

20 October 2025

At the conclusion of the Corporate, Finance, Properties and
Tenders Committee

Transport, Heritage and Planning Committee

Agenda

- 1. Confirmation of Minutes**
- 2. Statement of Ethical Obligations and Disclosures of Interest**
- 3. Wentworth Park - Vision and Structure Plan**
- 4. Post Exhibition - Planning Framework - Ultimo Pyrmont – Sydney Local Environmental Plan 2012, Ultimo Pyrmont Local Infrastructure Contributions Plan, Sydney Development Control Plan 2012 Amendment and Central Sydney Development Contributions Plan Amendment**
- 5. Post Exhibition - All-Electric Development - Draft Sydney Development Control Plan 2012**
- 6. Fire Safety Reports**

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To enable the Committee to hear a wide range of views and concerns within the limited time available, we encourage people interested in speaking at Committee to:

1. Register to speak by calling Secretariat on 9265 9702 or emailing secretariat@cityofsydney.nsw.gov.au before 10.00am on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time.
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as City staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are available at www.cityofsydney.nsw.gov.au

Item 1.

Confirmation of Minutes

Minutes of the following meetings of the Transport, Heritage and Planning Committee are submitted for confirmation:

Meeting of 15 September 2025

Item 2.

Statement of Ethical Obligations

In accordance with section 233A of the Local Government Act 1993, the Lord Mayor and Councillors are bound by the Oath or Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Sydney and the City of Sydney Council and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act 1993 or any other Act, to the best of their ability and judgement.

Disclosures of Interest

Pursuant to the provisions of the Local Government Act 1993, the City of Sydney Code of Meeting Practice and the City of Sydney Code of Conduct, Councillors are required to disclose and manage both pecuniary and non-pecuniary interests in any matter on the agenda for this meeting.

In both cases, the nature of the interest must be disclosed.

This includes receipt of reportable political donations over the previous four years.

Item 3.

Wentworth Park - Vision and Structure Plan

Document to Follow

Item 4.

Post Exhibition - Planning Framework - Ultimo Pyrmont - Sydney Local Environmental Plan 2012, Ultimo Pyrmont Local Infrastructure Contributions Plan, Sydney Development Control Plan 2012 Amendment and Central Sydney Development Contributions Plan Amendment

File No: X101016

Summary

The proposed Ultimo Pyrmont planning framework is the City of Sydney's (the City's) response to the NSW Government's Pyrmont Peninsula Place Strategy and the Minister for Planning and Public Spaces' direction to provide capacity for 4,000 new homes and 23,000 jobs.

This report follows the public exhibition of the City's Ultimo Pyrmont planning framework which included:

- new planning controls for 1,269 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 around 5,756 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 the existing development approvals and State Significant sites, the draft framework meets the Pyrmont Peninsula Place Strategy targets, contributing 4,192 homes and 25,423 jobs.

The draft framework was exhibited from 1 October to 13 November 2024, receiving 243 submissions including 23 in support, 72 neutral and 148 objections. In addition, 11 submissions were received from public authorities and government agencies. A summary of the submissions and responses is at Attachment A.

The 23 submissions in support noted that the proposal provides for housing and employment growth in a location with excellent amenity, close to existing infrastructure and services, supported by an increase in public transport capacity and local infrastructure investment. Submissions acknowledged that the planning controls had been carefully crafted to minimise impacts on the existing community and generally looked to promote place improvements, including more trees, more open space, widened footpaths and streets with access to daylight and comfortable wind conditions.

The 148 objections mainly raised concerns about:

- infrastructure provision and alignment with growth
- traffic congestion and parking impacts
- the character of the area and that the planning controls would impact on the area's village feel
- building heights, being too tall and out of character with existing buildings and context
- the current lack of demand for office floor space and the need to plan for additional dwellings in response to the housing supply crisis.

The site-specific concerns focused on:

- the proposed controls for the Quarry Master Drive and Saunders Street precinct, and
- the proposed controls for the Gateway Apartments at 1-27 Murray Street

In response to submissions, the key change is to encourage mixed-use residential development on some mixed-use zoned sites where commercial development was previously proposed. This includes increased height and floor space ratio (FSR) for residential outcomes at the Gateway Apartments at 1-27 Murray Street, 46-48 Pymont Bridge Road and 13A-29 Union Street. With adjustments to exhibited sites, the amended proposal could deliver between 1,262 and 1,524 homes and 3,603 and 6,970 jobs, depending on market preference for residential or employment uses over time.

