – 3pm
Ultimo-Pyrmont Planning Proposal – Stage 1 approved controls



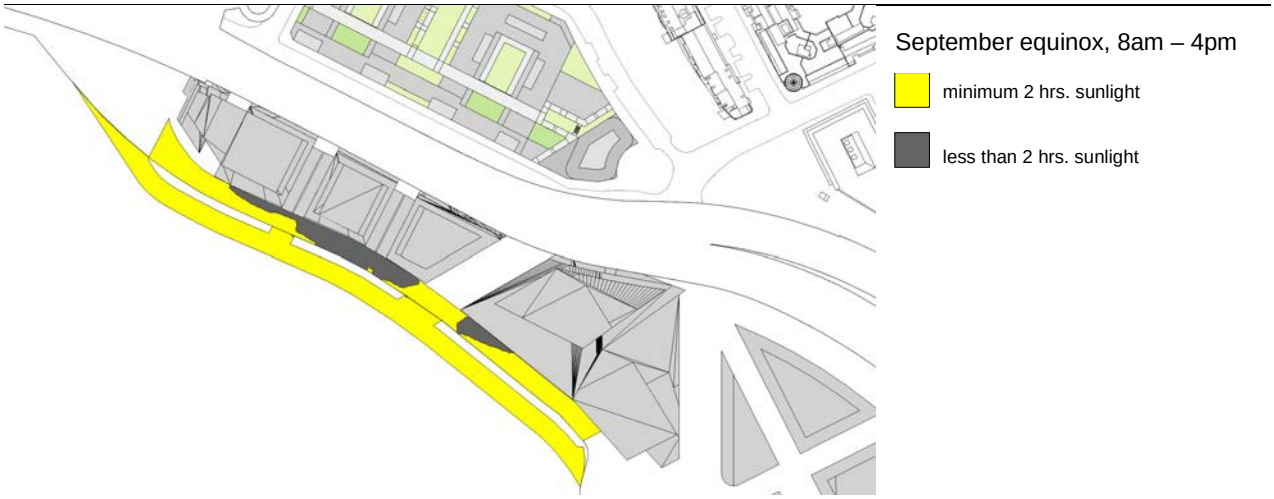
Solar access to BWB LEP envelopes - 21 June, 9am – 3pm
Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls

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

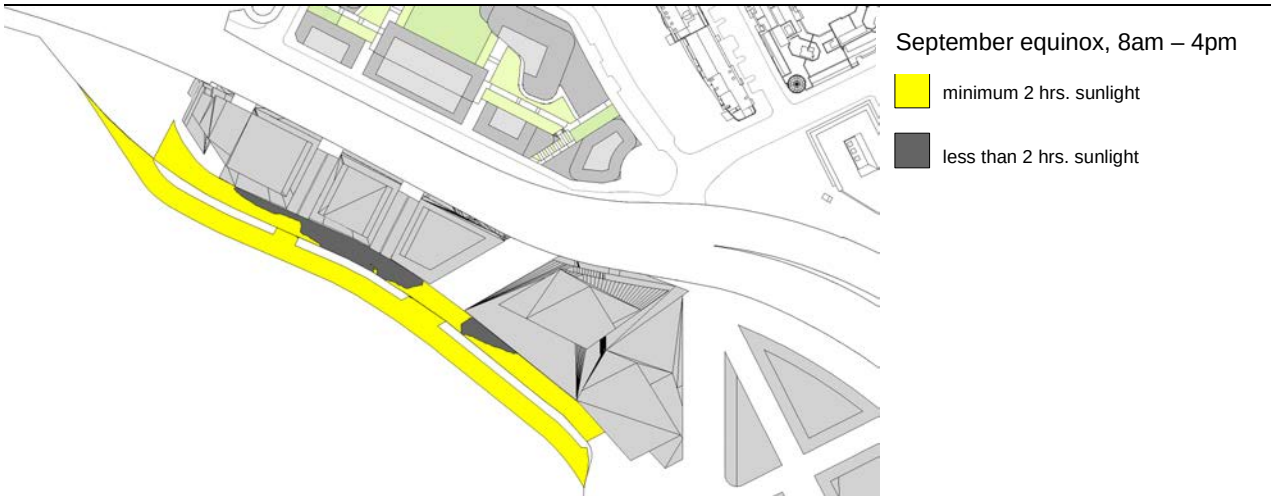
The Blackwattle Bay Design Guidelines specify that a "*minimum of two hours sunlight at equinox is to be provided to **70%** of the northern foreshore promenade between 8am and 4pm…"* (S3.3.3, p.25). The three plan diagrams at Figure 10 below show the proposed scheme for 1-33 Saunders Street will not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



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



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



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

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

Proposed controls

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

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

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

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

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

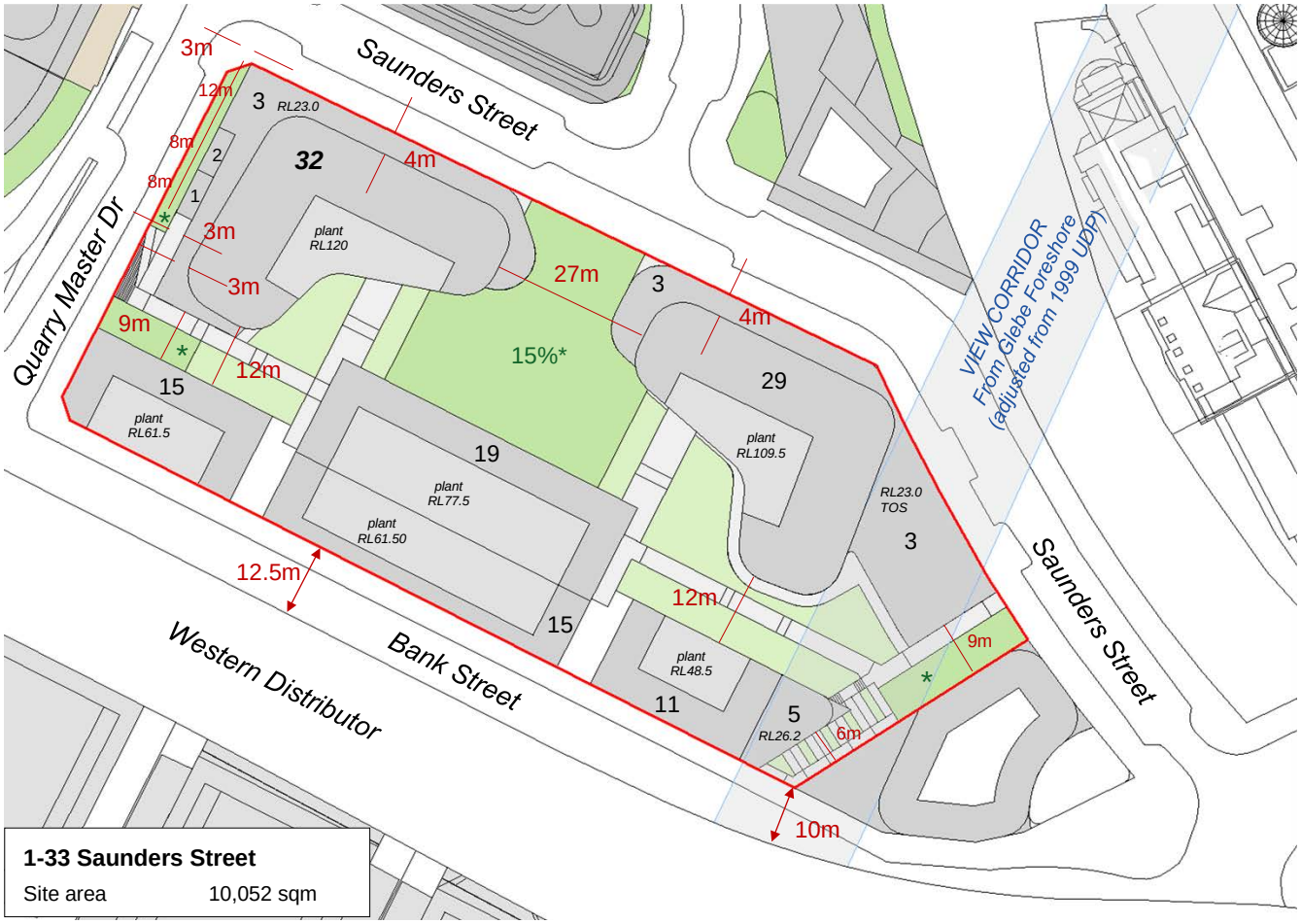


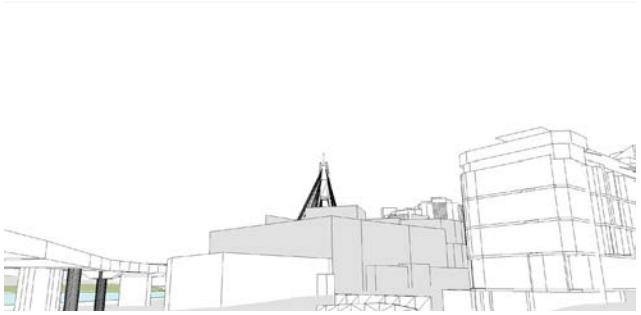
Figure 11. Site plan of proposed scheme at 1-33 Saunders Street.

Visualisation

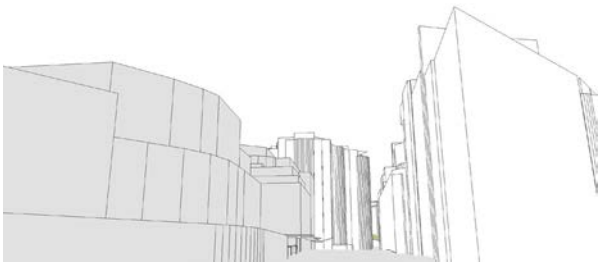


Figure 12. Viewpoint locations for following view studies.

Existing (35mm lens)



View west from Miller Street Civic Space



View west along Saunders Street

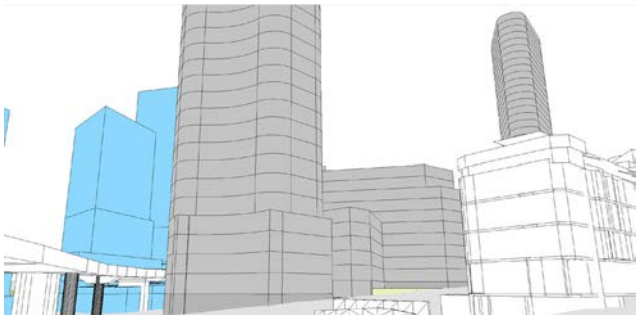


View south along Quarry Master Drive

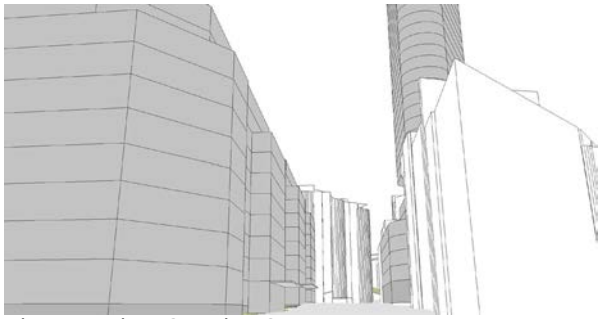


View south from Carmichael Park

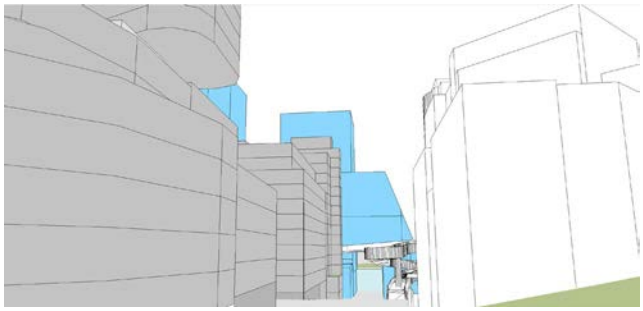
Existing and approved controls (35mm lens)



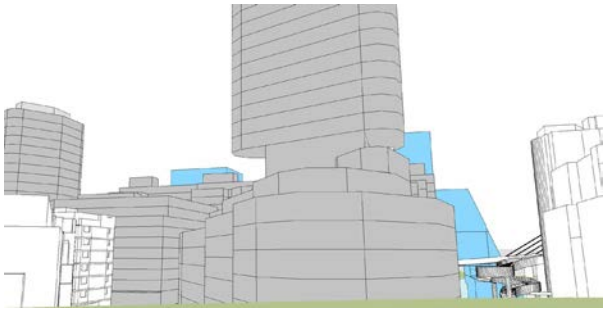
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive

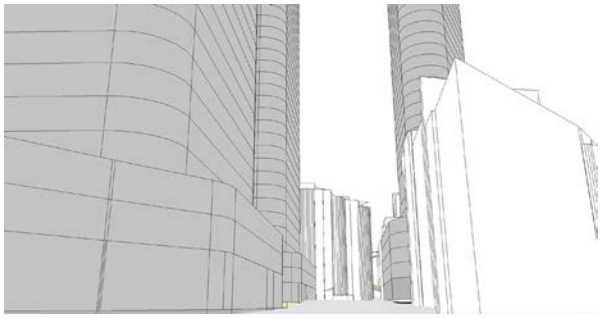


View south from Carmichael Park

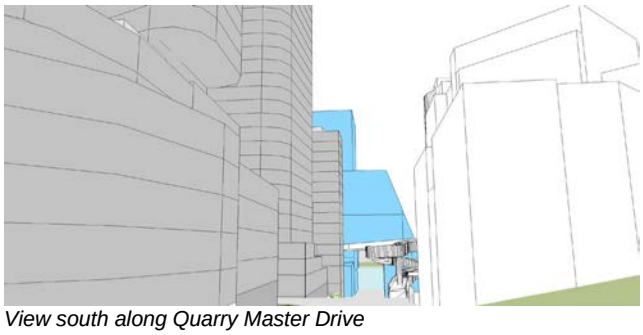
Proposed controls (35mm lens)



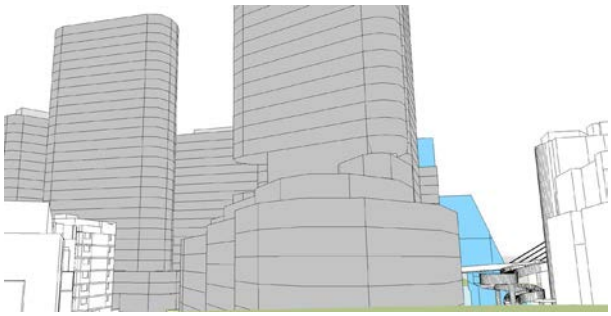
View west from Miller Street Civic Space



View west along Saunders Street

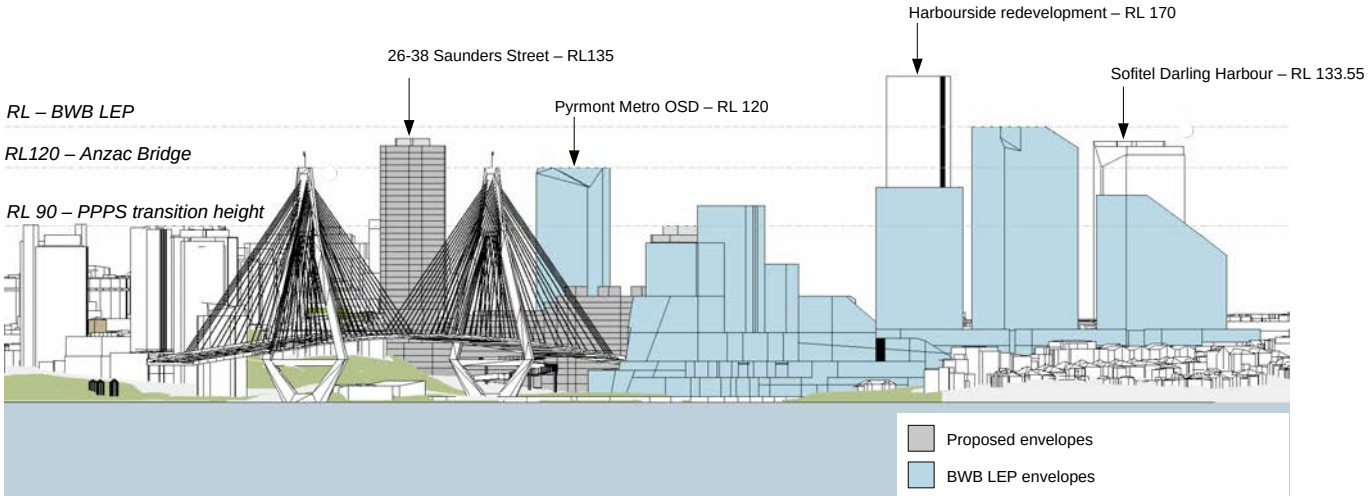


View south along Quarry Master Drive

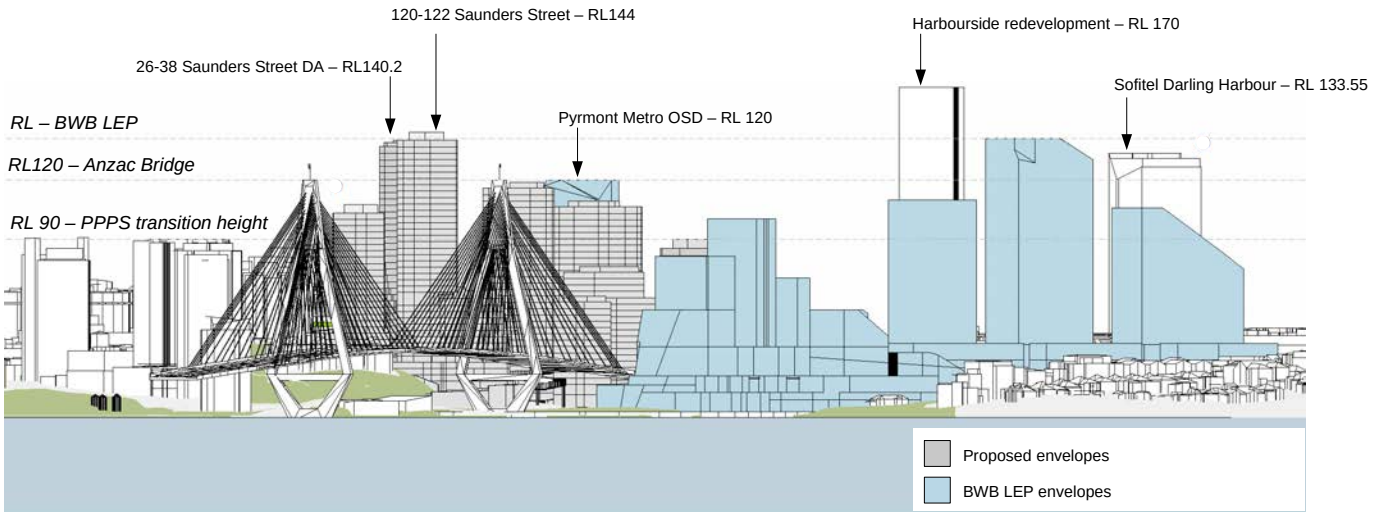


View south from Carmichael Park

View comparison looking east from Blackwattle Bay



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



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

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

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

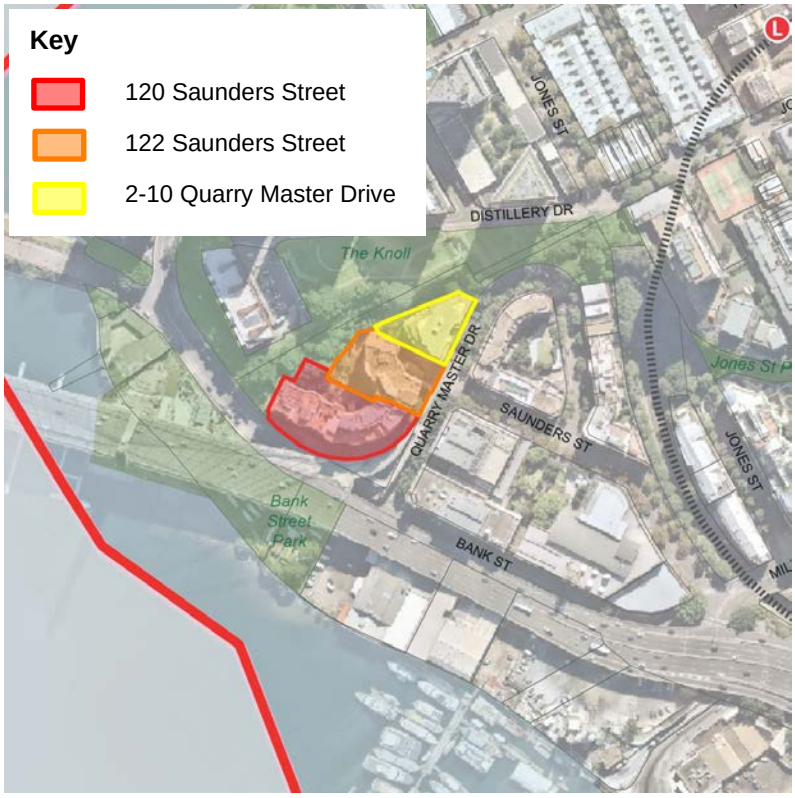


Figure 13. Aerial map showing site at 1-33 Saunders Street shaded in red



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

Background

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

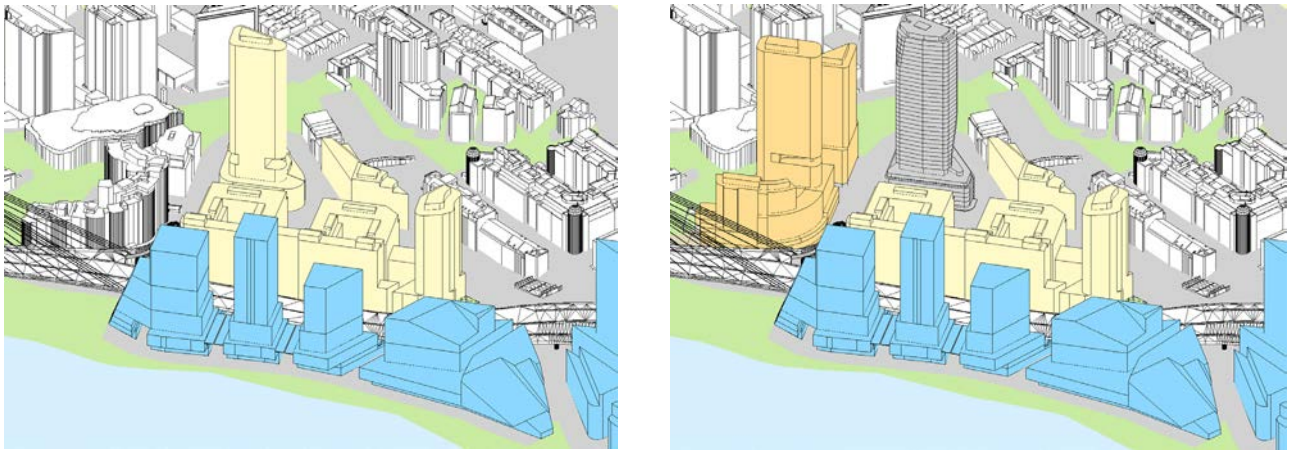


Figure 15. Approved built form controls from Ultimo Pyrmont – Stage 1 (shown at left), and proposed controls for Stage 2 (at right); subject site shown in orange, with DA for 26-38 Saunders Street shown in grey