Combined with amended development approvals and development potential on State Significant sites, the City's amended Ultimo Pymont planning framework still exceeds the Pymont Peninsula Place Strategy targets contributing between 4,555 and 4,817 homes and 23,637 and 27,004 jobs for the area. A comparison of pre and post exhibition dwelling and job numbers is provided at Attachment B.

This report describes the outcomes of the exhibition and recommends changes be made to the Ultimo Pymont planning framework in response to the submissions.

The report asks Council to note further investigation will be done on some new sites and sites requiring significant amendments in response to landowner submissions. Additional density on these sites is possible and the City will investigate revised planning controls through a Stage 2 process, to be reported back to Council and publicly exhibited. Stage 2 sites have the potential to accommodate approximately 1,300 additional homes.

The report recommends Council approve the amended Planning Proposal and Draft Sydney Development Control Plan – Ultimo Pyrmont, and proceed to finalise the Planning Proposal as a local environmental plan (LEP). The Development Control Plan will come into effect when the LEP is published.

It recommends Council approve the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 with a request that the Minister amend relevant planning regulations to enable a contributions levy of up to 3% on new development.

The report also asks Council to approve draft amendments to the Central Sydney Development Contributions Plan 2020, which were publicly exhibited at the same time as the draft Ultimo Pyrmont planning framework. Two submissions were received: one supportive and one neutral. The draft amendments include updates to legislative references and policy changes for exclusions and refunds. The amendments are consistent with the draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023. No changes are proposed to the levy rates or schedule of works in the Central Sydney Development Contributions Plan 2020.

Recommendation

It is resolved that:

- (A) Council note the matters raised in response to the public exhibition of Planning Proposal – Ultimo Pyrmont, draft Sydney Development Control Plan – Ultimo Pyrmont, draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 and Central Sydney Development Contributions Plan 2020 Amendments, shown at Attachment A to the subject report;
- (B) Council note that the NSW Government must recommit to returning Wentworth Park as public open space and not extend the Greyhound Breeders, Owners and Trainers Association's lease beyond 2027. Without this action, the community will face insufficient open space, inadequate recreational infrastructure, and increased flood risks in an already densely populated precinct;
- (C) Council approve Amended Planning Proposal – Ultimo Pyrmont shown at Attachment C to the subject report, and request the relevant local plan making authority make the planning proposal as a Local Environmental Plan under section 3.36 of the Environmental Planning and Assessment Act 1979;
- (D) Council approve Amended Draft Sydney Development Control Plan – Ultimo Pyrmont shown at Attachment D to the subject report, noting the approved Development Control Plan will come into effect on the date of publication of the subject Local Environmental Plan;
- (E) Council request the Minister for Planning and Public Spaces amend Section 209(1) of the Environmental Planning and Assessment Regulation 2021 to allow for a contributions levy of up to 3% to apply to new development;

- (F) Council approve Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 shown at Attachment E to the subject report, noting it will commence only following the amendment of Section 209(1) of the Environmental Planning and Assessment Regulation 2021 and the making of the amendment to the Local Environmental Plan;
- (G) Council approve the draft amendments to the Central Sydney Development Contributions Plan 2020 shown at Attachment F to the subject report, noting these amendments will commence when published on the City's website;
- (H) authority be delegated to the Chief Executive Officer to make amendments to Amended Planning Proposal – Ultimo Pyrmont, Amended Draft Sydney Development Control Plan – Ultimo Pyrmont, Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 and Central Sydney Development Contributions Plan 2020 Amendments to correct any errors or omissions prior to finalisation; and
- (I) Council note that, in response to submissions, the City is investigating 463-467 Harris Street, 56 Harris Street, 1-19 Allen Street, 313-369 Harris Street, 1-7 Henry Street, 26-52 Mount Street and 1-33 Saunders Street for new planning controls, the results of which will be reported back to Council and where supported, placed on public exhibition.