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

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

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

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

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

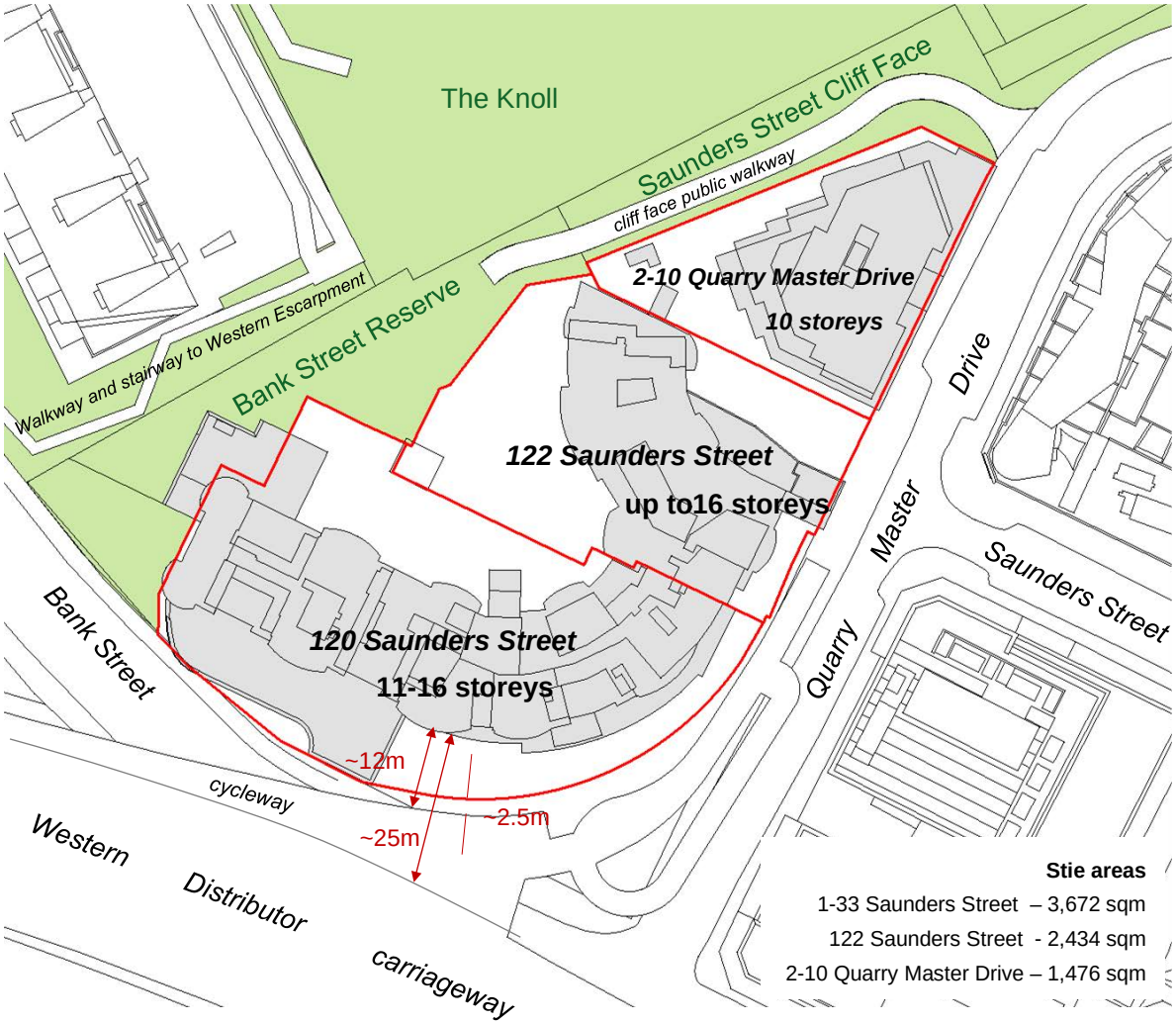


Figure 16. The existing development at 120-122 Saunders Street and 2-10 Quarry Master Drive

Urban design principles

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

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Maximise development **within constraints** –

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

Proposed controls

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

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

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

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

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

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

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

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

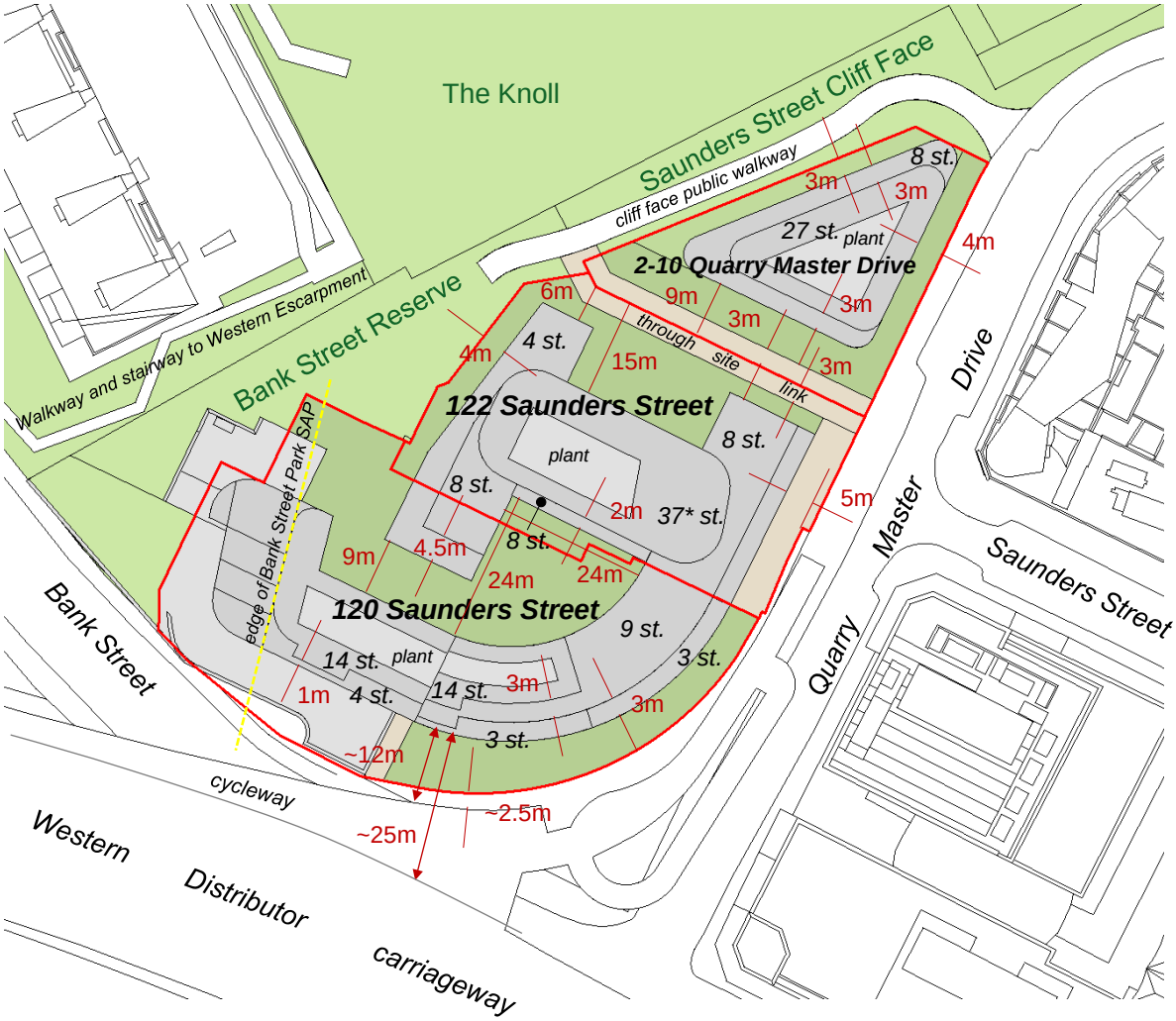


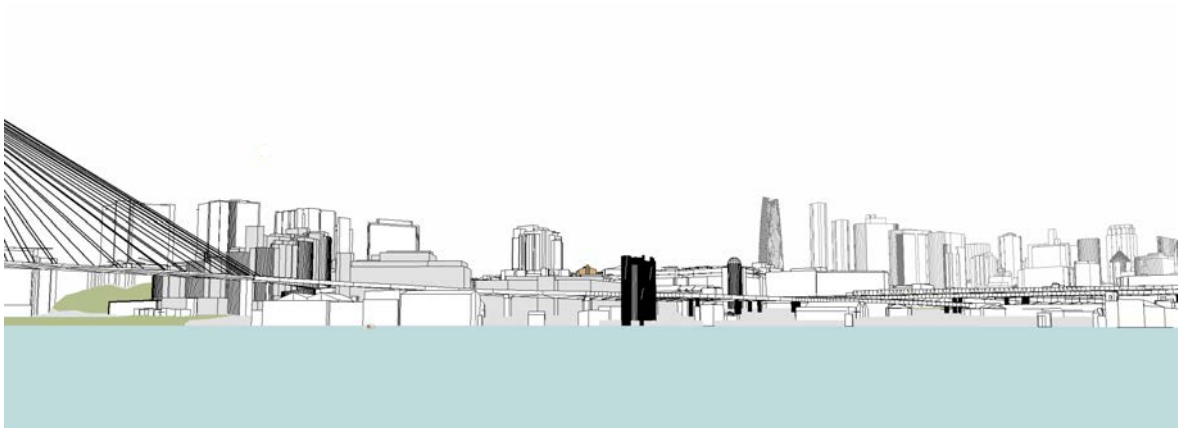
Figure 17. The proposed development at 120-122 Saunders Street and 2-10 Quarry Master Drive

View studies

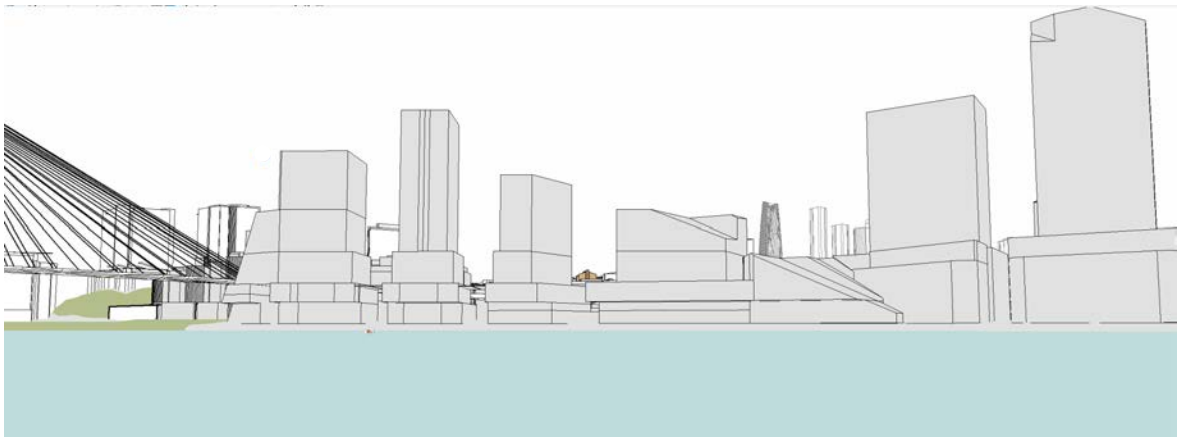


View of Blackwattle Bay looking east from Glebe Foreshore Walk

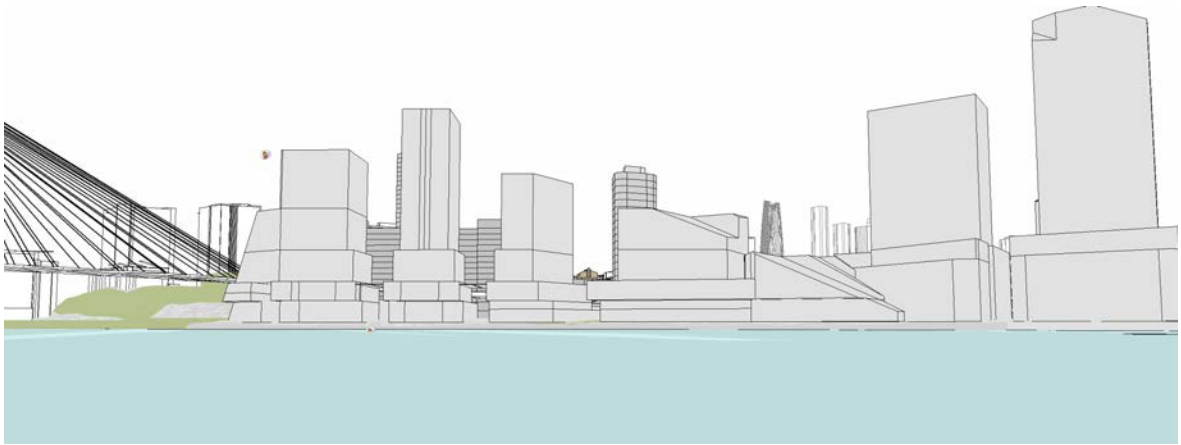
Figure 18. View study – comparison of existing and proposed controls viewed from Glebe Foreshore Walk



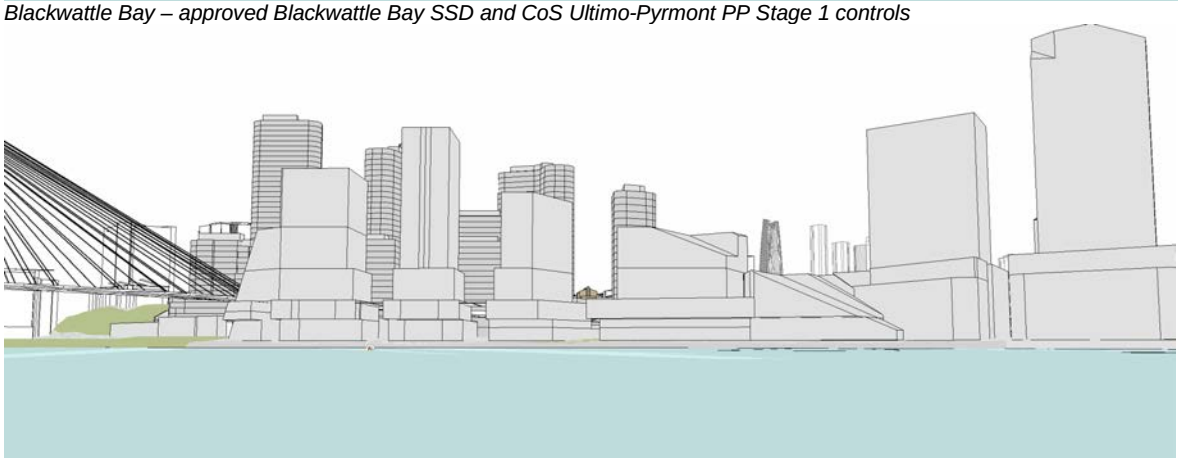
Blackwattle Bay - existing development



Blackwattle Bay – approved Blackwattle Bay SSD built form envelopes



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

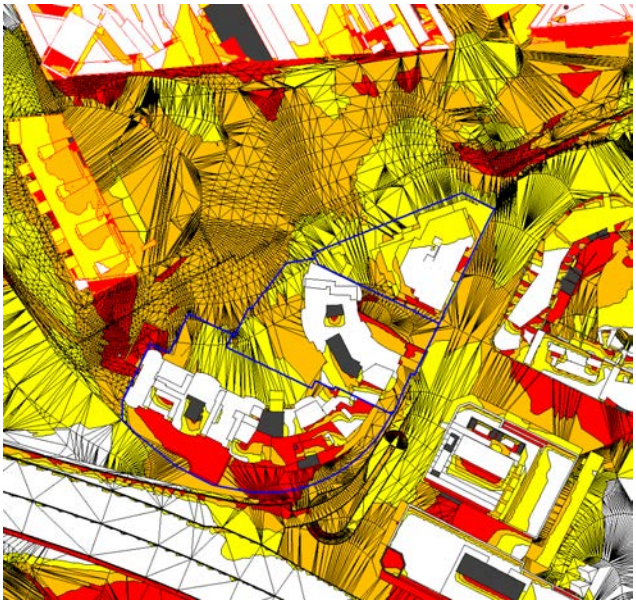


Blackwattle Bay – approved Blackwattle Bay SSD and CoS Ultimo-Pyrmont PP Stage 2 controls

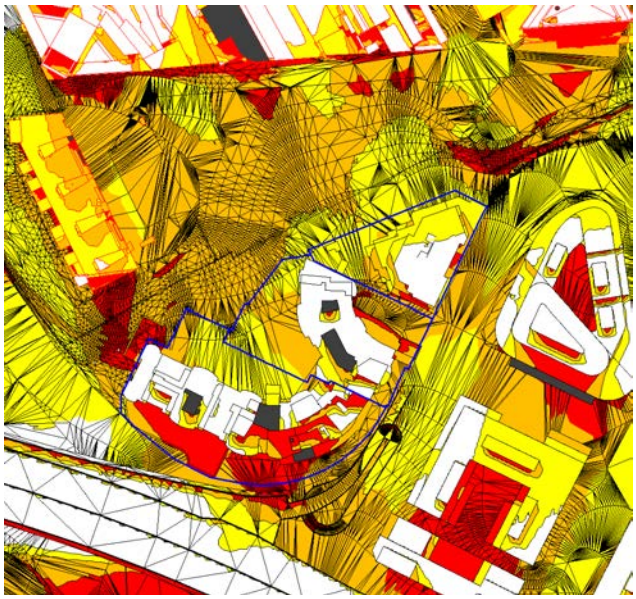
Sunlight access to public spaces



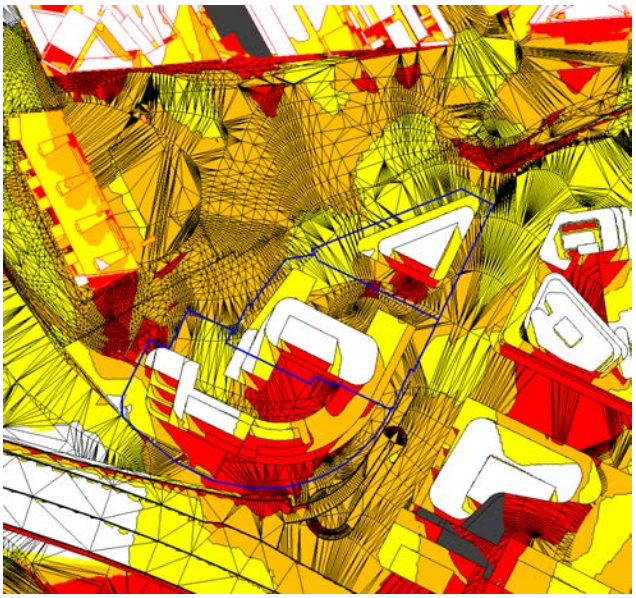
Aerial view of sites at 120-122 Saunders Street and 2-10 Quarry Master Drive



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

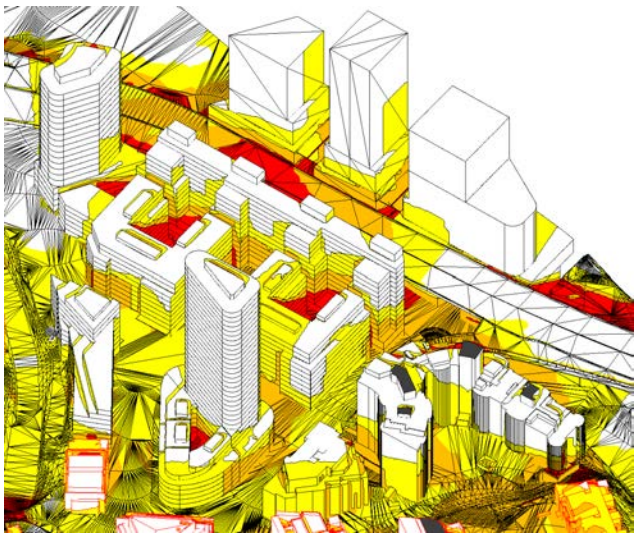


Sunlight access to site surrounds - 21 June, 9am – 3pm Ultimo-Pyrmont Planning Proposal – Stage 1 approved controls

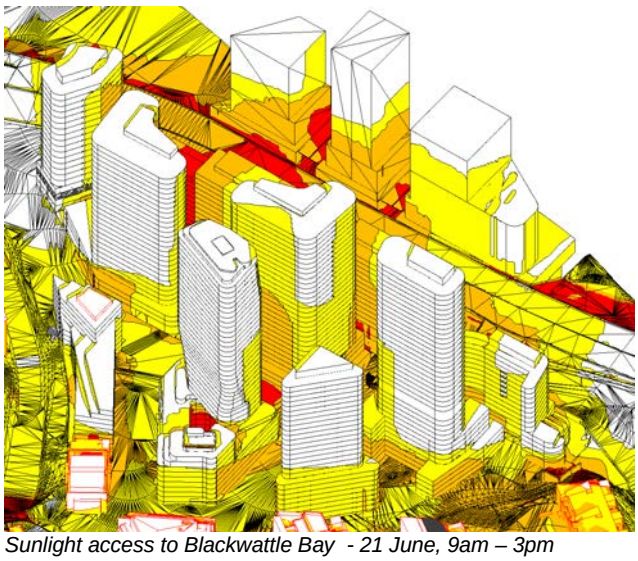


Sunlight access to site surrounds - 21 June, 9am – 3pm Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls

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



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



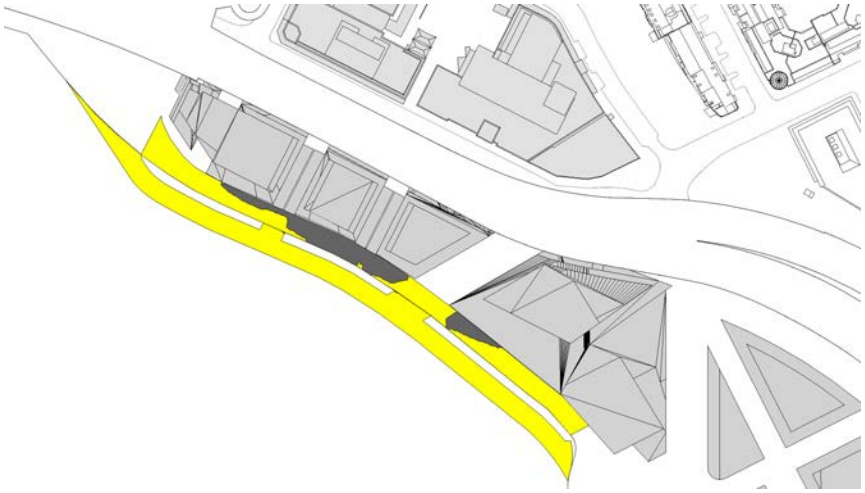
Sunlight access to Blackwattle Bay - 21 June, 9am – 3pm
Ultimo-Pyrmont Planning Proposal – Stage 2 proposed controls

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

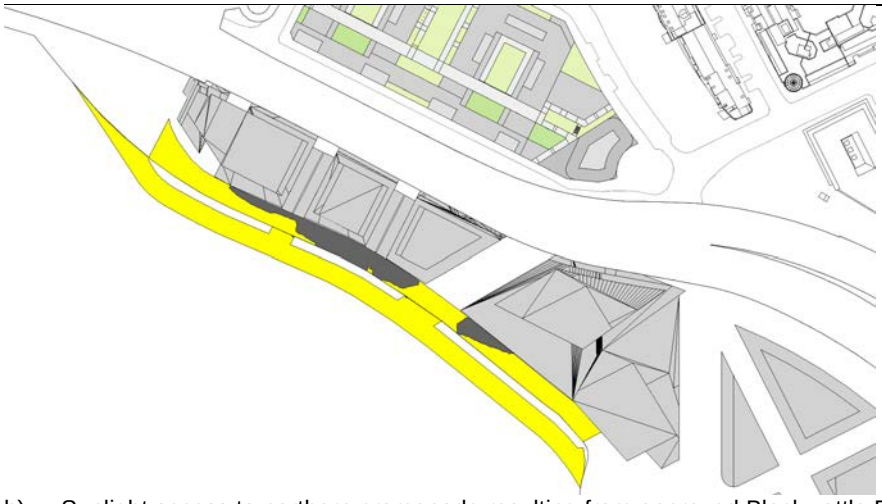
Sunlight to Blackwattle Bay Foreshore Walk

The Blackwattle Bay Design Guidelines specify that a "*minimum of two hours sunlight at equinox is to be provided to **70%** of the northern foreshore promenade between 8am and 4pm…"* (S3.3.3, p.25). The three plan diagrams at Figure 10 below show the proposed scheme for 1-33 Saunders Street conform to this requirement.

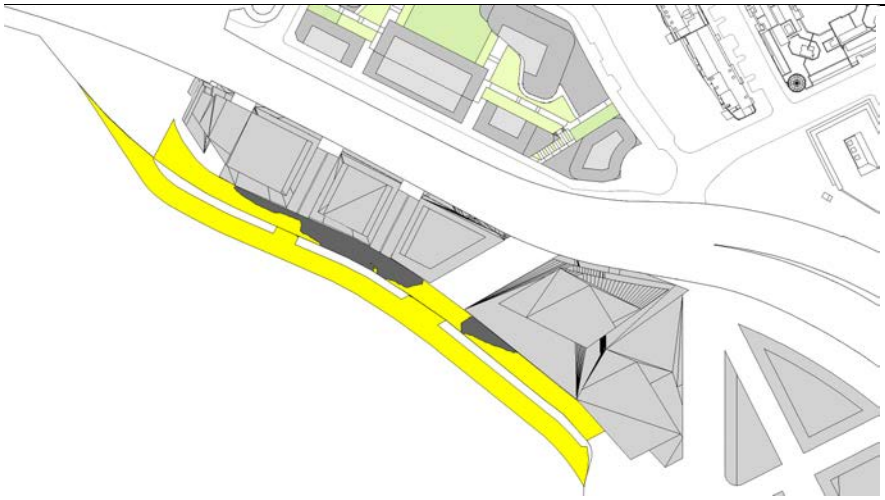
Diagrams comparing the outcomes for sunlight access in existing, approved and proposed planning schemes appear below at Figure 21.



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



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



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

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

Managing wind and noise

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

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

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

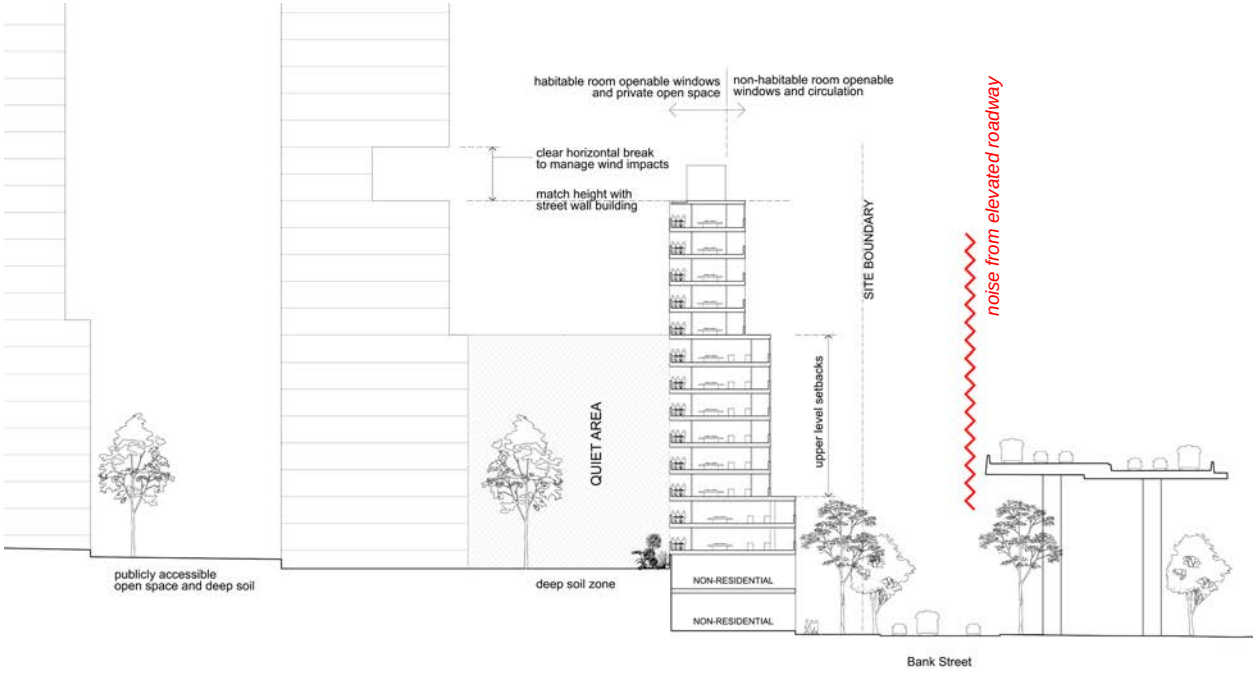
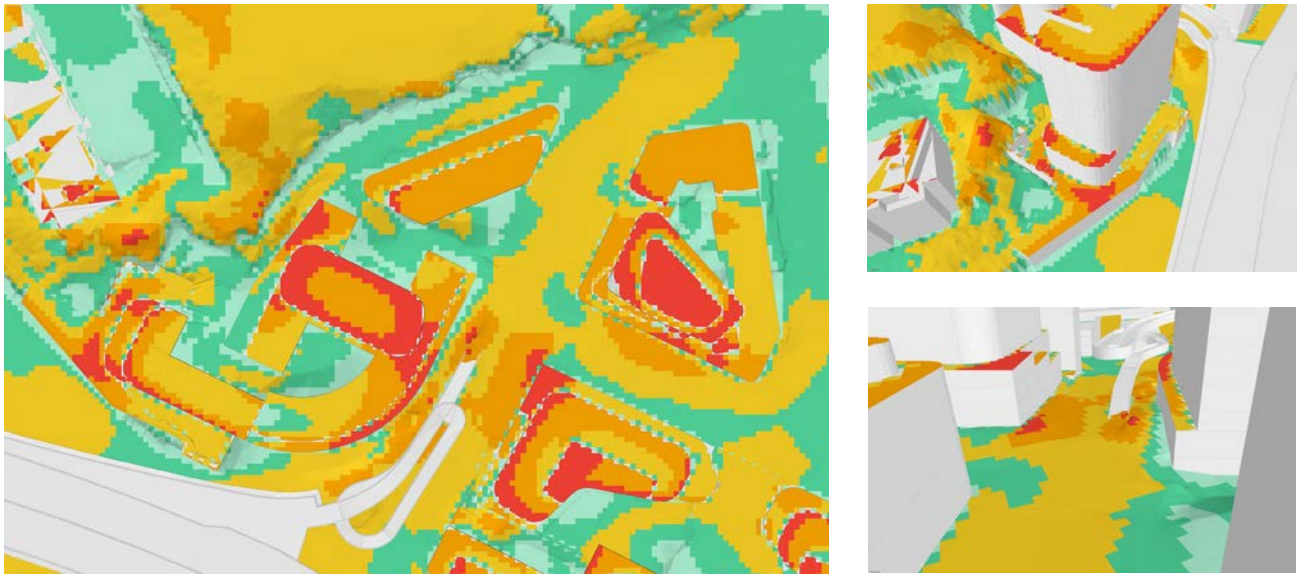


Figure 22. Section drawing showing design responses to the conditions of wind, noise and air quality associated with the elevated roadway and Blackwattle Bay.

Wind testing

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

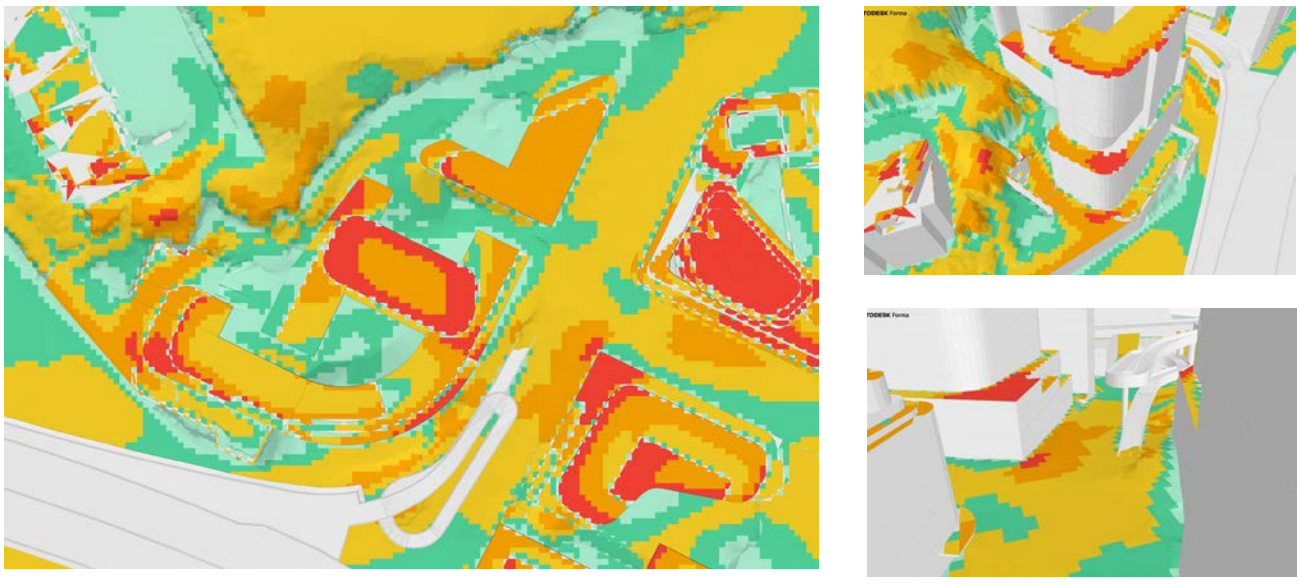
Below at Figure 23 and Figure 24 is a series of images illustrating the iterative design process used for these sites and how the challenge of wind can be resolved.



Predicted wind speed (using Lawson LDDC scale)

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

Design draft A

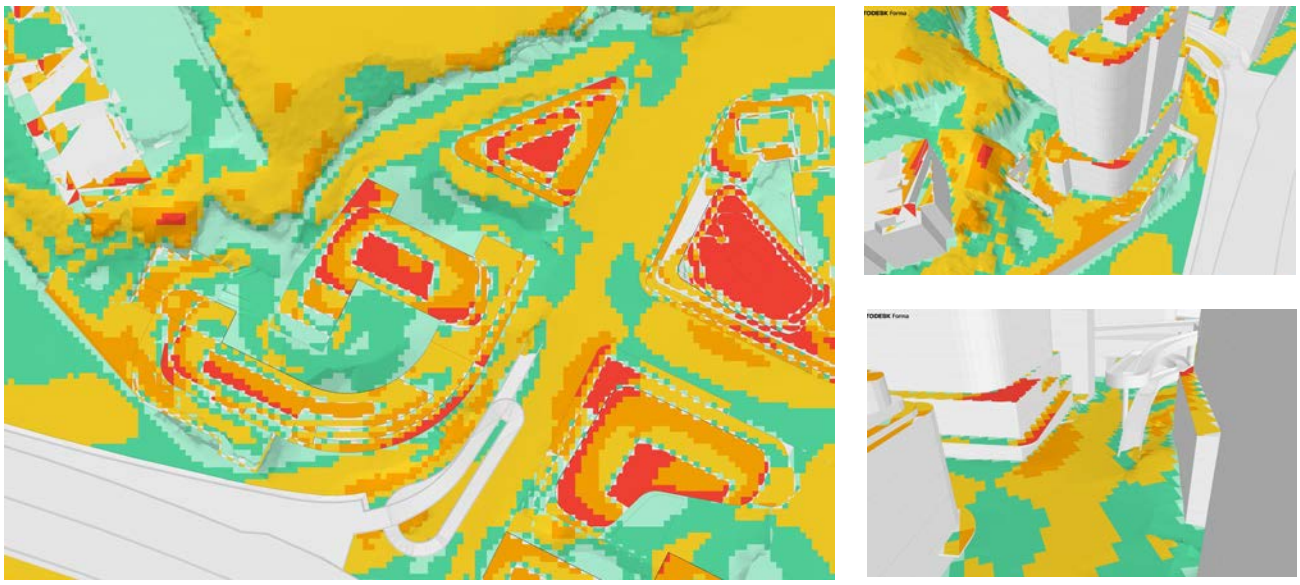


Predicted wind speed (using Lawson LDDC scale)

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

Design draft B

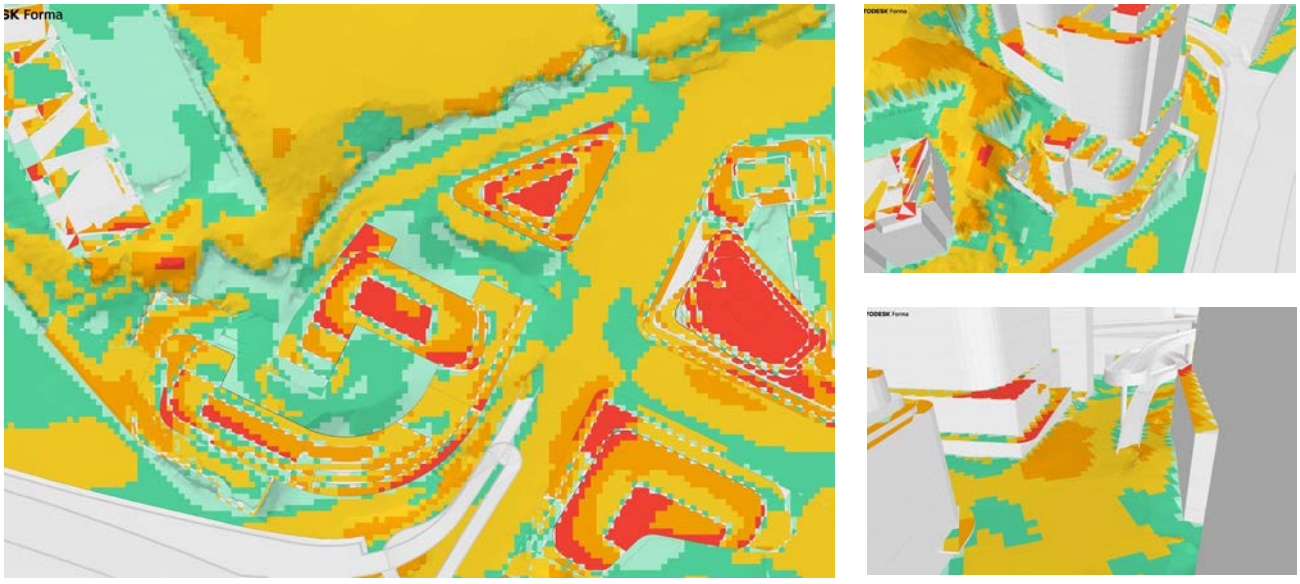
Figure 23. Plan and detail views of design iterations using desktop CFD wind testing – (A) and (B)



Predicted wind speed (using Lawson LDDC scale)

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

Design draft C



Predicted wind speed (using Lawson LDDC scale)

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

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

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

Visualisation



Figure 25. Viewpoint locations for following view studies.