Attachments

Attachment A.	Ultimo Pyrmont Planning Framework and Central Sydney Development Contributions Plan 2020 Amendments - Summary of Submissions and Responses
Attachment B.	Pre and Post Exhibition Dwelling and Job Number Comparison
Attachment C.	Amended Planning Proposal – Ultimo Pyrmont
Attachment D.	Amended Draft Sydney Development Control Plan – Ultimo Pyrmont
Attachment E.	Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 (as amended following public exhibition)
Attachment F.	Draft Amendments to Central Sydney Development Contributions Plan 2020 (as amended following public exhibition)
Attachment G.	Amended Ultimo Pyrmont Urban Design Study
Attachment H.	Implementation of the Pyrmont Peninsula Place Strategy – Ministerial Direction

Background

1. The City's proposal is in response to the NSW Government's Pyrmont Peninsula Place Strategy (the Place Strategy) and a NSW Ministerial Direction under Section 9.1 of the Environmental Planning and Assessment Act 1979 (Attachment H) that any future planning in Ultimo and Pyrmont must:
 - facilitate development consistent with the Place Strategy
 - facilitate development consistent with the NSW Government's Pyrmont Peninsula Economic Development Strategy
 - align the planning controls with the NSW Government's District Plan priority of growing a stronger and more competitive Harbour CBD
 - give effect to the Place Strategy vision and deliver the envisaged future character of the identified sub-precincts
 - be consistent with the Place Strategy's 10 directions and Structure Plan, and
 - support the delivery of the Place Strategy 'Big Moves'
2. A full background of the City's original proposal, Place Strategy history, City early community engagement, design considerations and approach can be viewed in the December 2023 pre-exhibition report to the Transport, Heritage, Environment and Planning Committee and the Central Sydney Planning Committee at <https://meetings.cityofsydney.nsw.gov.au/ieListDocuments.aspx?CId=137&MId=4185&Ver=4> (Item 5).

The NSW Government reviewed the City's proposal prior to public exhibition and approved it for public exhibition

3. The City's proposal was lodged with the NSW Department of Planning, Infrastructure and Housing in February 2024 for review and permission, called a gateway determination, to publicly exhibit.
4. A conditional gateway determination was issued in July 2024. Between July and September 2024, the City worked with the NSW Department of Planning, Infrastructure and Housing to resolve the gateway conditions. The gateway conditions resulted in minor amendments to the proposal, which were approved by the Chief Executive Officer in September 2024 in line with the resolutions from Council and the Central Sydney Planning Committee.

Public exhibition of Ultimo Pyrmont Planning Framework

We received 243 submissions from the community and 11 submissions from public authorities in response to the public exhibition of our proposal

5. The Planning Proposal, draft DCP and draft Contributions Plan were publicly exhibited for 31 working days from 1 October 2024 to 13 November 2024 in accordance with the Gateway Determination and the City's Community Participation Plan.

6. 19,720 notification letters were sent to landowners and occupants of surrounding properties. A notification email to 418 recipients was sent to local community groups and subscribers registered to receive project updates. The exhibition was also advertised on the City's "Sydney Your Say" page.
7. Hard copies of the consultation material were made available at the Town Hall House customer service centre, Ultimo Community Centre and Darling Square Library. The city model on Level 2 of Town Hall House was updated to include models for each of the sites where new planning controls were proposed. The "Sydney Your Say" page included an interactive map with drawings that summarised the proposed changes to planning controls, a video explaining the approach used to prepare the draft planning controls and a set of maps explaining the selection process the City followed when deciding which sites to consider in the study.
8. The City hosted an online information session on 14 October 2024. City staff presented the proposed planning controls and answered questions from attendees.
9. A total of 254 submissions were received during the public exhibition period. There were 23 submissions in support, 72 neutral and 148 submissions in opposition. Multiple submissions from individuals or strata body corporates have been counted as single submissions.
10. The City also received 11 submissions from public authorities and government agencies.
11. A summary of submissions and the City's response is included in Attachment A, with the key issues discussed below.

Issue: Concerns were raised about roads, traffic congestion, parking impacts and public transport provision

12. Of the 72 submissions raising concerns about growth and infrastructure, most highlighted roads, traffic congestion, parking, and public transport. Submissions noted existing congestion and increasing difficulty finding on-street parking. Some argued that Transport for NSW's Western Distributor "Improvements" project would make the situation worse.

Response: Ultimo Pyrmont is a walkable community with improving public transport

13. Ultimo Pyrmont is already a highly walkable neighbourhood. The Pyrmont Metro Station, opening in 2032 as part of Sydney Metro West, will significantly improve public transport access and further support walkability.
14. The NSW Government has funded a new commuter ferry wharf to connect the Sydney Fish Market to the harbour, along with major upgrades to the Wentworth Park light rail stop. These upgrades include new lifts, ramps, platforms, lighting, landscaping and signage, improving safety, accessibility and usability for over 6 million annual visitors.