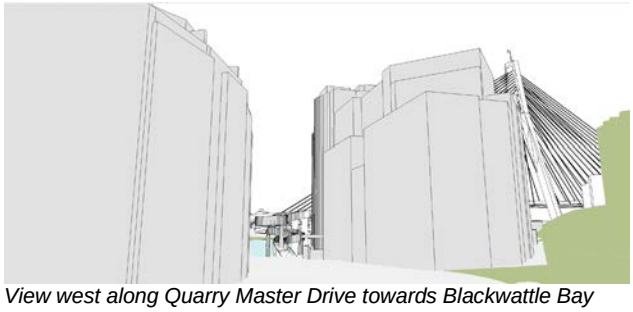
Existing (35mm lens)



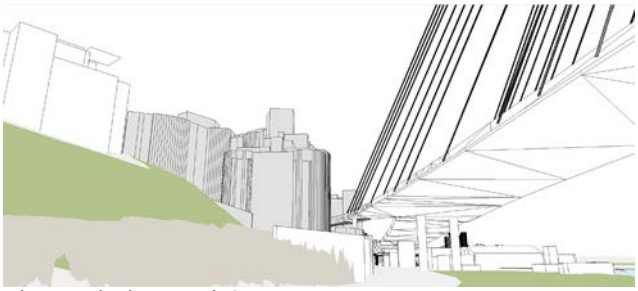
View east looking up Quarry Master Drive from Bank Street



View north along Saunders Street towards The Knoll park

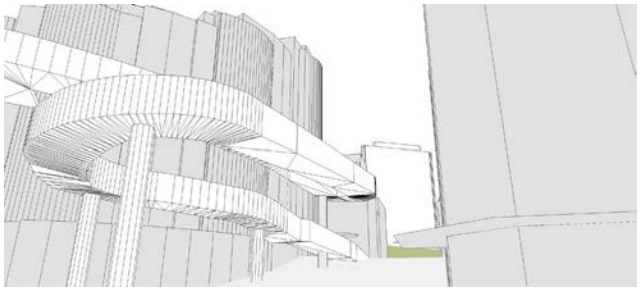


View west along Quarry Master Drive towards Blackwattle Bay

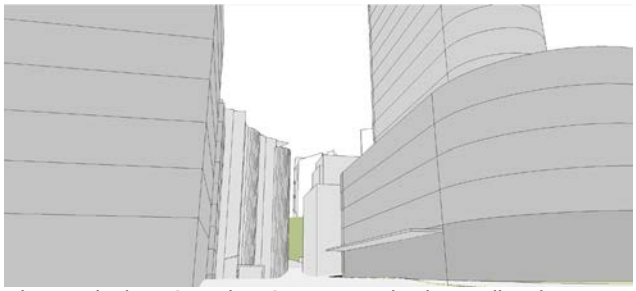


View south along Bank Street

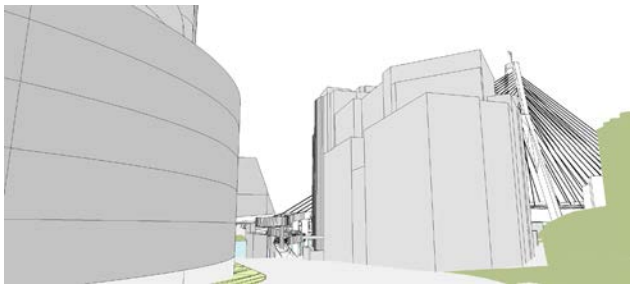
Existing and approved controls (28mm lens)



View east looking up Quarry Master Drive from Bank Street



View north along Saunders Street towards The Knoll park

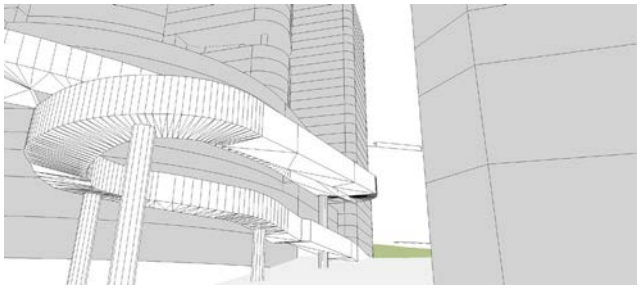


View west along Quarry Master Drive towards Blackwattle Bay

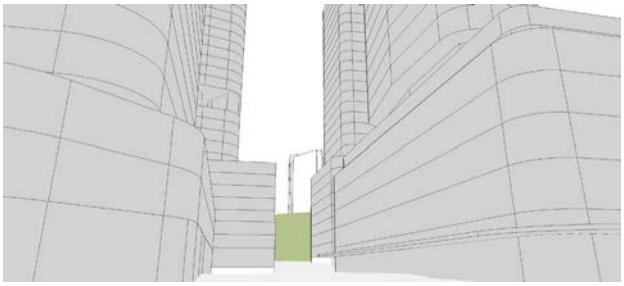


View south along Bank Street

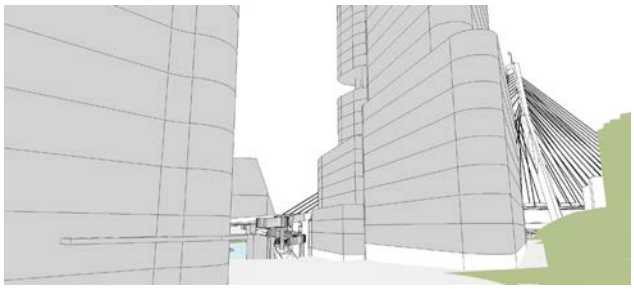
Proposed controls (35mm lens)



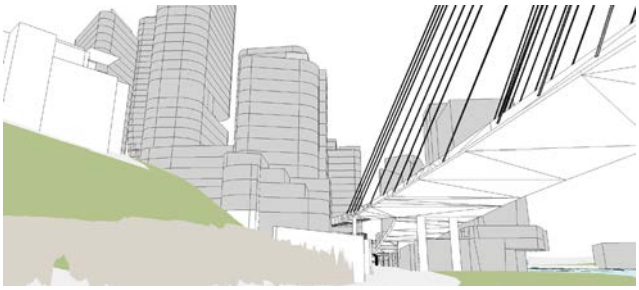
View east looking up Quarry Master Drive from Bank Street



View north along Saunders Street towards The Knoll park

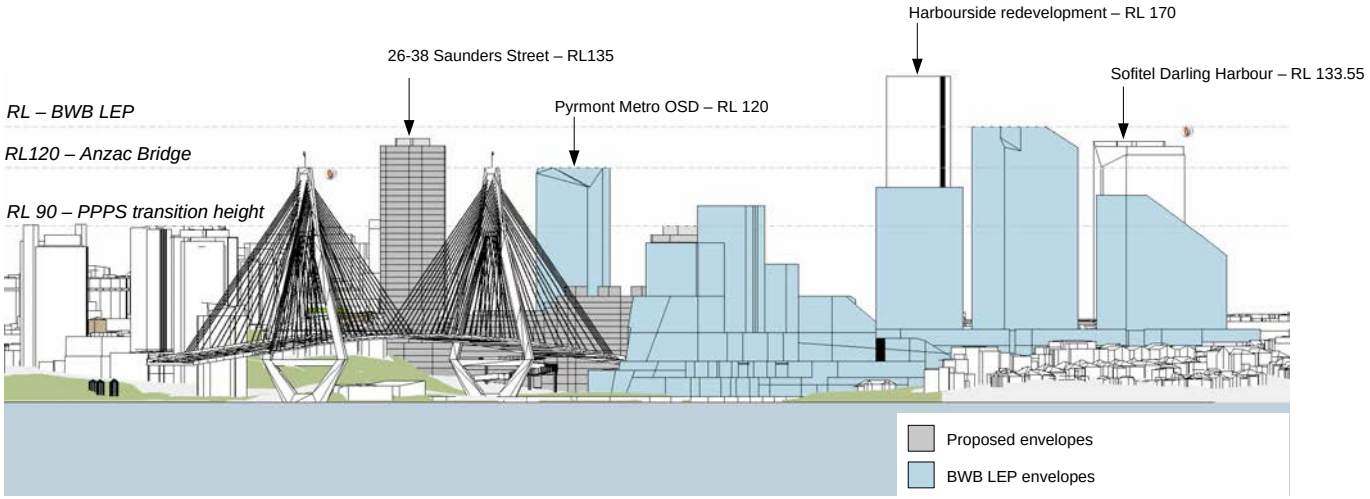


View west along Quarry Master Drive towards Blackwattle Bay

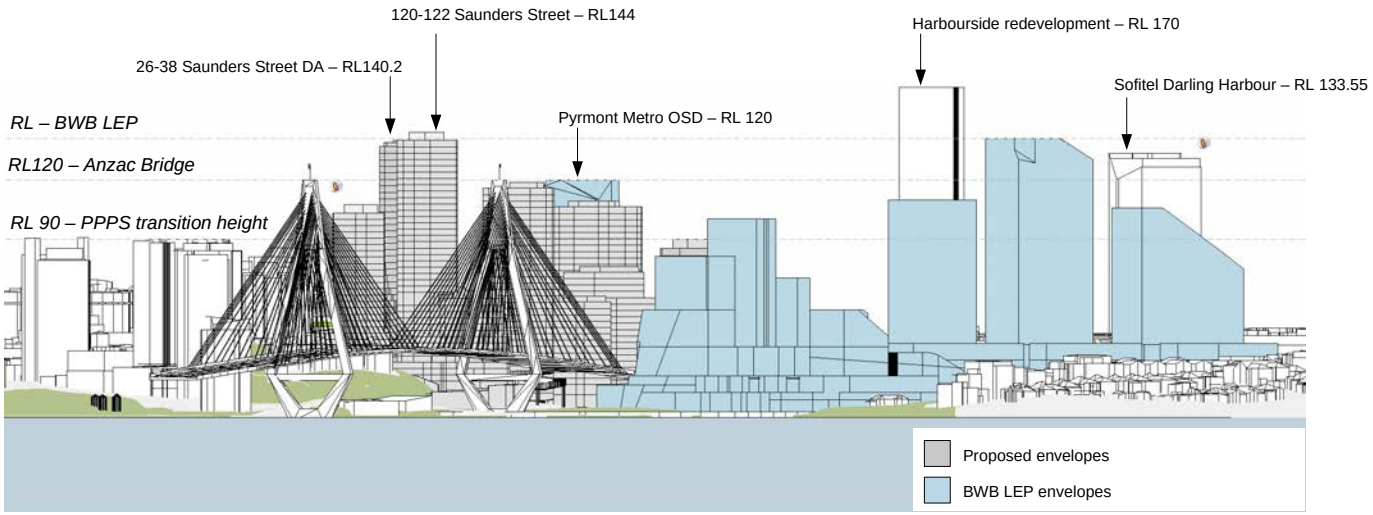


View south along Bank Street

View comparison looking east from Blackwattle Bay



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



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

56 Harris Street Pyrmont

Overview

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



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



Figure 27. aerial view of 56 Harris Street

Background

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

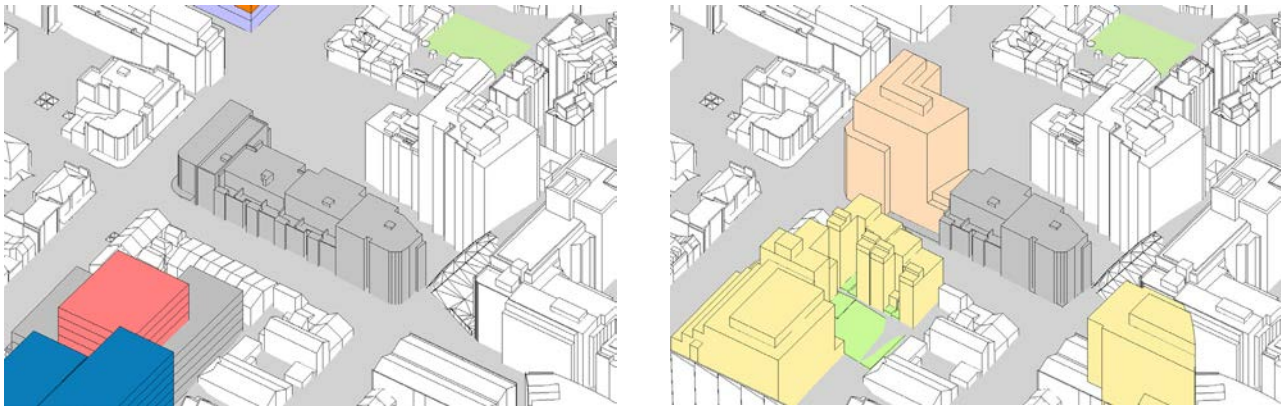


Figure 28. Aerial view of model showing the existing building at 56 Harris Street (at left, shown in grey), and the proposed scheme considered by the City of Sydney in Stage 2.

Existing site and controls

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

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

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



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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of apartments at 209 Harris Street has been minimised, following the design guidance of the Apartment Design Guide (refer Figure 30).

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Other issues –

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

Maximise development **within constraints** –

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



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

Proposed controls

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

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

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

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



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

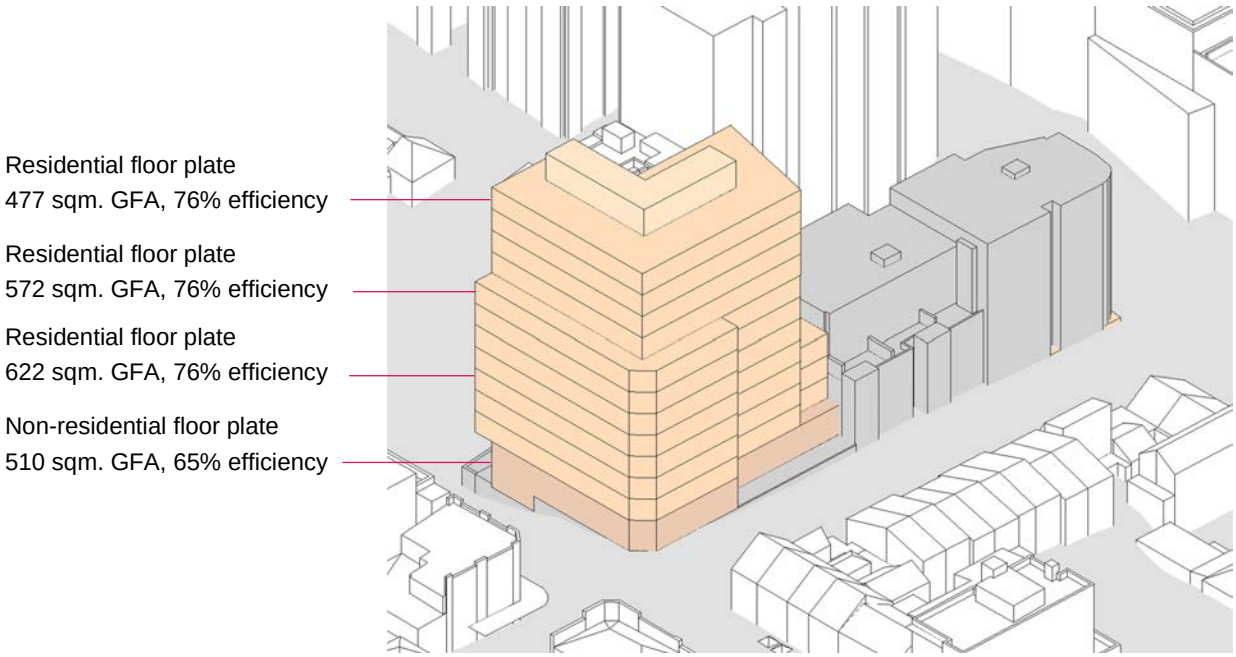


Figure 32. Aerial view showing floor plate arrangement of new addition to 56 Harris Street.

Visualisation



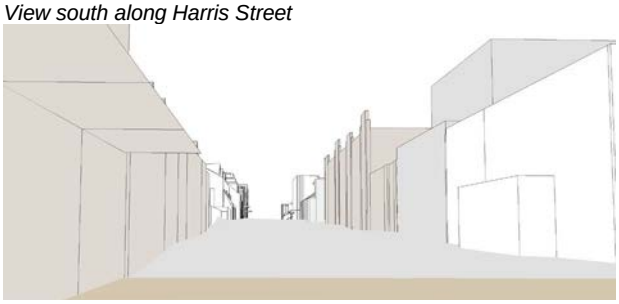
Figure 33. Aerial view of 56 Harris Street with view locations indicated by blue arrows.

Existing environment

View north along Harris Street



View south along Harris Street



View west along John Street



View east along John Street



Existing environment and approved controls

View north along Harris Street



View south along Harris Street



View west along John Street

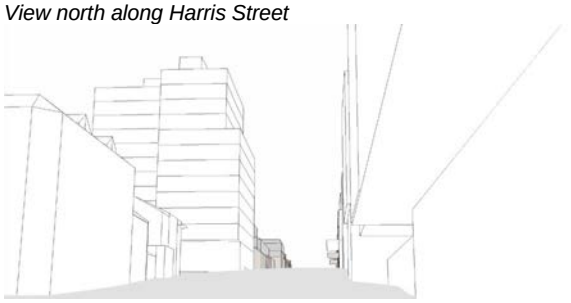


View east along John Street



Existing environment and proposed controls

View north along Harris Street



View south along Harris Street



View west along John Street



View east along John Street



26-52 Mount Street Pyrmont

Overview

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



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



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

This site excluded from Planning Proposal

Background

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



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

This site excluded from Planning Proposal

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

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

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

Existing development and controls

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

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

	Existing building	Existing controls
Land use & zoning	*Residential*	*R1 – Residential*
Floor space ratio	*0.7 approx.*	*.0*
Height of building	*10m*	*12m*
Height in storeys	*3*	*3*
Deep soil	-	*1%*

This site excluded from Planning Proposal



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

Proposed controls

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

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

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

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

This site excluded from Planning Proposal



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

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

Match **land use** to place –

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

Consider **views** to and from public places

The site is not effected by view corridors.

Maximise development **within constraints** –

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

This site excluded from Planning Proposal



~~Figure 39 – solar access to neighbouring residential properties around 26-28 Mount Street~~

This site excluded from Planning Proposal

~~**Visualisation**~~



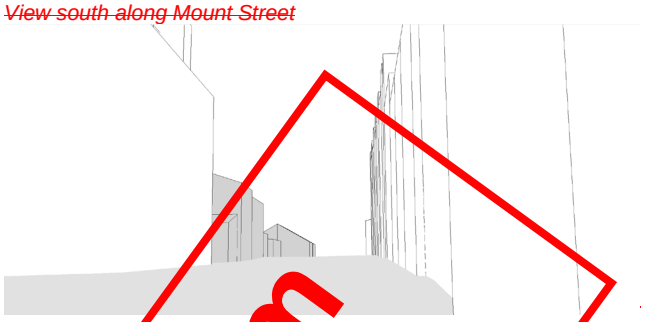
~~Figure 40 – view locations~~

~~Existing~~

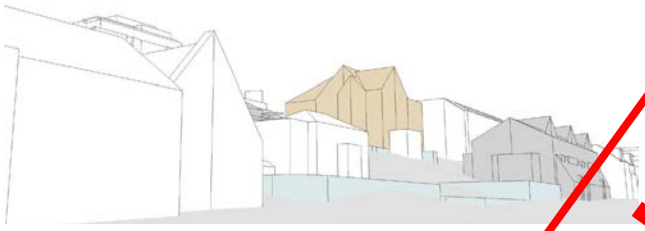
~~*View north along Mount Street*~~



~~*View south along Mount Street*~~



~~*View north along Harris Street*~~



~~*View east towards Union Square*~~



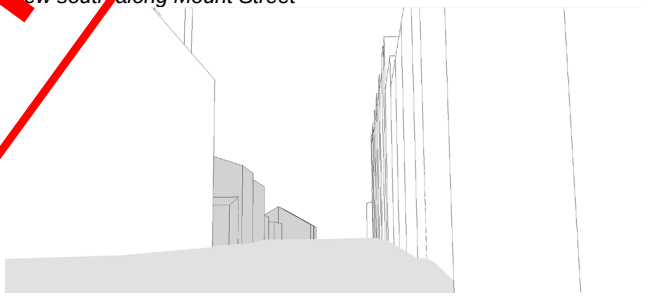
This site excluded from Planning Proposal

~~Existing + approved~~

View north along Mount Street



View south along Mount Street



View north along Harris Street

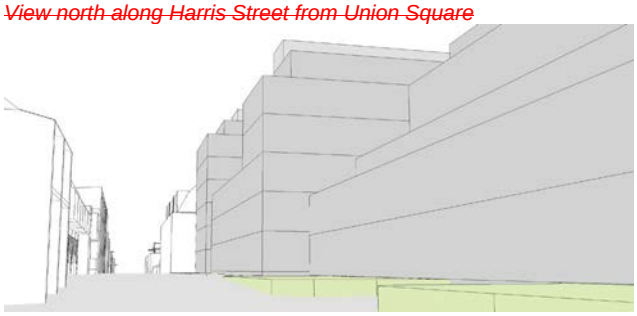


View east towards Union Square

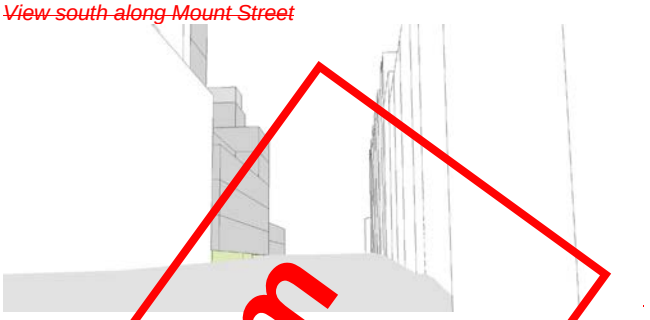


~~Proposed~~

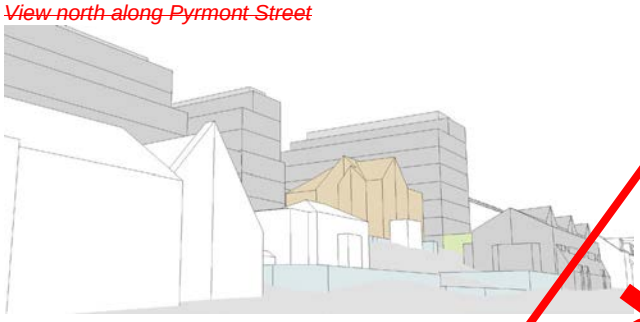
~~View north along Harris Street from Union Square~~



~~View south along Mount Street~~



~~View north along Pyrmont Street~~



~~View east towards Union Square~~



This site excluded from Planning Proposal

100 Harris Street

Overview

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



Figure 41 – location plan of 100 Harris Street



Figure 42 – oblique aerial of 100 Harris Street

Background

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



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

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

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

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

Existing controls

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

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

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



Figure 44 – existing site plan for 100 Harris Street

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

The upper level setbacks are located to minimise overshadowing to the living rooms and private open space of adjoining residential

properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 45).

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

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

Conserve **heritage values –**

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

Good **design for wind and noise –**

The site is protected from winds surrounding development.

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

Match **land use** to place **–**

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

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

The site is not affected by view corridors.