15. In 2024, the NSW Government finalised the Pyrmont-Ultimo Transport Plan, setting out 55 initiatives for a sustainable, multi-modal transport network to support growth. Key actions include investigating the pedestrianisation of Union Street and widening Pyrmont Bridge Road footpaths between the new Metro station and relocated Fish Market. The City will continue to advocate for the full and appropriate delivery of these initiatives.

Response: The City is making it easier and safer to walk and cycle

16. The City has delivered a separated cycleway on Mary Ann Street, linking south to Jones Street, west to Glebe via Kelly Street, and east to the City via the Goods Line and Darling Harbour.
17. With community support, the City is advocating for active travel and public domain improvements around Pyrmont Metro. Priorities include:
- 30km/h speed limits around the Metro station
 - pedestrianisation of Union Street
 - wider footpaths on Edward Street and Pyrmont Bridge Road, and
 - a separated cycleway on Bridge Road alongside both Metro sites
18. The City is also seeking improvements around the new Fish Market, including:
- safer walking routes to public transport stops via Pyrmont Bridge Road, Bridge Road and Wattle Street
 - reversal of Transport for NSW's decision to retain the Wattle Street/Bridge Road slip lane
 - clarity on plans to increase L1 light rail service capacity and improve access at Fish Market and Wentworth Park stops
 - a separated cycleway (rather than a shared path) outside the Fish Market, continuing directly along Pyrmont Bridge Road to Pyrmont Bridge
19. The City continues to advocate for restoring Glebe Island Bridge as a direct walking and cycling link between Bays West and the City. This would unlock local connections to open space, community facilities and future schools on both sides of the bridge.

Response: The City prioritises sustainable transport, not more road space

20. The City has no plans to create additional road space in Ultimo Pyrmont. Instead, it is investigating improvements such as Union Street pedestrianisation, a Pyrmont Bridge Road cycleway, and in-road tree planting by reallocating vehicle lanes.
21. The City has implemented parking controls to reduce reliance on private vehicles, including time-of-day restrictions, ticket parking pricing, and kerbside priority for goods and services. Planning policies also apply maximum parking rates, require on-site car share bays, and mandate bicycle parking for new developments.

22. Under the City's neighbourhood parking policy, new residential flats and commercial/retail premises are ineligible for parking permits, further reducing on-street demand. Public transport improvements associated with Sydney Metro will also reduce the need for driving into or out of Ultimo Pyrmont.

Response: The City continues to oppose the Western Distributor "Improvements" project

23. Transport for NSW has confirmed it is no longer pursuing a new Western Distributor on-ramp at Pyrmont. However, it is still proposing to remove the zebra crossing and restrict the right-turn from the Pyrmont Bridge Road off-ramp. These changes would divert traffic through Harris Street, increasing volumes in the heart of Ultimo Pyrmont and undermining walkability and liveability.
24. Transport for NSW has advised that the Western Distributor project is under review and no decision has been made on whether it will proceed. If it does, construction would not occur until after the Sydney Fish Market relocates to Bridge Road in late 2025. The City continues to oppose the project and advocates for solutions that prioritise safety for people walking, cycling and using public transport.

Issue: The City and the community have long advocated for the appropriate provision of school infrastructure

25. Of the 72 submissions raising concerns about growth and supporting infrastructure, many highlighted public school capacity as a key issue.

Response: The NSW Department of Education is responsible for school infrastructure

26. The NSW Department of Education is responsible for planning and delivering school infrastructure. The City has long advocated for better provision in response to community concerns about capacity and access.

Previous Department of Education responses

27. **2020 draft Place Strategy exhibition:** The Department of Education stated the Pyrmont Peninsula could grow by 8,500 people (4,000 dwellings) by 2041, but was already well serviced by primary and secondary schools, and no additional places were required.
28. **2021 Blackwattle Bay exhibition:** The Department of Education acknowledged some modest enrolment growth that may require short-term intervention. Potential responses included intake boundary changes, new temporary or permanent classrooms, and upgrades to existing schools.
29. **2025 Blackwattle Bay land use amendment:** The City recommended the Department of Education prepare a public study on demand, supply and access to 2041 across Ultimo, Pyrmont, Glebe and Bays West. The Department of Planning responded that the proposal to allow an extra 320 dwellings would have little impact on social infrastructure demand and did not identify a need for new facilities.

Latest advice on the Ultimo Pyrmont Planning Framework

30. In May 2025, the Department of Education advised that:
- it had reviewed assets, projects, planning actions and dwelling projections from the Place Strategy

- growth would affect capacity and primary school demand could be met by existing assets, but upgrades to high schools would be required
 - these upgrades are currently unfunded and remain subject to consultation, due diligence and further detailed planning
31. No funding for school infrastructure in Ultimo, Pyrmont, Glebe or Bays West was allocated in the 2025/26 NSW Budget.

The City's position

32. The NSW Government must now commit to transparently addressing school demand, supply and access in Ultimo, Pyrmont, Glebe and Bays West, in consultation with the community.
33. Redevelopment of Bays West offers an opportunity to deliver a new primary school, supported by a restored Glebe Island Bridge active transport link. High school capacity could be addressed through improvements at Sydney Secondary College Blackwattle Bay Campus.
34. The City is committed to working with the Department of Education to resolve public school capacity issues, as demonstrated through our collaboration on Green Square Public School.

Issue: Growth must be supported by new and upgraded local infrastructure

35. Many submissions raised concerns that increased densities would place further strain on existing local infrastructure. Submissions highlighted the need for growth to be supported by new and upgraded facilities such as parks, pedestrian and cycling infrastructure, and tree planting. A number of submissions specifically requested upgrades to Wentworth Park.
36. Some submissions expressed concern that the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 (the Draft Contributions Plan) would impose an additional charge at a time when economic pressures are already affecting housing feasibility and the financial sustainability of the construction sector. They argued that local contributions, when combined with affordable housing contributions and the State Government's Housing and Productivity Contribution, would place further burden on a struggling sector.
37. The Pyrmont Action Group submission objected to the Draft Contributions Plan seeking to recoup \$10.5 million recently spent on the Pyrmont Community Centre upgrade. They argued that future contributions should not fund these works, which had been sought by the community since 2006. Instead, they requested that this allocation be redirected to the redevelopment of the Maybanke site as a Community Sports and Recreation Centre, and that the Maybanke upgrade works be brought forward from their current timeframe of 2036–2041.

Response: The City's growth strategy is supported by a new local infrastructure contributions plan

38. The City's growth strategy is supported by a new local infrastructure contributions plan, ensuring that contributions collected in Ultimo Pyrmont are reinvested into local infrastructure in Ultimo Pyrmont. This plan will replace the City of Sydney Development Contributions Plan 2015, as it relates to Ultimo and Pyrmont.

39. The Draft Contributions Plan includes a schedule of works detailing over \$148 million in new and improved local infrastructure, fully or partly funded through contributions. As new development directly benefits from this investment, it is reasonable that development bears a share of the cost.
40. The schedule of works includes open space improvements, community facility upgrades, public domain enhancements, bike network extensions, stormwater works, and tree planting to 2041. Notably, it allocates \$60 million for capacity improvements to Wentworth Park South and North.
41. Delivering and funding infrastructure is a long-term process. While current economic conditions are challenging, it remains essential to update contributions policy so it aligns with the growth projected under the new planning controls.
42. Local infrastructure is critical to making Ultimo and Pyrmont functional and attractive for residents, workers and visitors. Infrastructure contributions are therefore essential to provide the facilities needed to support future growth.
43. In response to Pyrmont Action Group's request regarding the Pyrmont Community Centre and Maybanke site:
 - The Pyrmont Community Centre upgrade will meet the infrastructure needs of a growing community, and it is reasonable to recoup these costs through the Contributions Plan.
 - Contributions legislation permits cost recovery for forward-funded projects, recognising that this approach enables earlier delivery of infrastructure.
 - The schedule of works already includes "Maybanke Recreation Facility – capacity improvements" with an estimated \$9.1 million allocation in 2036–2041, reflecting current project planning.
 - While the community supports an indoor facility at Maybanke, the site's constraints would make such development prohibitively expensive compared to alternatives. Existing facilities at Ultimo Community Centre, along with the recently approved indoor recreation facility at the City's former Fig and Wattle Streets depot, will help meet demand. The Fig and Wattle development includes two new indoor sports courts that will be owned and operated by the City.
44. No changes are proposed to the Draft Contributions Plan's schedule of works.
45. It is recommended to exclude monuments, memorials, sculptures and art installations on public land from the need to pay a contribution. This reflects the social and cultural value of such works.