Maximise development within constraints –

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

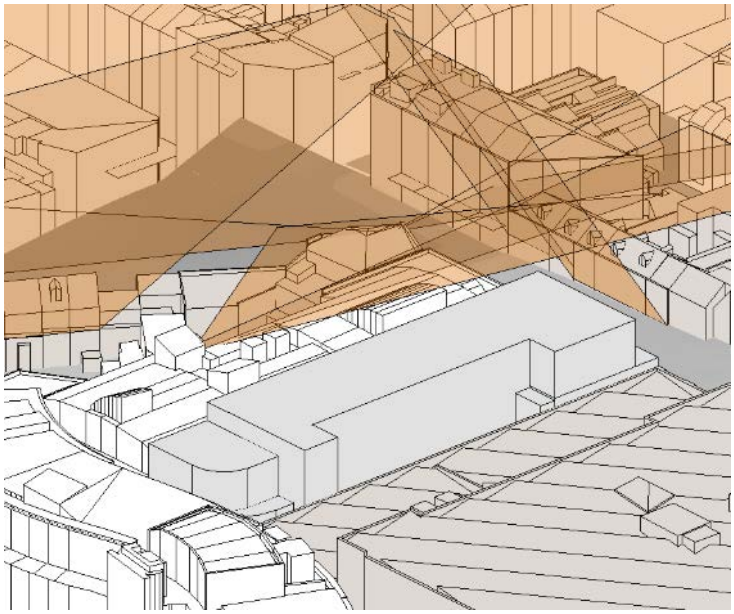


Figure 45 – solar access to neighbouring residential properties and Union Square

Proposed controls

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

Table 13 – proposed planning controls for 100 Harris Street

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



Figure 46 – proposed controls for 100 Harris Street

Visualisation

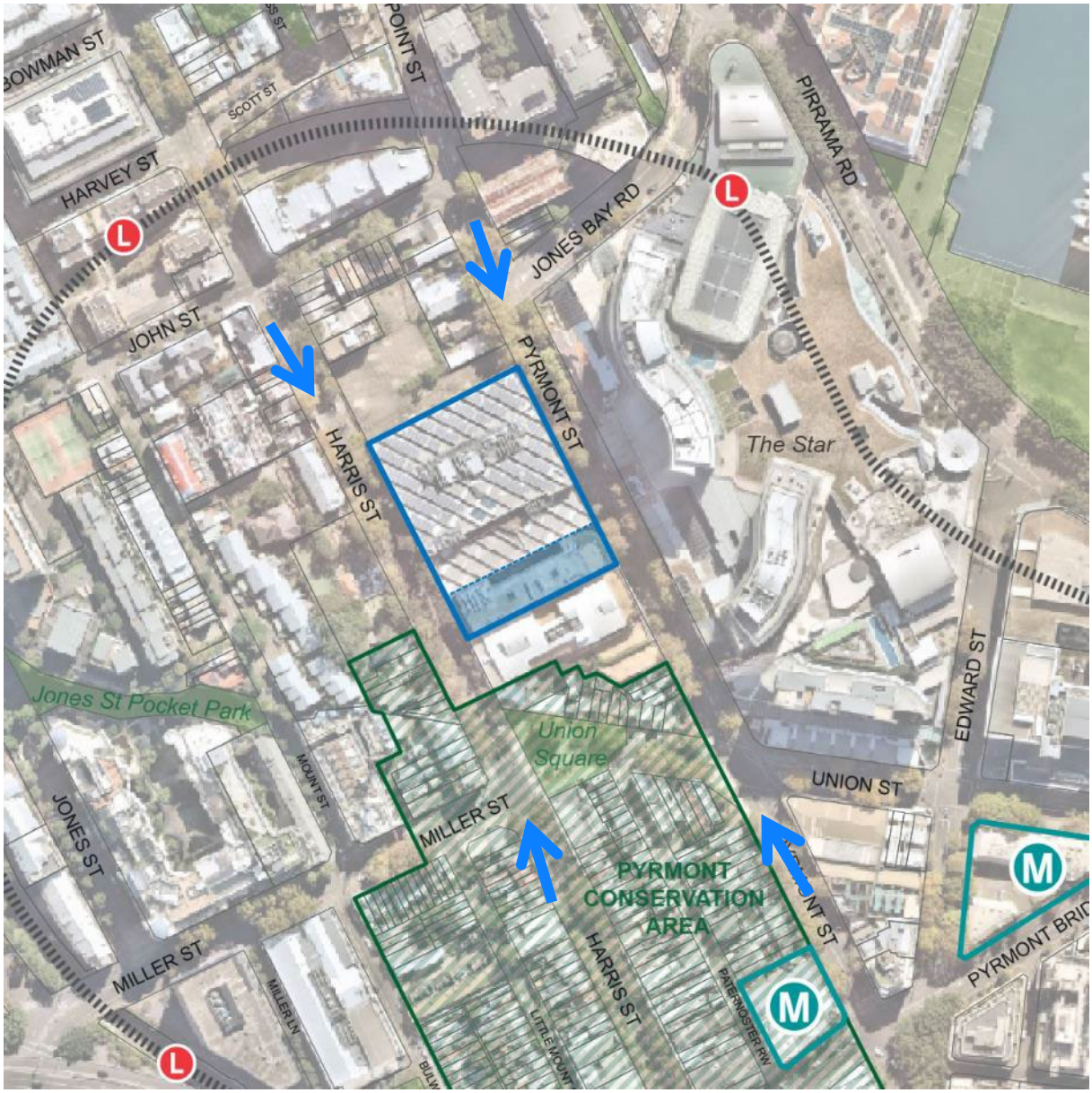
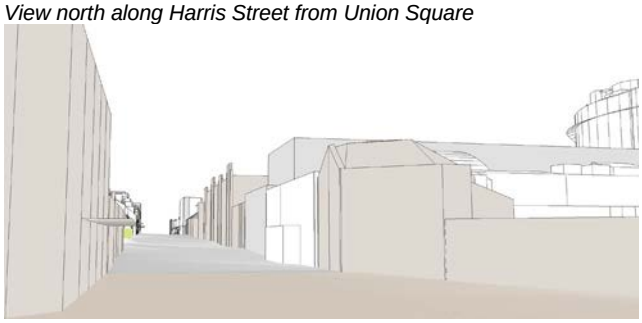


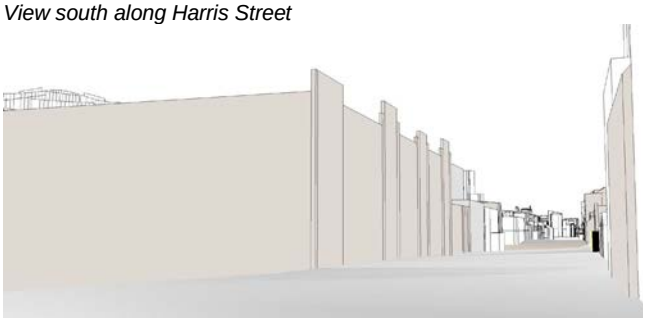
Figure 48 – location plan

Existing

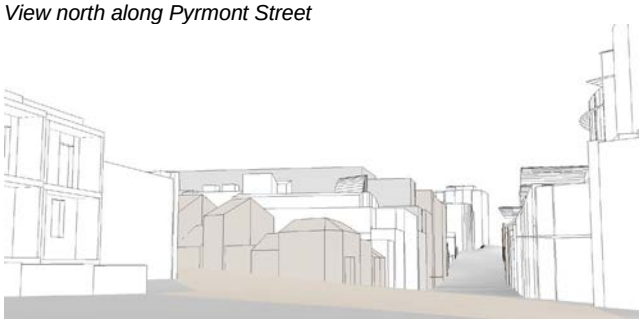
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

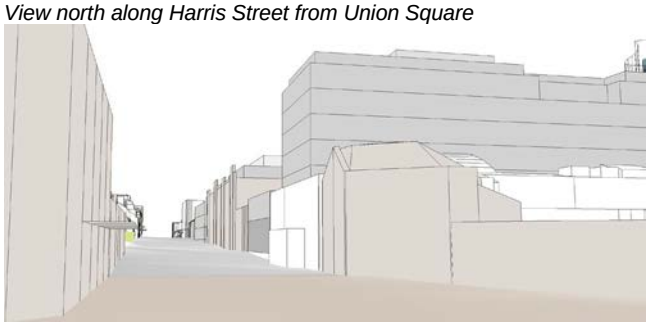


View south along Pyrmont Street

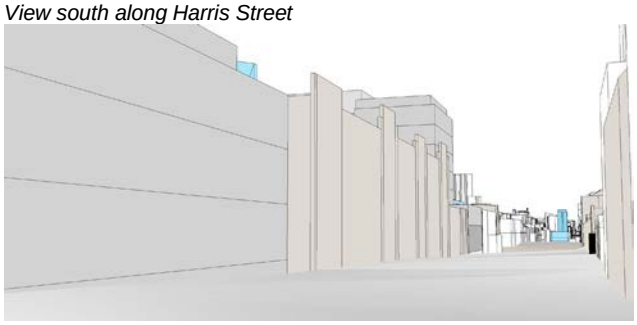


Existing + approved

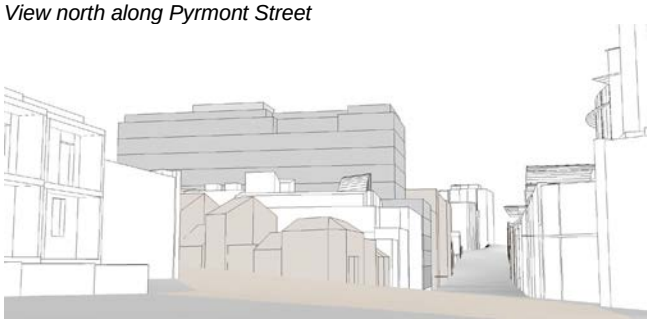
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

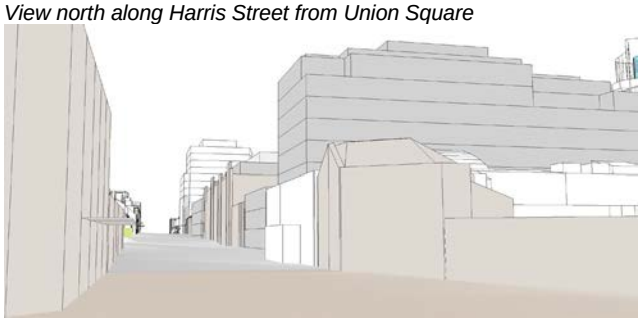


View south along Pyrmont Street

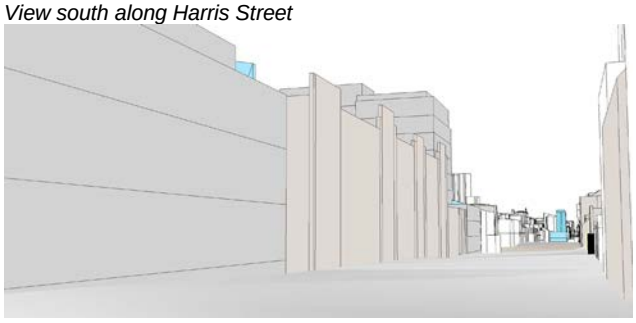


Proposed

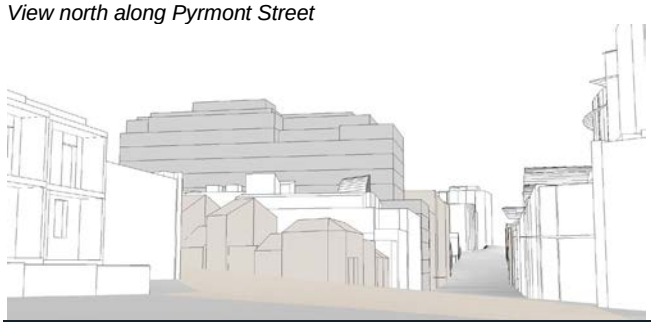
View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street



View south along Pyrmont Street



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

Overview

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

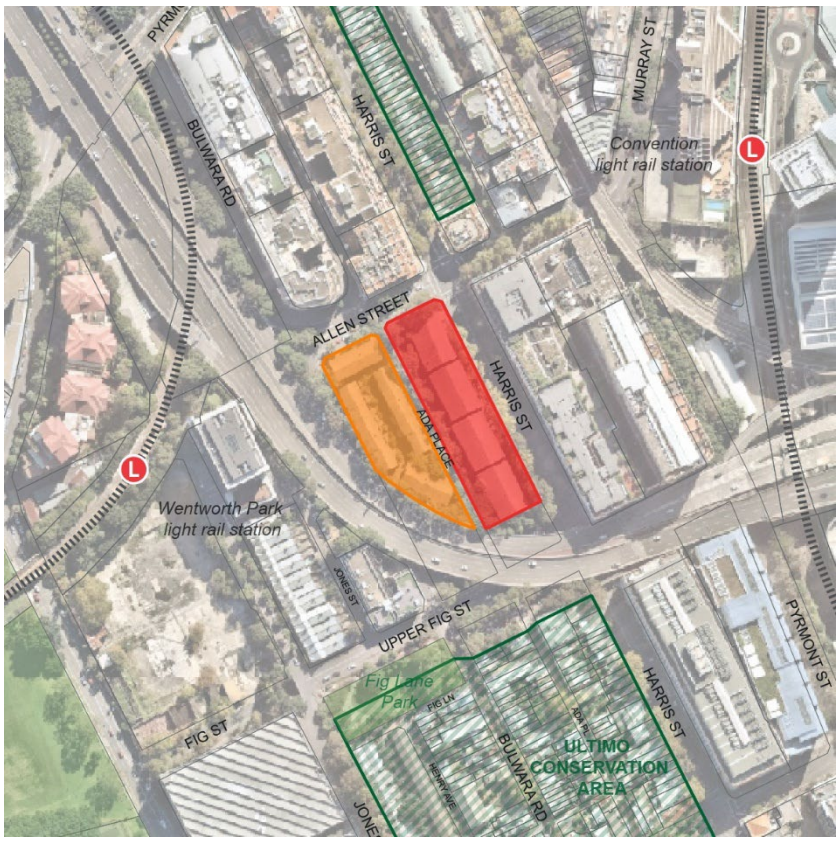


Figure 49. Plan view showing 1-19 Allen Street (orange) and 313-319 Harris Street (red)



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

Background

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

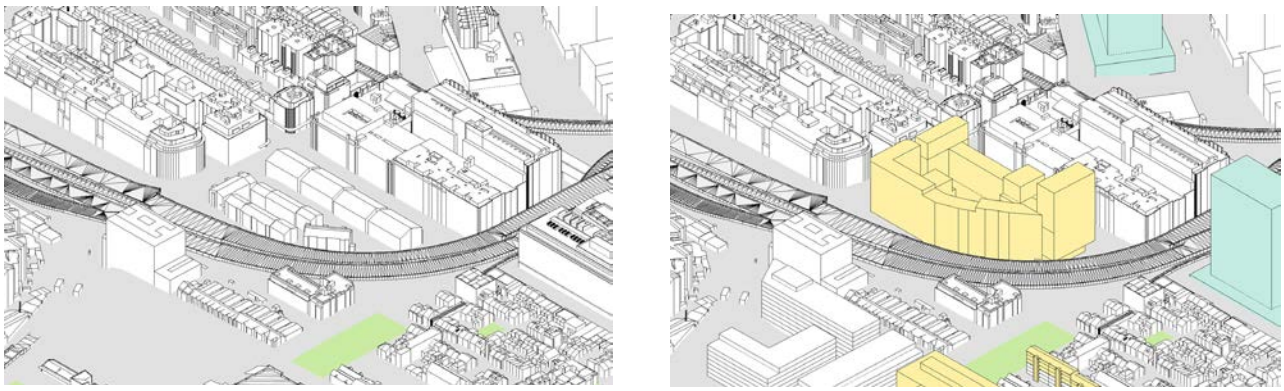


Figure 51. Existing development at 1-19 Allen Street and 313-319 Harris Street (shown at left) and proposed planning controls (shown at right).

Existing site and controls

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

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

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

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

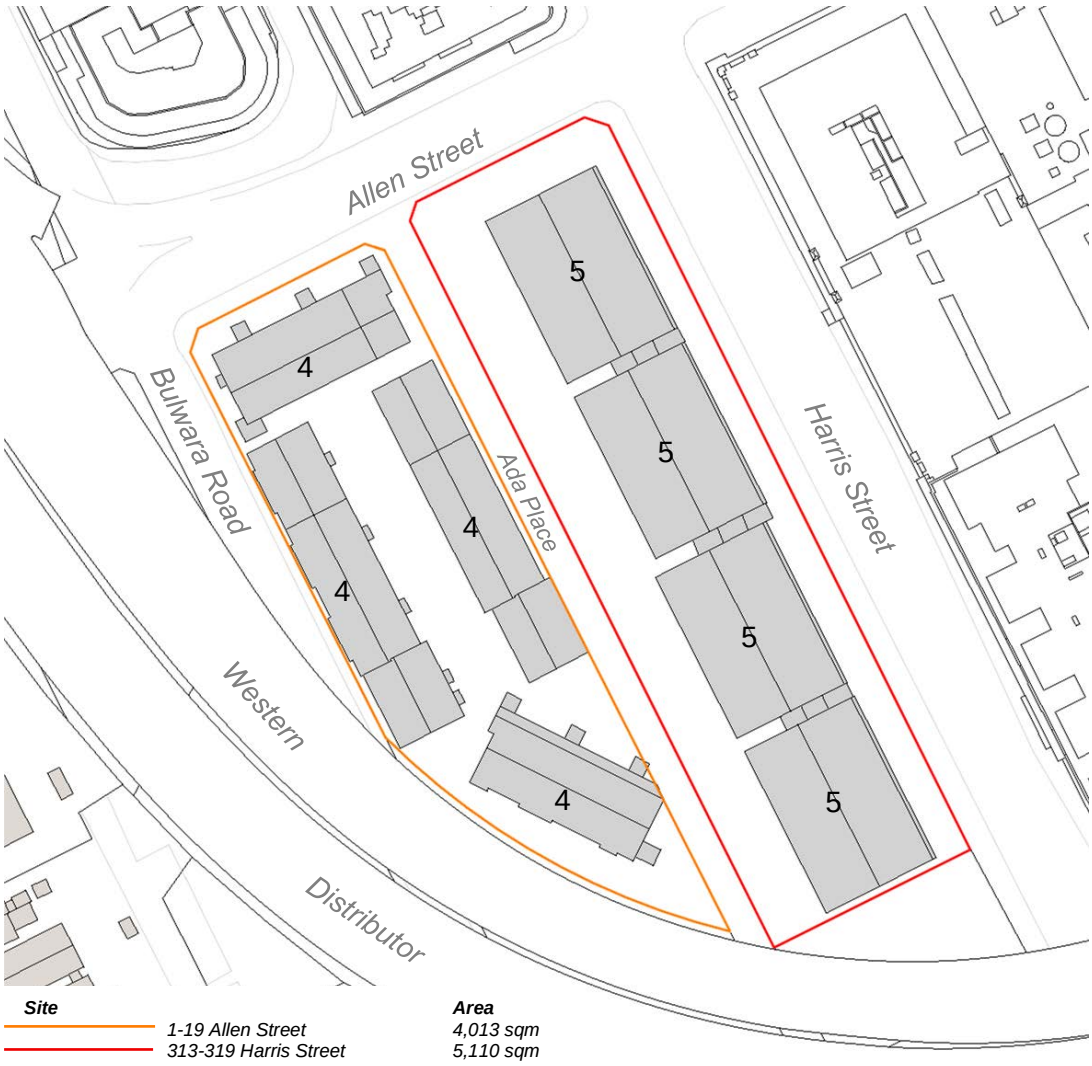


Figure 52. Site plan showing the existing development at 1-19 Allen Street (site boundary in orange) and 313-319 Harris Street (site boundary in red).

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

The site is not constrained by view corridors.

Maximise development **within constraints** –

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

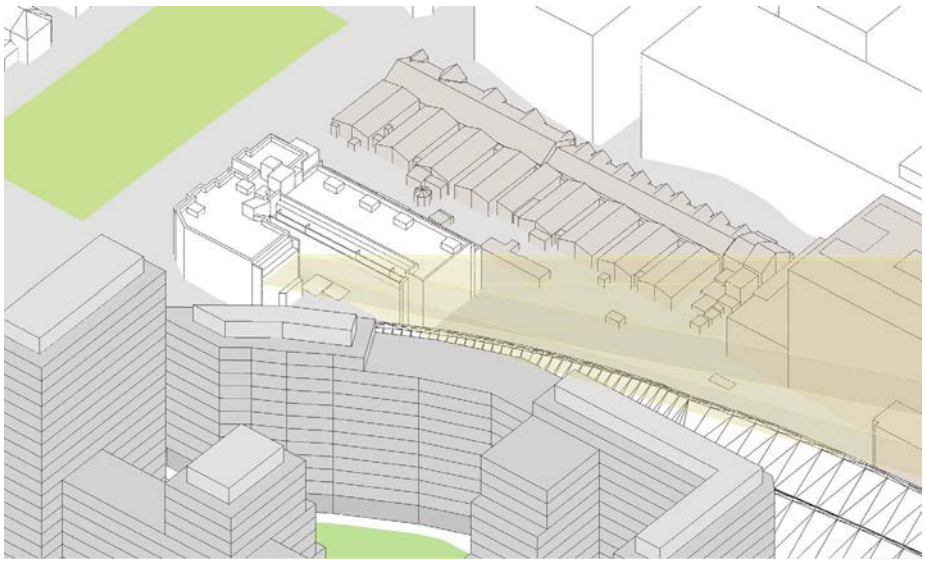


Figure 53. Aerial view of 1-19 Allen Street showing sunlight protection controls to existing development at 80-89 Fig Street.