Issue: Concerns were raised that the planning controls would affect the area's character and diminish its village feel

Response: The City's proposal balances growth with character and heritage, consistent with the Place Strategy

46. Ultimo Pyrmont will experience significant growth and change due to the NSW Government's investment in a new Metro station, its Place Strategy, and the Ministerial Direction requiring future planning to accommodate new jobs and housing.

47. By advancing a precinct-wide planning proposal, the City is guiding growth sensitively consistent with the Place Strategy, informed by community engagement, and based on best practice design. Without this approach, future planning would be left to individual landowners or the NSW Government.
48. The Ultimo Pyrmont Planning Proposal demonstrates consistency with the Place Strategy's objectives, vision, 10 directions, Structure Plan, Height Strategy and sub-precinct priorities (see pages 59–97 of Attachment C).

Issue: Concerns were raised that the proposed building heights are too tall and out of character with the surrounding buildings and context

Response:

49. The Ministerial Direction requires the City's planning proposal to be consistent with the NSW Government's Pyrmont Peninsula Place Strategy, and in particular, the Height Strategy set out in the Urban Design Report.
50. The City's exhibited and amended planning proposal sets building heights below those permitted by the NSW Government's Height Strategy. The table below compares the City's proposed heights with the Government's maximum heights at sites where concerns have been raised:

Address	NSW Government maximum height	City proposed height	Reason for lower height
1-27 Murray Street Gateway Apartments	RL190 - RL320	RL90	Minimising overshadowing of existing apartments to meet Apartment Design Guide requirements
60 Union Street	RL130 - RL200	RL94	Minimising overshadowing of existing apartments to meet Apartment Design Guide requirements
2 Edward Street	RL150 - RL190	RL86	Minimising overshadowing of existing apartments to meet Apartment Design Guide requirements
48 Pirrama Road	RL90	RL55	Protect solar access to Pyrmont Bay Park; podium height consistent with the Star and REVY buildings; foreshore location

Address	NSW Government maximum height	City proposed height	Reason for lower height
26-38 Saunders Steet	RL320 - RL340	RL135	Minimise overshadowing of apartments to meet Apartment Design Guide requirements; respond to future Blackwattle Bay development
549-559 Harris Street	140 metres	41.5 metres	Minimising overshadowing of existing apartments to meet Apartment Design Guide requirements
383-389 Bulwara Road	44 metres	35 metres	Minimising overshadowing of existing apartments to meet Apartment Design Guide requirements

51. Full details of the City's proposed heights, where they are lower than those proposed by the NSW Government, are provided in the Urban Design Study (Attachment G). The reduced heights primarily protect solar access to parks and public places and minimise overshadowing of existing homes. This approach is consistent with the Place Strategy (which identifies key parks and places to protect), the NSW Government's Apartment Design Guide, and the City's Development Control Plan.

Issue: Concerns were raised regarding the current low demand for office space and the need to plan for additional employment floor space despite the need for more housing

52. Several submissions highlighted the current weak demand for office space, providing evidence on current market conditions, longer-term shifts in work practices, or noting that some local development sites have proposed changes to their land use mix in response to these conditions.

Response:

53. The Ministerial Direction requires long-term planning. The Place Strategy provides a growth framework to 2041 and is supported by the NSW Treasury Pyrmont Peninsula Economic Development Strategy, which forecasts \$4.9 billion in additional economic output if commercial floor space is delivered to support 23,000 new jobs. The Strategy incorporates the impacts of COVID on employment and floor space demand.

54. In response to submissions, the City amended the proposal to allow mixed-use residential development on some sites with existing mixed-use zoning, in addition to the exhibited commercial proposals. These amendments, shown in bold in the table below, allow the market to determine the future use of these sites:

Address	Existing controls	Exhibited controls		Amended controls	
		Residential (no uplift exhibited)	Commercial	Residential	Commercial
1-27 Murray Street Gateway Apartments	30 metres 2.5:1	30 metres 2.5:1	RL90 6.5:1	RL90 5:1	RL90 6.5:1
46-48 Pyrmont Bridge Road	12 metres 2:1	12 metres 2:1	38 metres 3.9:1	38 metres 3.41:1	38 metres 3.9:1
13A-29 Union Street	23 metres 3.5:1	23 metres 3.5:1	45 metres 3.75:1	45 metres 3.73:1	50 metres 4:1