Proposed controls

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

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

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

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

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

	Existing development	Existing controls	Proposed
Land use and zoning	Residential	R1	R1 with additional permitted uses
Floor space ratio	1.2	2.0	4.16 + Des. Ex.
Height of building	18m	15m	65m
Height in storeys	4	-	18
Deep soil	-	-	15%

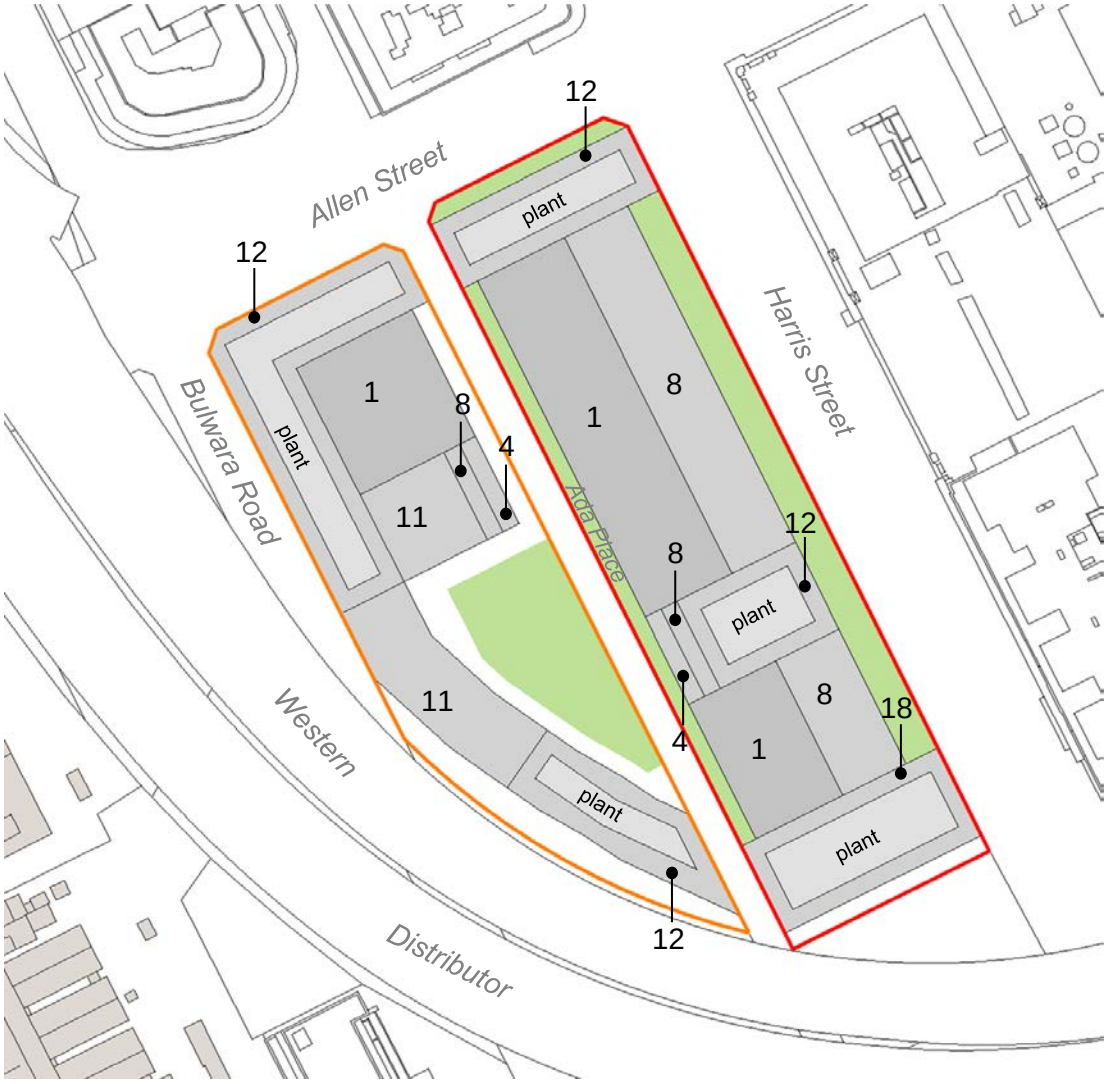


Figure 54. Site plan showing proposed planning controls at 1-19 Allen Street (site boundary in orange) and 313-319 Harris Street (site boundary in red).

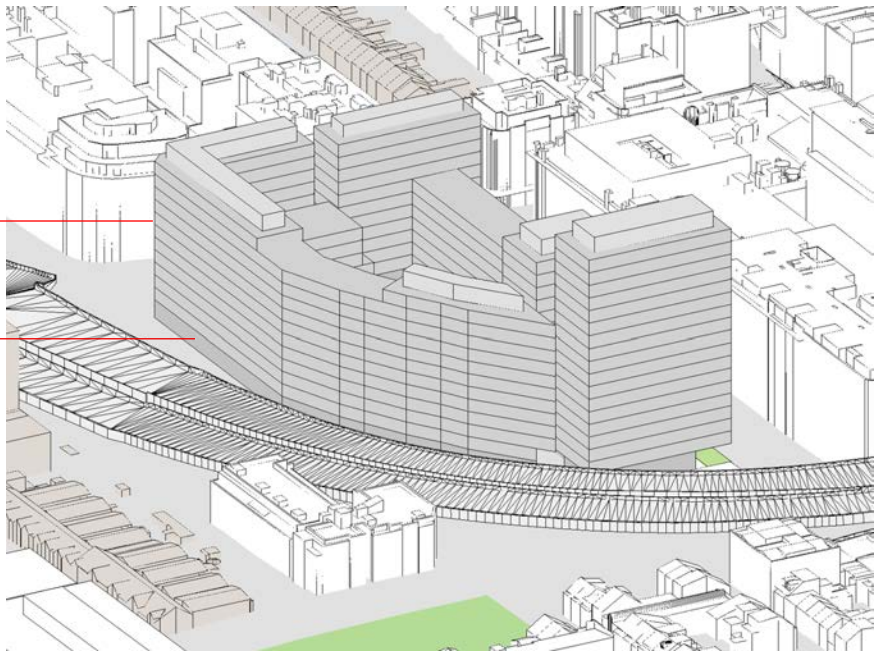


Figure 55. Aerial view looking from south west: 1-19 Allen Street in the foreground.

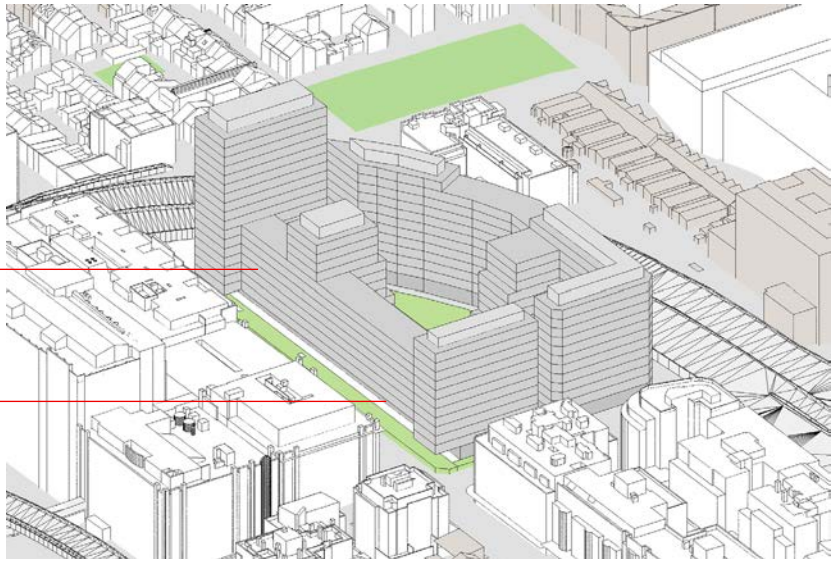


Figure 56. Aerial view from north east. 313-319 Harris Street in foreground.

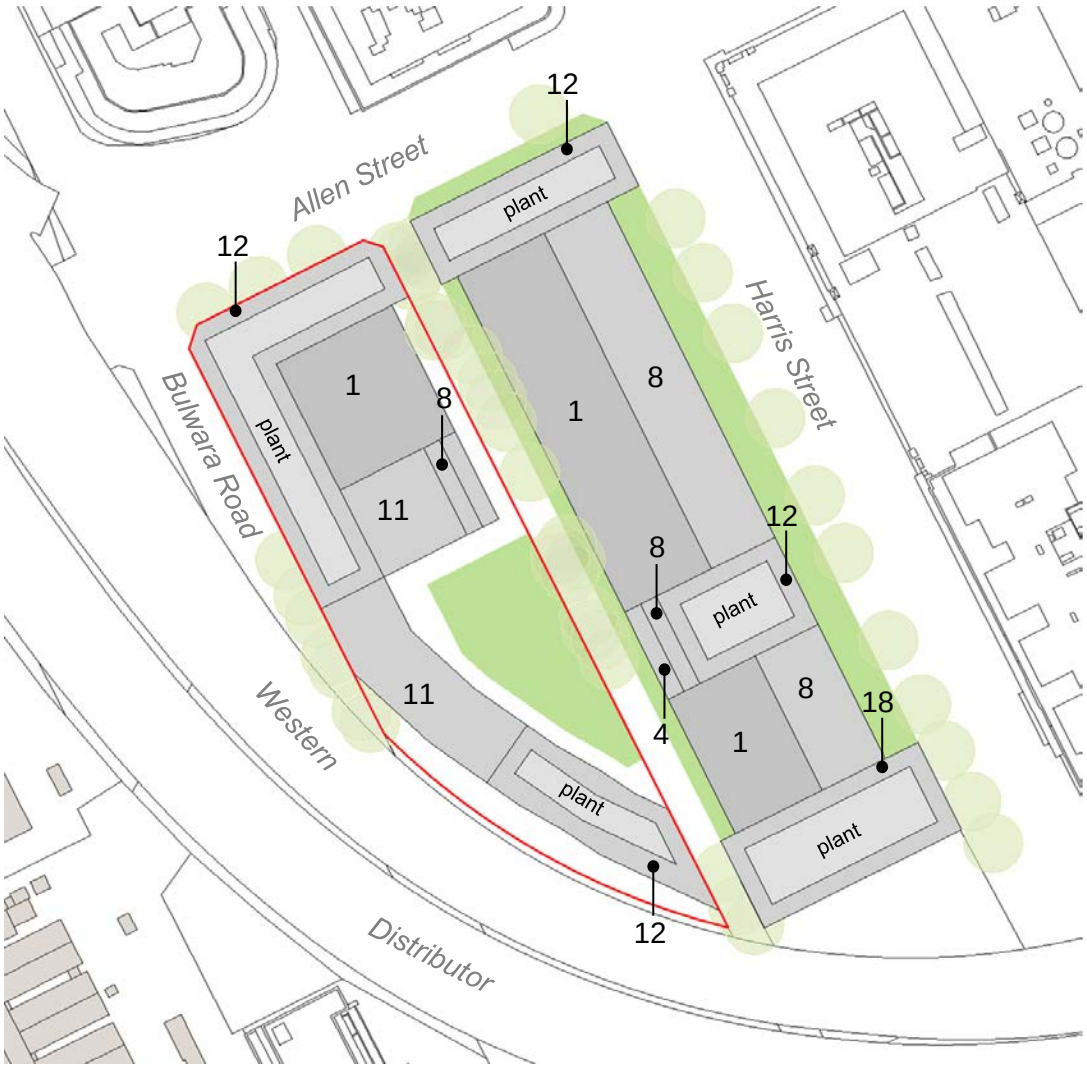


Figure 57 Plan view showing how the site layout responds to the location of existing tree canopy around the site.

Visualisation

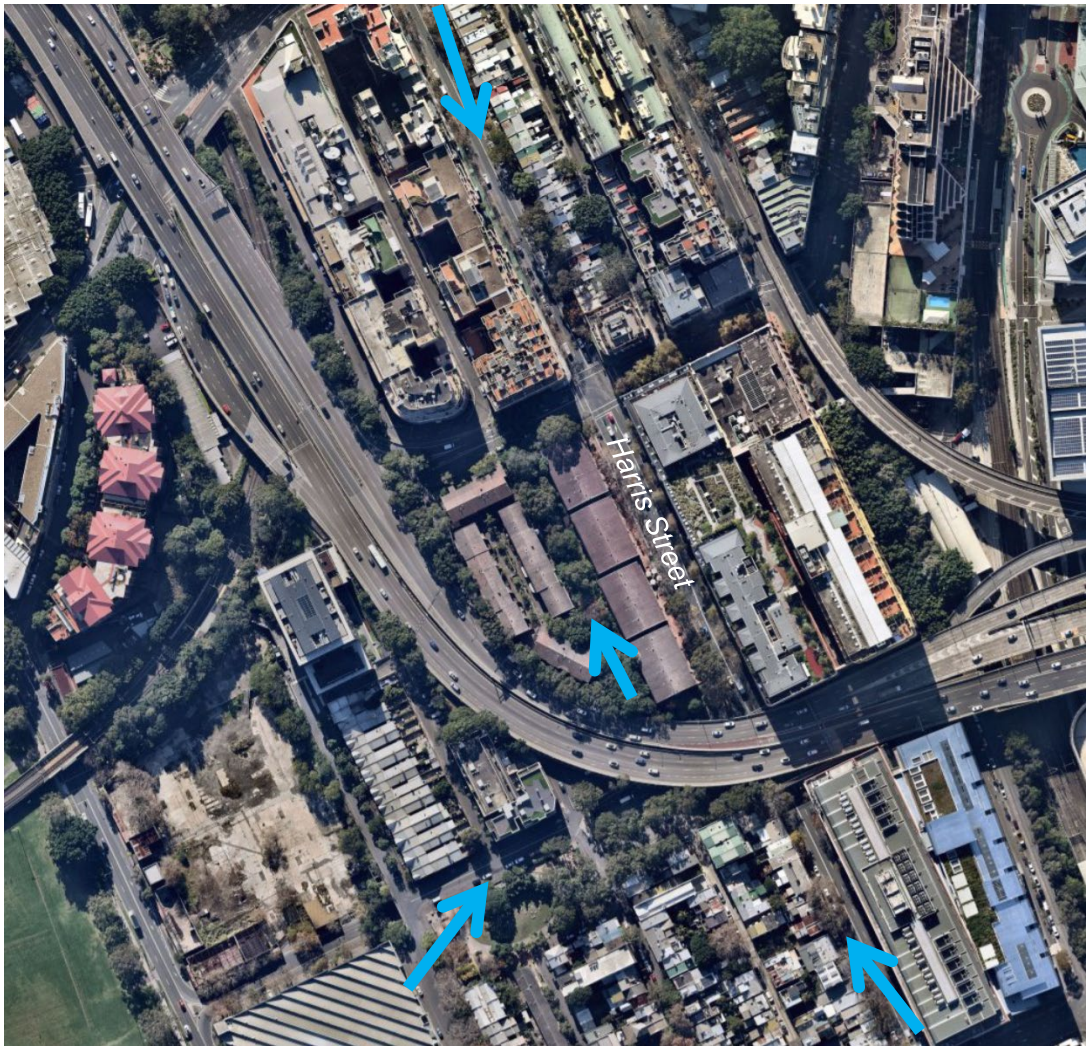


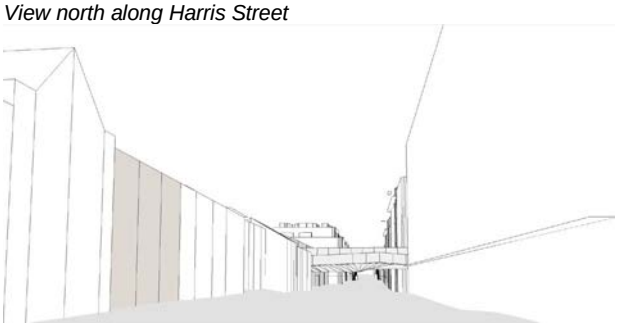
Figure 58. Aerial view of 1-19 Allen Street and 313-319 Harris Street with view locations indicated by blue arrows.

Existing environment

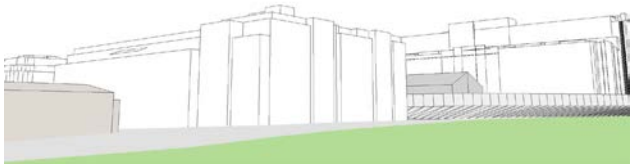
View south along Harris Street



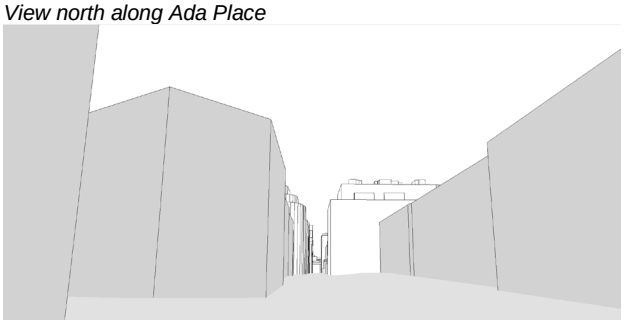
View north along Harris Street



View north east across Fig Lane park



View north along Ada Place

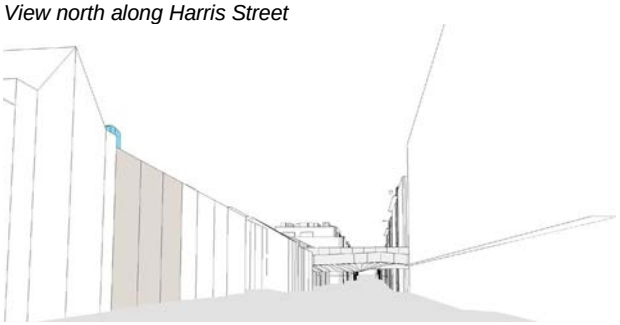


Existing environment and approved controls

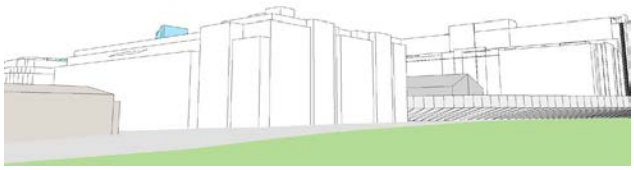
View south along Harris Street



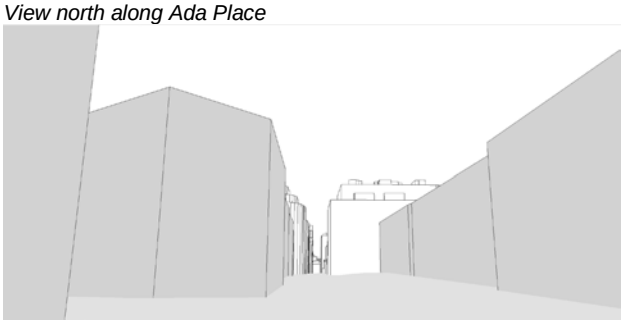
View north along Harris Street



View north east across Fig Lane park



View north along Ada Place

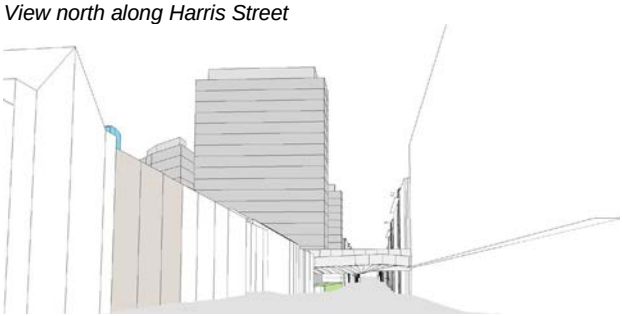


Existing environment and proposed controls

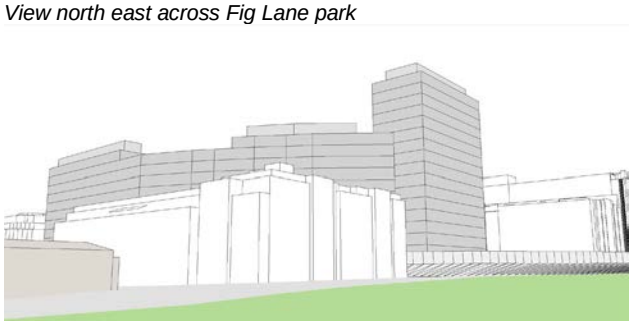
View south along Harris Street



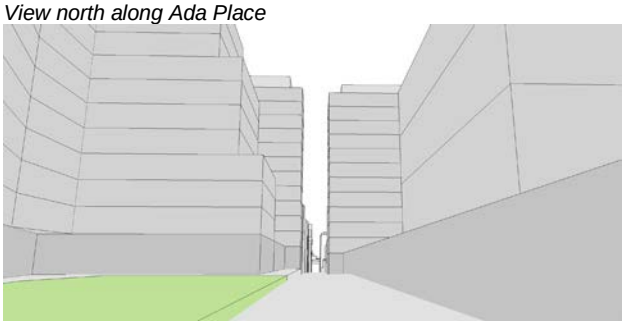
View north along Harris Street



View north east across Fig Lane park



View north along Ada Place



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

Overview

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



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



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

This site excluded from Planning Proposal

Background

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

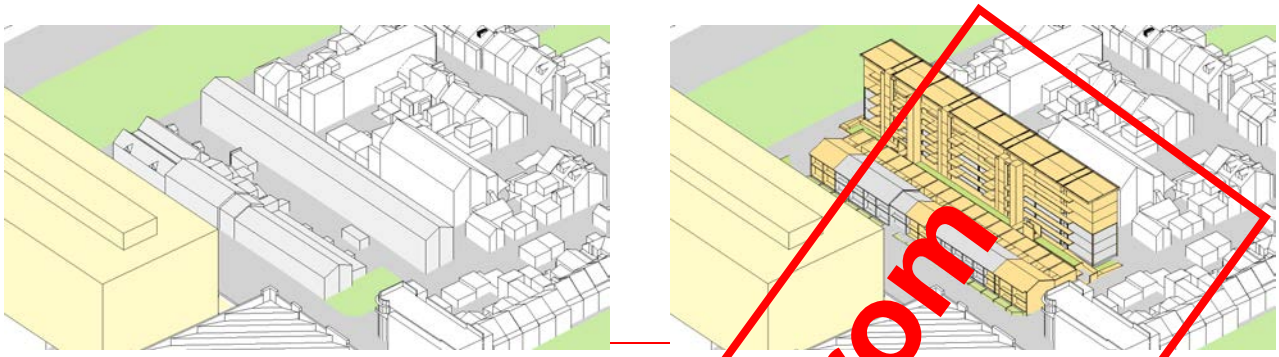


Figure 61. Existing development at 463-467 Harris Street with planning changes for adjacent sites proposed in Stage 1 (shown at left) and proposed planning controls for 463-467 Harris Street (shown at right).

This site excluded from Planning Proposal

Existing development and controls

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

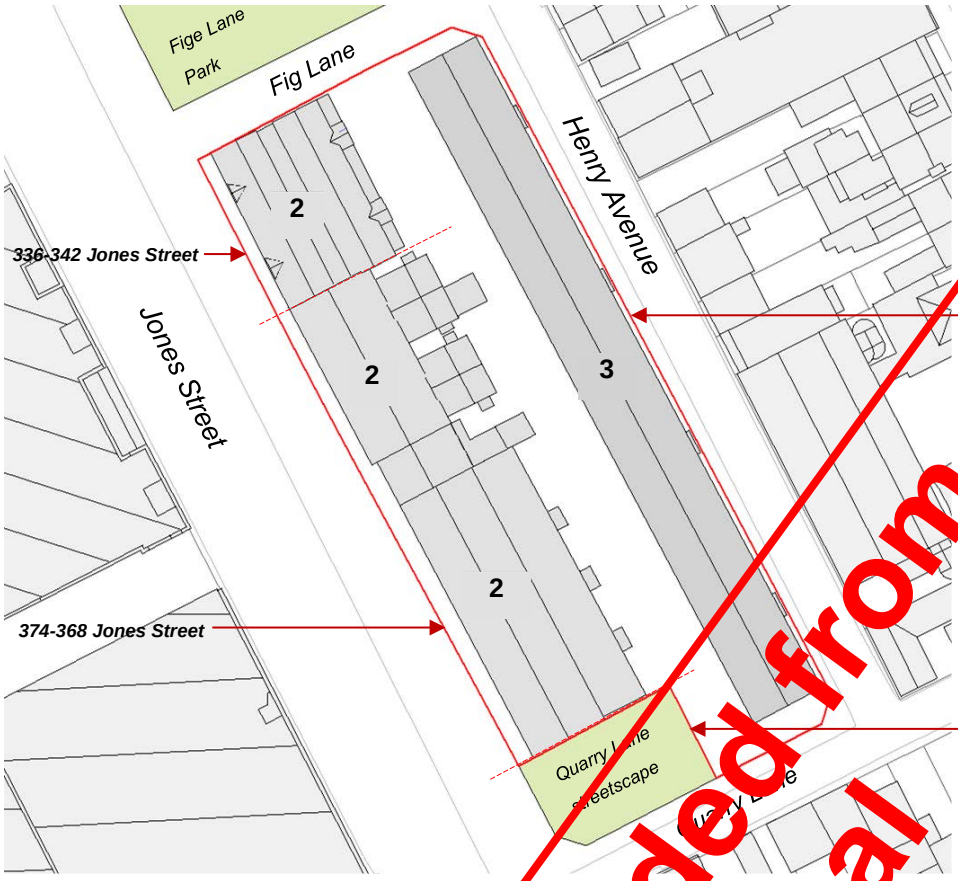
Table 16. Existing development and planning controls at 1-7 Henry Avenue and 336-368 Jones Street

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



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

This site excluded from Planning Proposal



~~Figure 63. Plan view of 1-7 Henry Avenue and 336-342 Jones Street (red boundary) showing existing development. Quarry Lane streetscape at 370-374 Jones Street shaded in green.~~

This site excluded from Planning Proposal



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



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

This site excluded from Planning Proposal

Urban design principles

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

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

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

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

Minimise overshadowing of existing residential properties –

Additional overshadowing to the living rooms and private open space of adjoining residential properties have been minimised, as guided by the Apartment Design Guide and the City's Development Control Plan. Refer to Figure 66. Sunlight to the communite open spaces of the residential development to the south, fronting onto Quarry Street, is maintained.

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

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

Conserve **heritage** values –

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

Good **design for wind and noise** –

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

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

Match **land use** to place –

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

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

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

Maximise development **within constraints** –

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

This site excluded from Planning Proposal

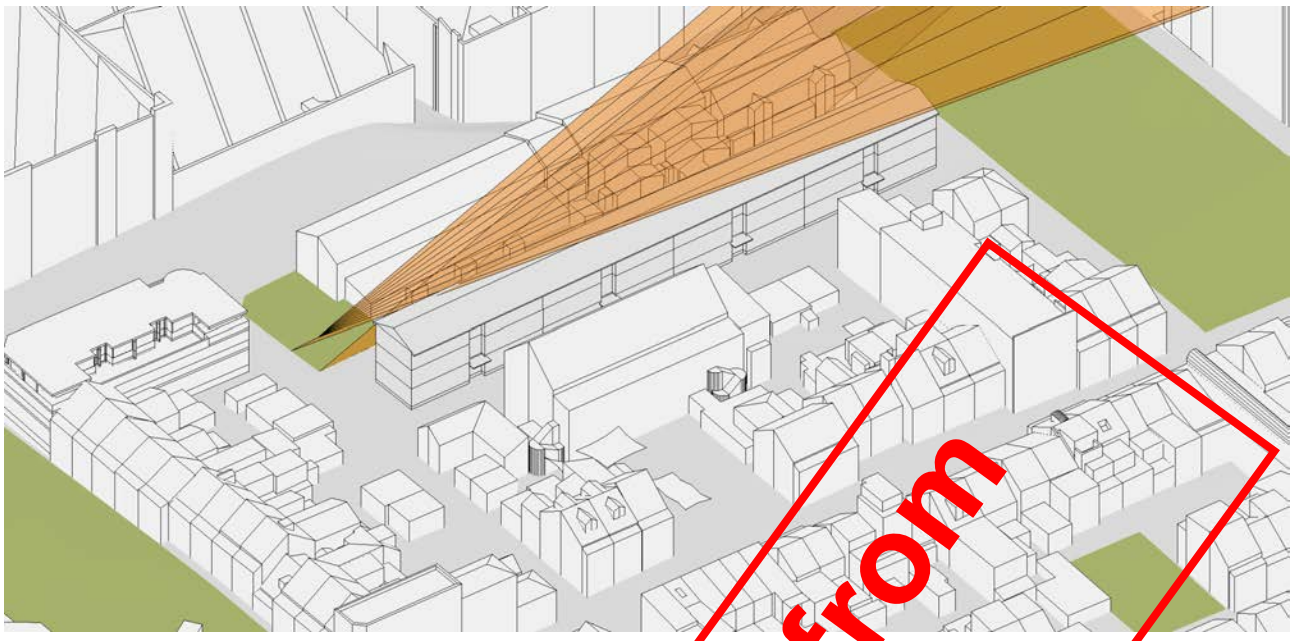


Figure 66. Height control planes required to maintain existing sunlight access to Quarry Lane streetscape.

This site excluded from Planning Proposal

Proposed controls

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

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

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

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

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

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

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

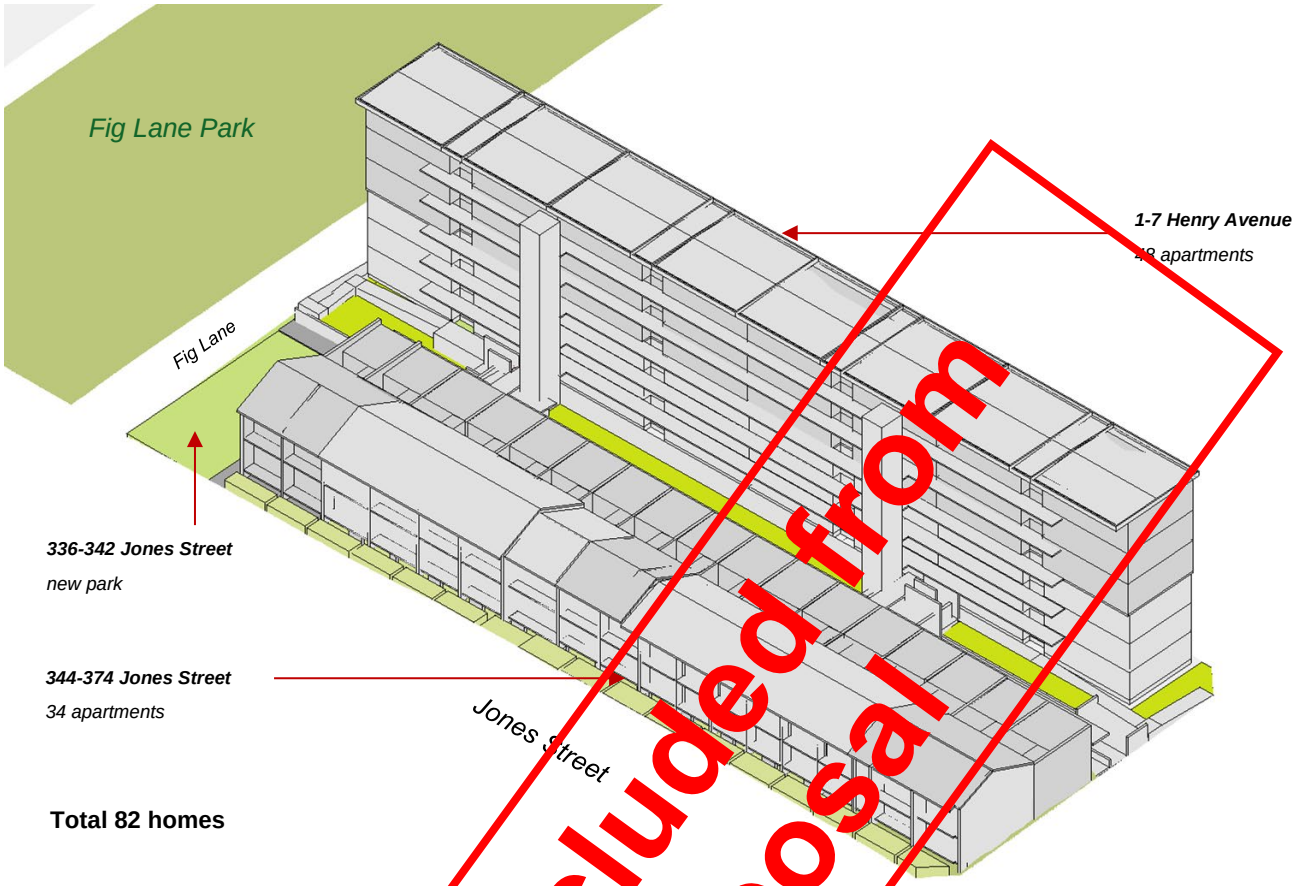
Table 17 . Planning provisions for 463-467 Harris Street - existing and proposed controls

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



This site excluded from Planning Proposal

Figure 64 - Site plan showing proposed planning controls and reconfiguration of site at 336-374 Jones Street and 1-7 Henry Avenue



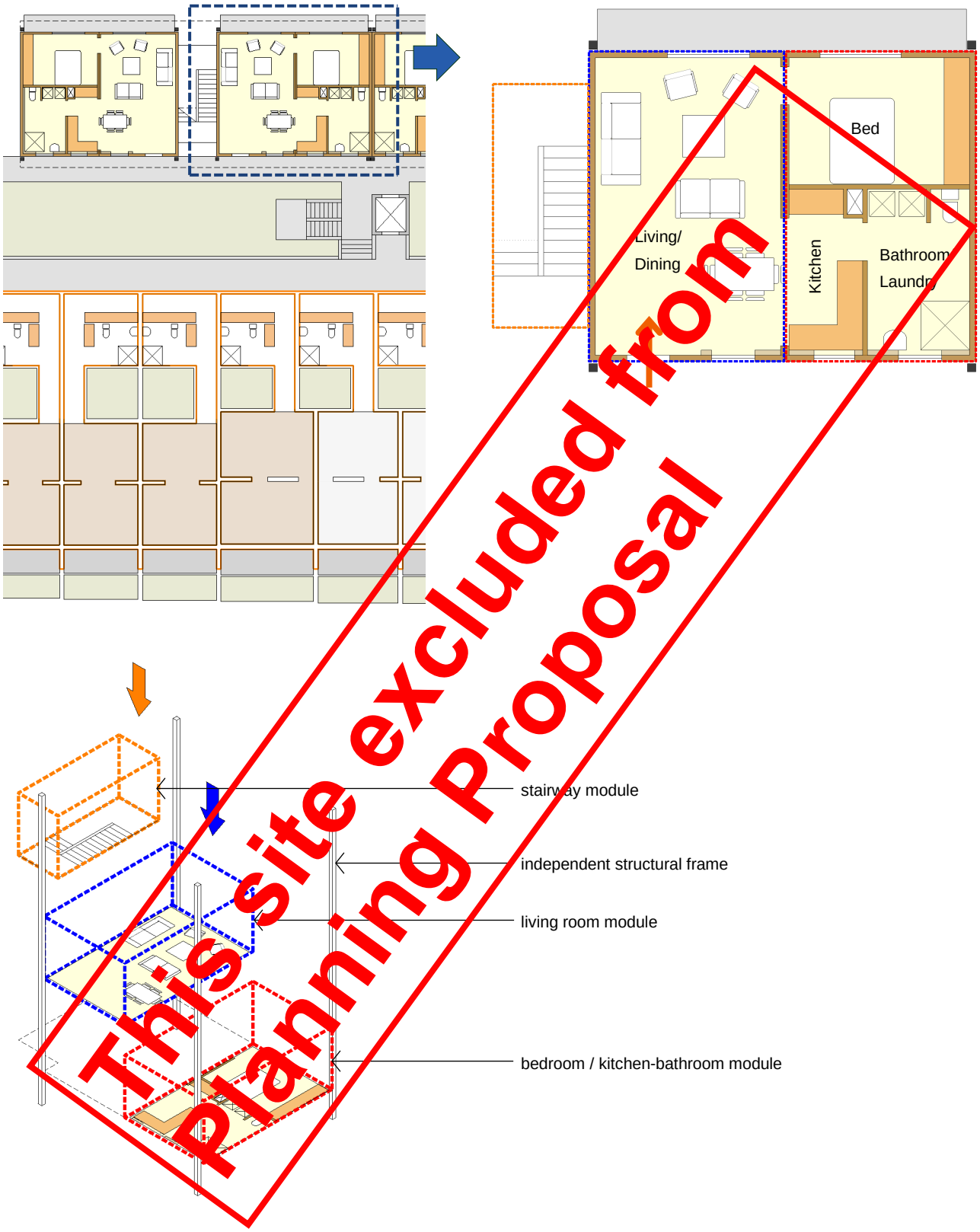
~~Figure 68. Diagrammatic aerial view showing proposed planning controls and reconfiguration of site at 336-374 Jones Street and 1-7 Henry Avenue~~

This site excluded from Planning Proposal



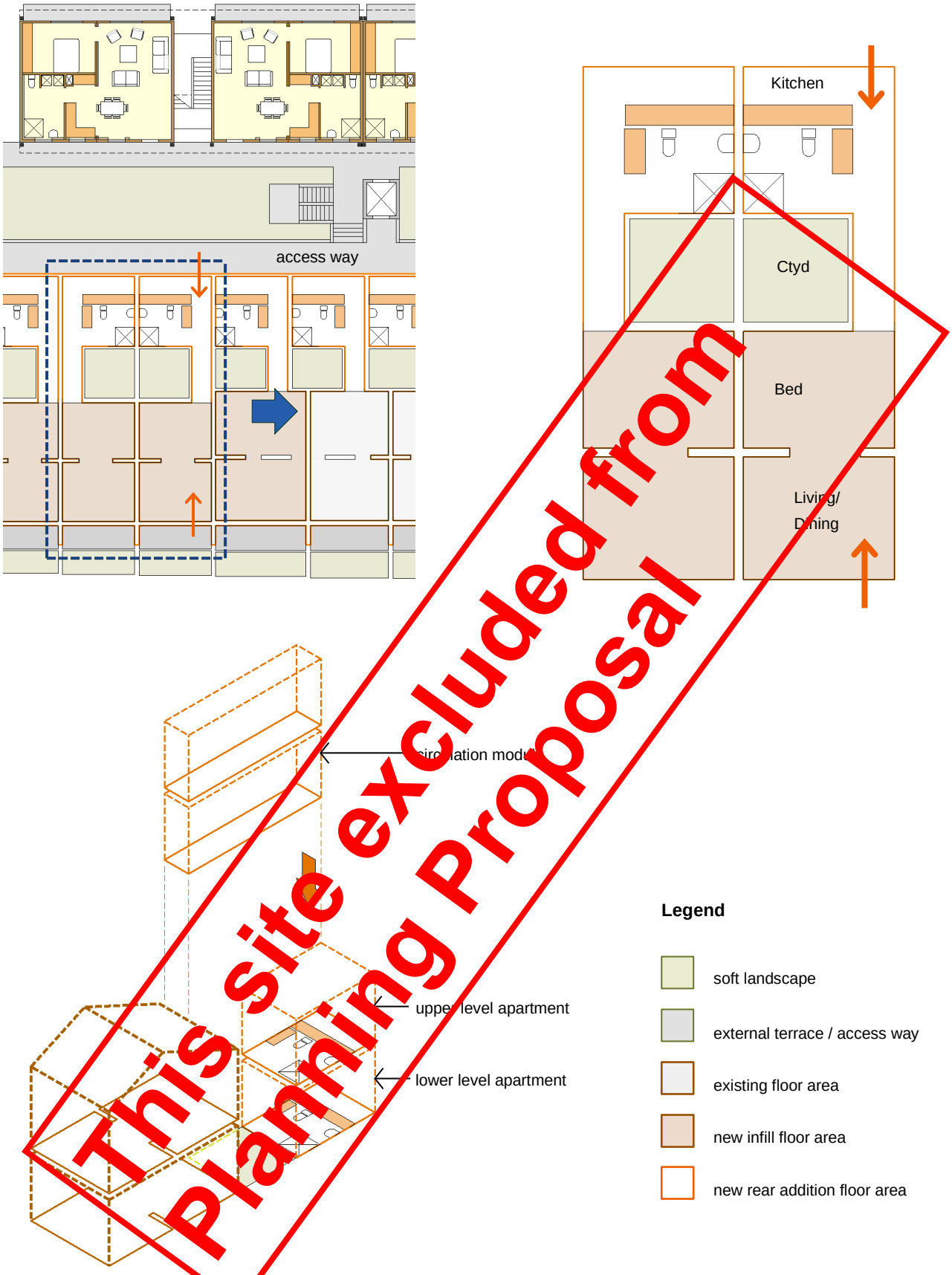
This site excluded from Planning Proposal

~~Figure 69. Indicative floor plans at 330-37 Jones Street and 1-7 Henry Avenue.~~



This site excluded from Planning Proposal

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



This site excluded from Planning Proposal

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

~~Visualisation~~



This site excluded from Planning Proposal

~~Existing development~~

~~*View north along Jones Street – 35mm lens*~~



~~*View south along Jones Street – 35mm lens*~~



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



~~*View north along Henry Avenue – 35mm lens*~~



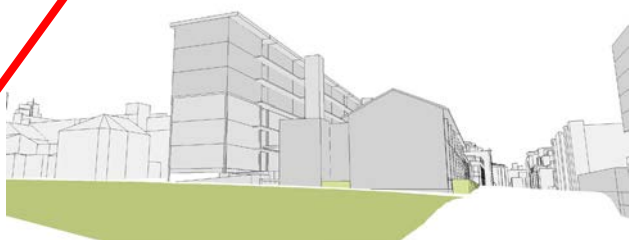
This site excluded from Planning Proposal

Existing development with proposed changes

View north along Jones Street – 35mm lens



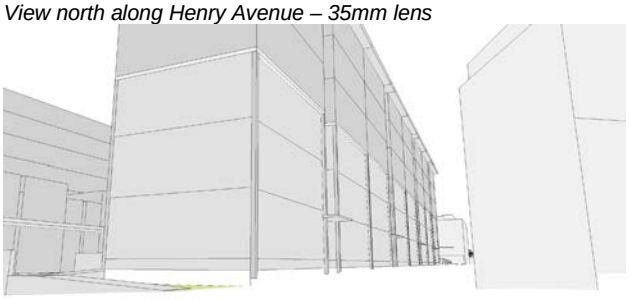
View south along Jones Street – 35mm lens



View south across Fig Lane Park – 35mm lens



View north along Henry Avenue – 35mm lens



463 – 467 Harris Street Ultimo

Overview

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



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



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

Background

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



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

Existing development and controls

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

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

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

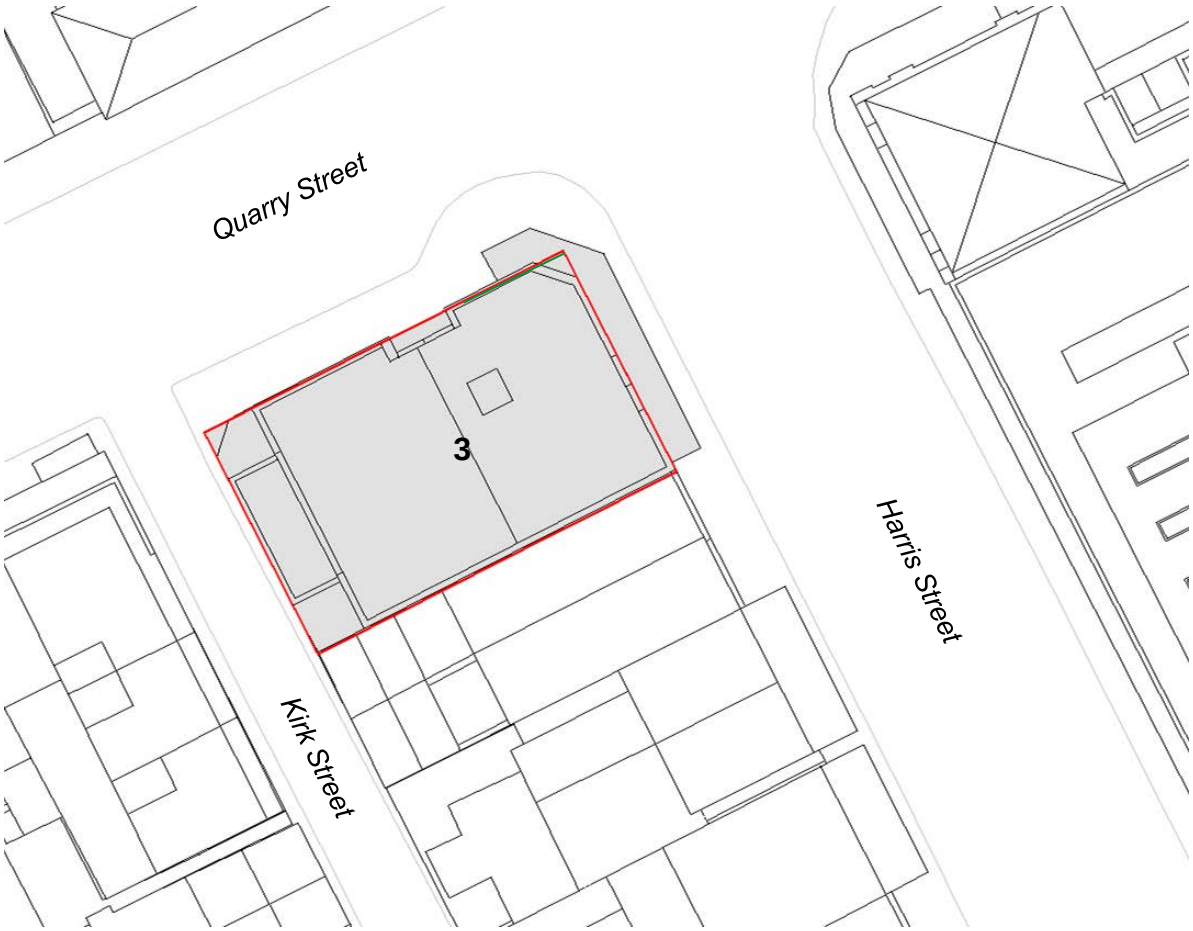


Figure 75. Plan view of 463-467 Harris Street site (red boundary) showing existing development.