55. Following design development, one additional level was added to the commercial option at 13A–29 Union Street, resulting in a slightly higher FSR and building height. Otherwise the building envelopes are generally smaller than exhibited with less or equal impacts on neighbouring properties.
56. Residential FSRs are typically lower than commercial or hotel FSRs as residential buildings have more areas not counted as floor space including balconies and more services.
57. Sites with existing commercial zoning will continue to prohibit residential development. These sites anchor one of Australia's largest creative media employment clusters. The amended proposal retains a critical mass of new commercial floor space within walking distance of Pyrmont Metro Station, promoting public transport use for workers and customers. It supports a self-sustaining workplace precinct in a premium harbourside location, with a mix of building types in high demand by industry.
58. As other NSW Government employment precincts shift toward residential use, including at Blackwattle Bay (320 dwellings replacing 1,500 jobs) and the Central State Significant Precinct (Tech Central, 28,000 to 2,400 jobs), long-term employment planning in Pyrmont, at the centre of the "Harbour CBD" and "Innovation Corridor," is increasingly important.

59. The West Metro business case assumed additional commercial floor space would be delivered in Pyrmont. Providing employment floor space near metro stations increases patronage. New metro stations have proven transformative for commercial investment and city mobility. For example, the Waterloo Metro station has attracted \$288 million in commercial development, creating 1,430 jobs in the Botany Road Precinct since the City's commercial planning controls were introduced in 2022.

Issue: Concerns were raised about proposed controls for the Quarry Master Drive and Saunders Street precinct

60. A total of 64 submissions referred to this precinct. Of these:

- 38 raised traffic and access issues
- 37 raised concerns about overshadowing of apartments, streets and public open space
- 30 raised concerns about view loss, loss of privacy and impact on property values
- 17 raised equity concerns regarding why some sites receive more development potential than others

Response:

Traffic, access and parking

61. The City's general comments on traffic, access and parking are addressed in paragraphs 10–22. For the Quarry Master Drive and Saunders Street precinct:
- it is approximately 100m from the existing Fish Market Light Rail stop and 600m from the future Pyrmont Metro Station
 - the precinct is well-serviced by walking and cycling infrastructure, including the separated Saunders Street, Miller Street, and Union Street cycleways providing direct access to Pyrmont Metro and the Sydney CBD
 - under current maximum car parking controls, the precinct will generate minimal additional vehicle movements
 - Saunders Street is narrow and left-turn only at Miller Street and most vehicular traffic will use Quarry Master Drive and Bank Street which are wider 2-way roads connecting to surrounding suburbs

Overshadowing of apartments

62. Additional overshadowing of living rooms and private open space of adjoining residences has been minimised in accordance with the NSW Government's Apartment Design Guide and the City's Development Control Plan.

Overshadowing of streets and open space

63. Street setbacks and tower placement have been carefully designed to allow more sunlight into the streets, ensuring that more than half of surrounding streets receive at least 2 hours of sunlight in midwinter as shown in Figure 1.

64. As the sites are south of Knoll Park, Carmichael Park and Quarry Master Drive open space, no additional overshadowing will occur on these areas.



Area of street surface receiving	less than 15 min	15min-2hrs	more than 2 hrs
Existing condition	15%	35%	51%
Exhibited scheme	11%	35%	54%
Modified scheme	11%	36%	53%

Figure 1: diagrams showing solar access to streets for the Quarry Master Drive and Saunders Street precinct, from 9am to 3pm, 21st of June

View loss, loss of privacy and impact on property values

65. The proposed planning controls maintain required separation distances between existing windows and balconies and the new building envelopes to ensure visual privacy, in line with the NSW Government's Apartment Design Guide.
66. Some private view loss will occur, mainly of distant views over existing private sites as shown in Figures 2 to 6. The Place Strategy prioritises protecting and enhancing public views over private ones. All sites subject to planning control changes in this sub-precinct were identified by the NSW Government's Place Strategy. The City's proposal remains within the NSW Government's height strategy. Potential impacts on surrounding property values are not considered a planning matter.