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

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

Match **land use** to place –

The existing residential land use is maintained.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

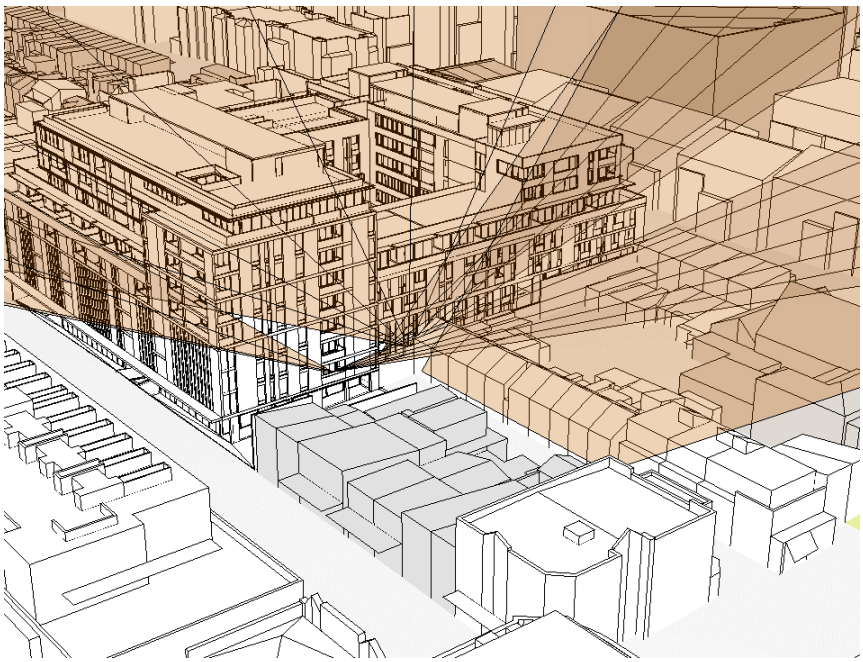


Figure 76. Height control planes to maintain sunlight access to neighbouring residential development.

Proposed controls

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

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

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

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



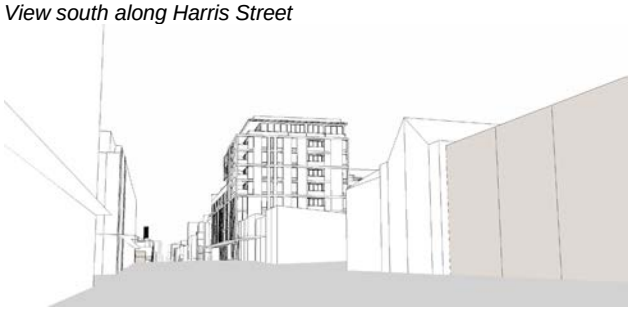
Figure 77. Site plan showing proposed planning controls at 463-467 Harris Street

Visualisation



Existing environment

View south along Harris Street



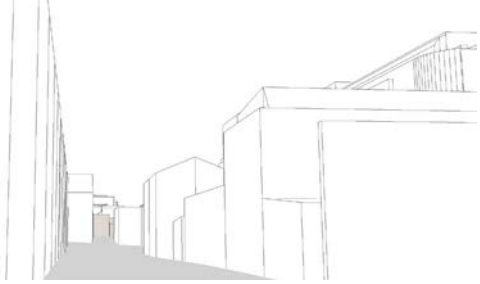
View north along Harris Street



View south along Kirk Street

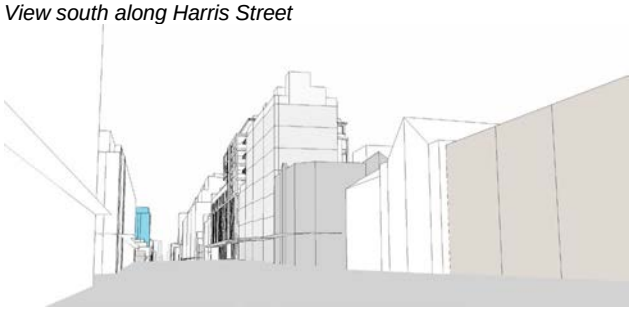


View north along Kirk Street



Existing environment with approved controls from Stage 1

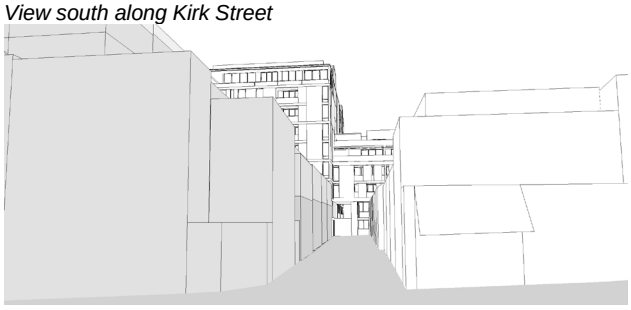
View south along Harris Street



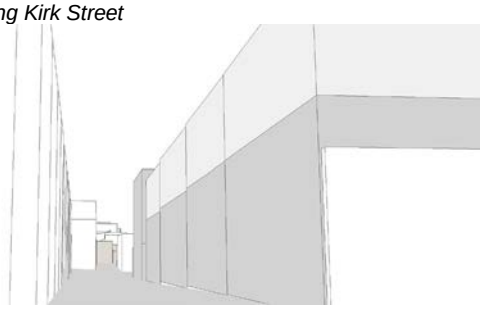
View north along Harris Street



View south along Kirk Street

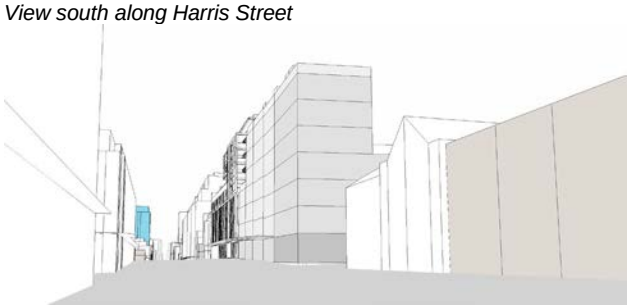


View north along Kirk Street



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

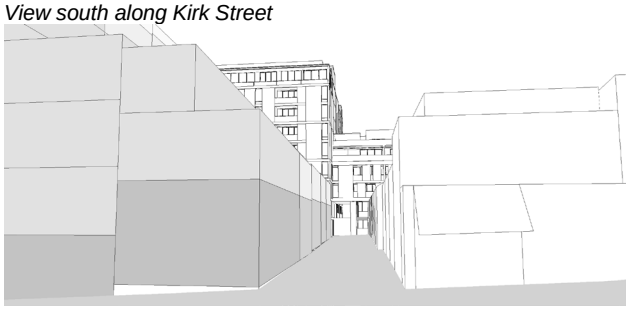
View south along Harris Street



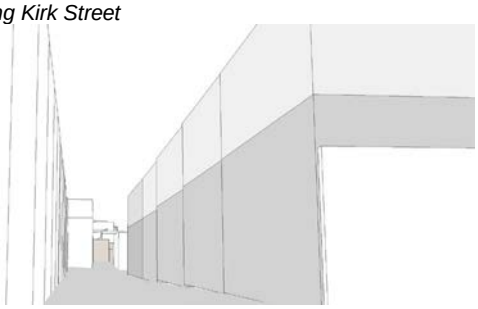
View north along Harris Street



View south along Kirk Street



View north along Kirk Street



344 Bulwara Road Ultimo

Overview

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



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



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



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

Background

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

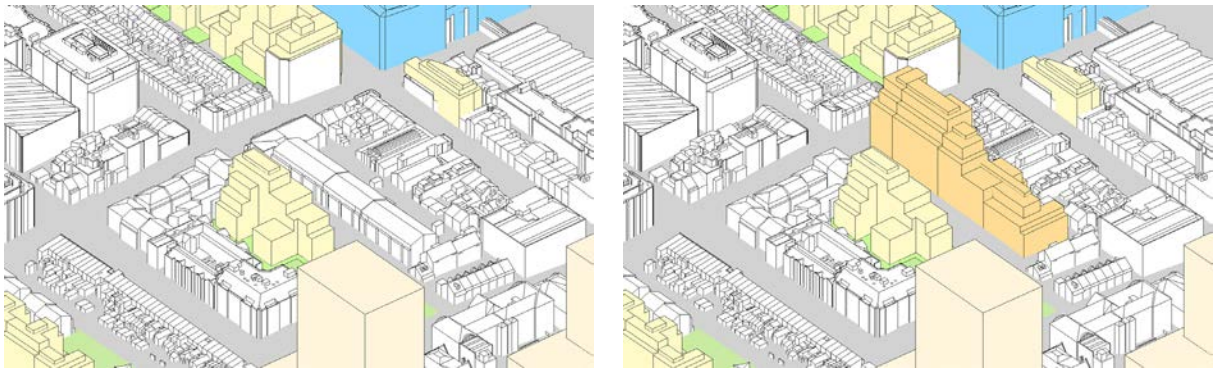


Figure 81. Existing development at 344 Bulwara Road (shown at left) and proposed planning controls (shown at right).

Existing development and controls

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

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

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

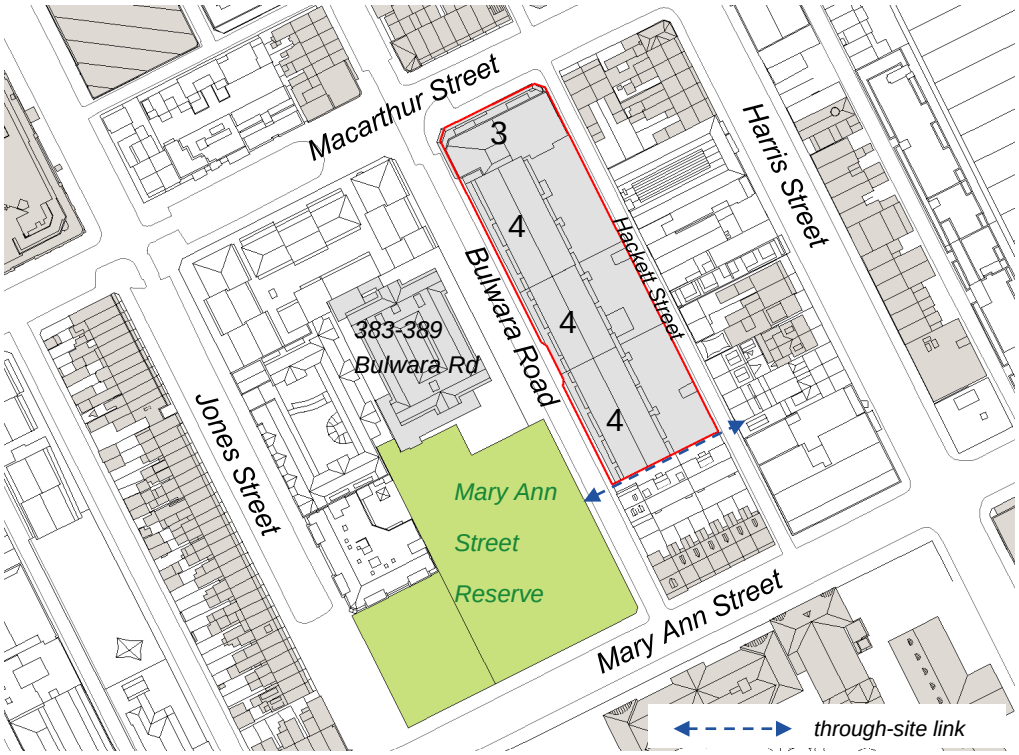


Figure 82. Plan view of 344 Bulwara Road site (red boundary) showing existing development.

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

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

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

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

Minimise overshadowing of existing residential properties –

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

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

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

Conserve **heritage** values –

The are no heritage items on the site.

Good **design for wind and noise** –

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

The site is not exposed to noise.

Match **land use** to place –

Residential land use extends the existing surrounding residential land use.

Consider **views** to and from public places

The sites are not affected by view corridors.

Maximise development **within constraints** –

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

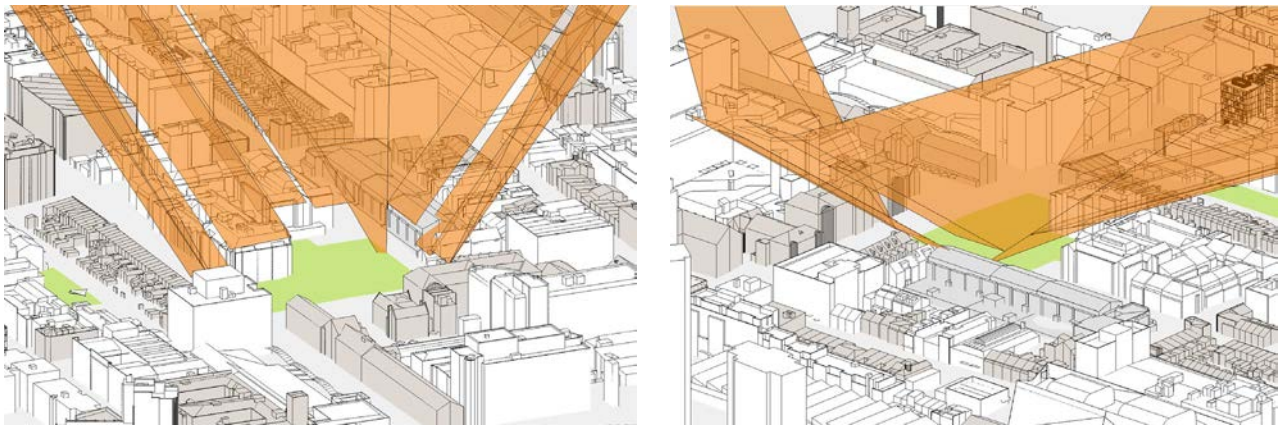


Figure 83. Height control planes maintain sunlight access to Mary Ann Street Reserve

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

Proposed controls

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

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

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

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

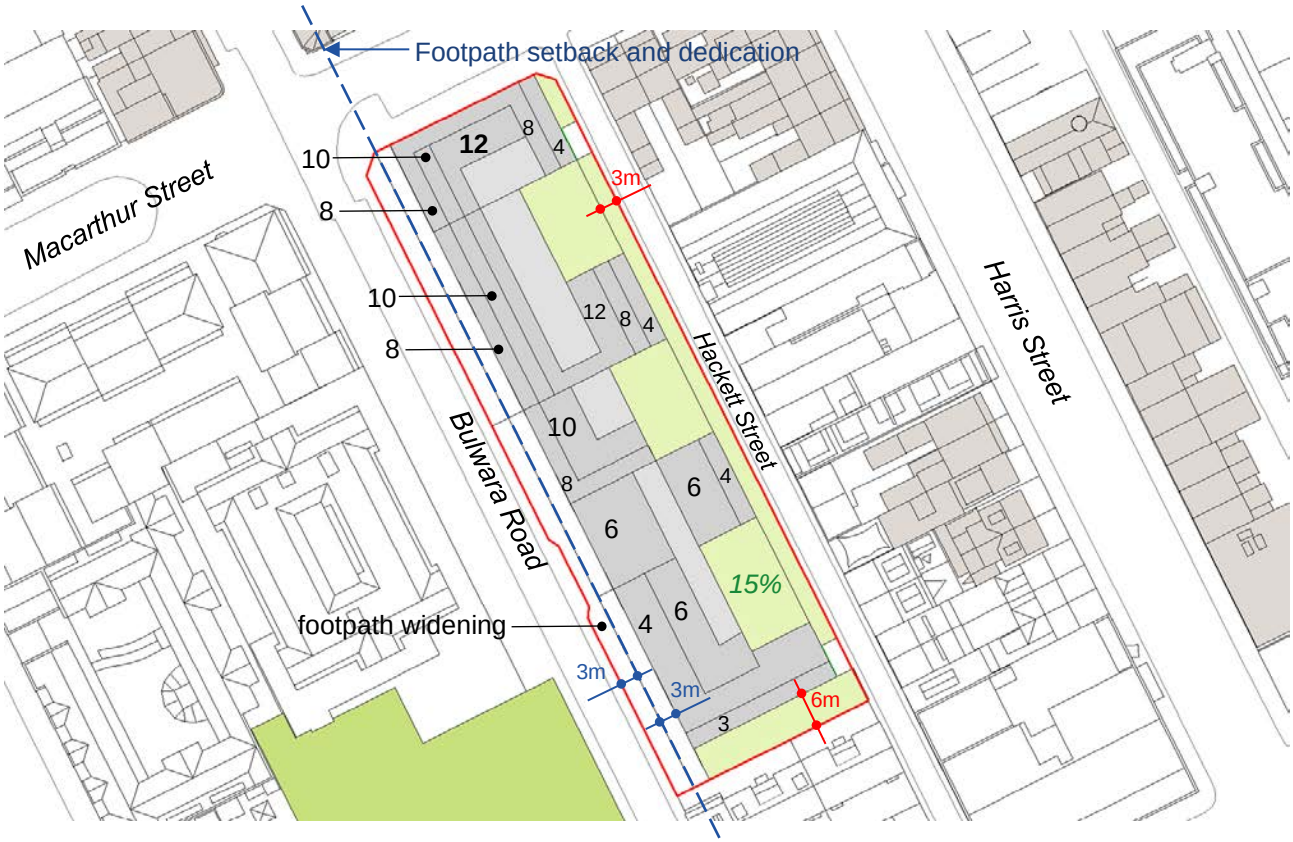


Figure 84. Site plan showing proposed planning controls at 344 Bulwara Road Ultimo.

Visualisation



Existing environment

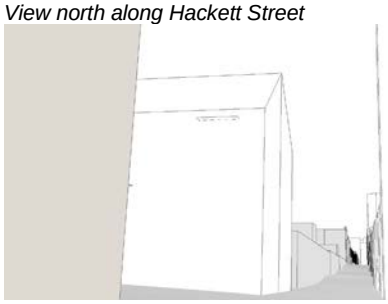
View north east across Mary Ann Street Reserve



View north along Bulwara Road



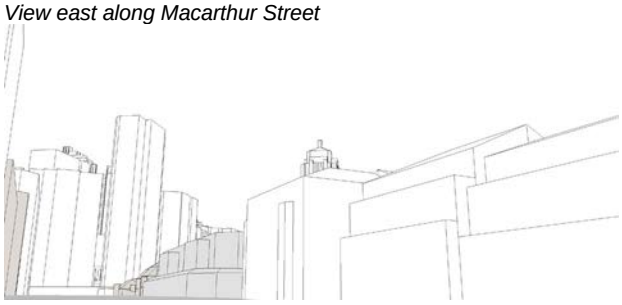
View north along Hackett Street



View south west along Macarthur Street



View east along Macarthur Street



Existing environment with approved controls from Stage 1

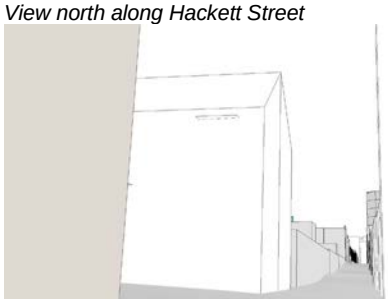
View north east across Mary Ann Street Reserve



View north along Bulwara Road



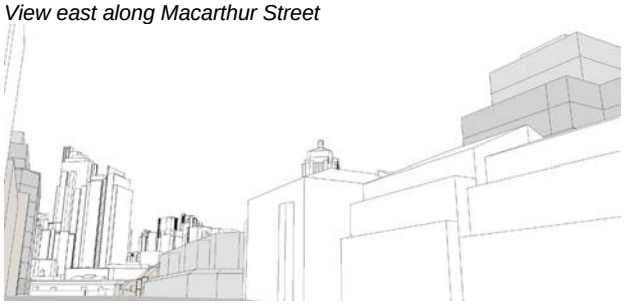
View north along Hackett Street



View south west along Macarthur Street

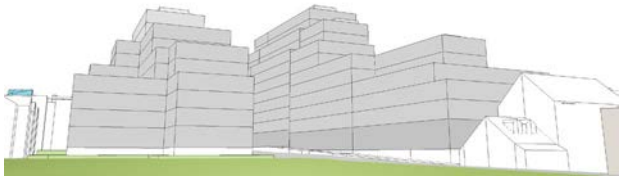


View east along Macarthur Street



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

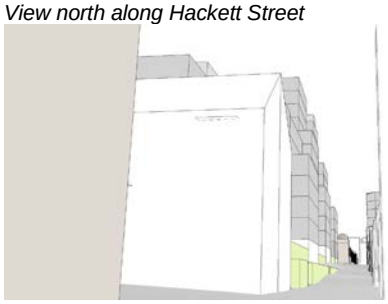
View north east across Mary Ann Street Reserve



View north along Bulwara Road



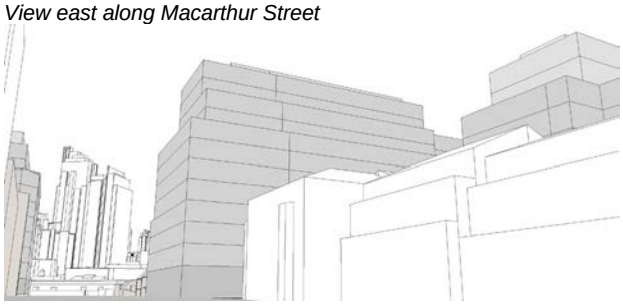
View north along Hackett Street



View south west along Macarthur Street



View east along Macarthur Street



CITY OF SYDNEY