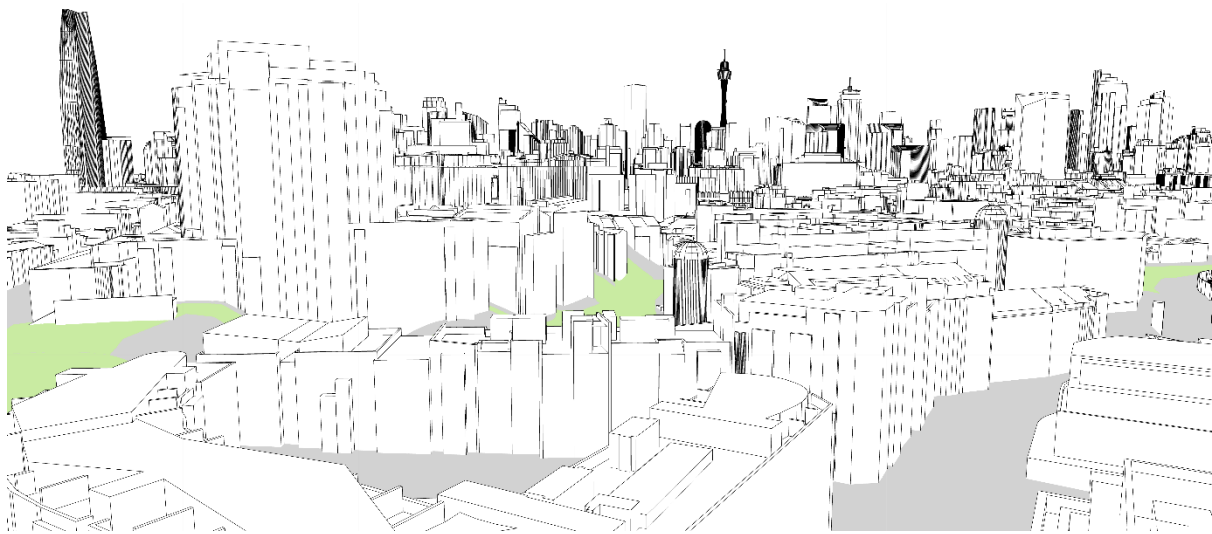


Figure 2: Indicative existing view, looking east, 122 Saunders Street, topmost floor

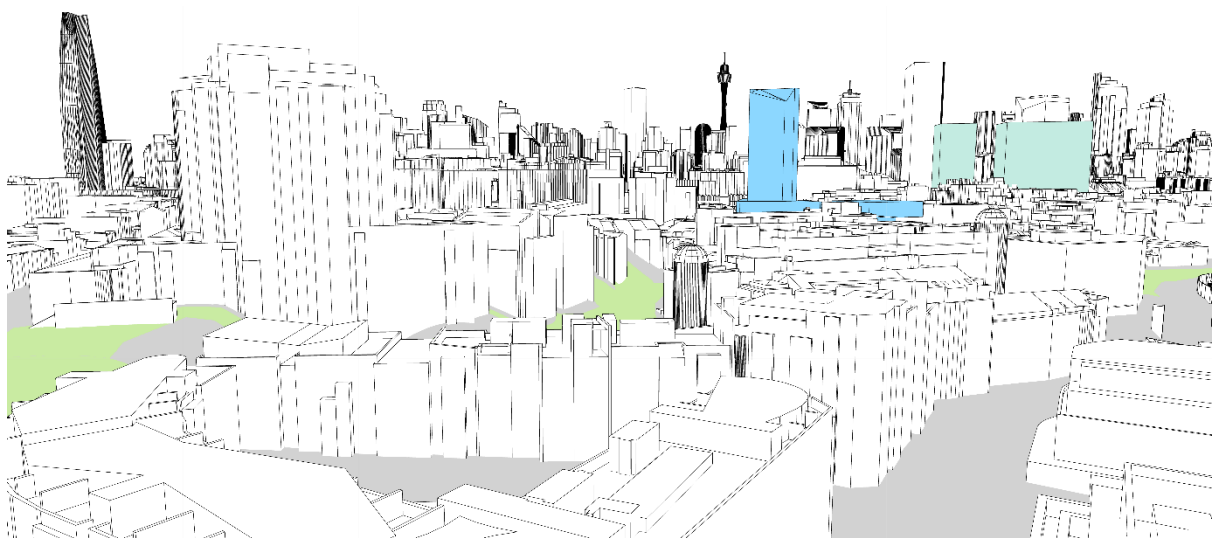


Figure 3: Indicative view, looking east, 122 Saunders Street, topmost floor with State Significant Developments shown

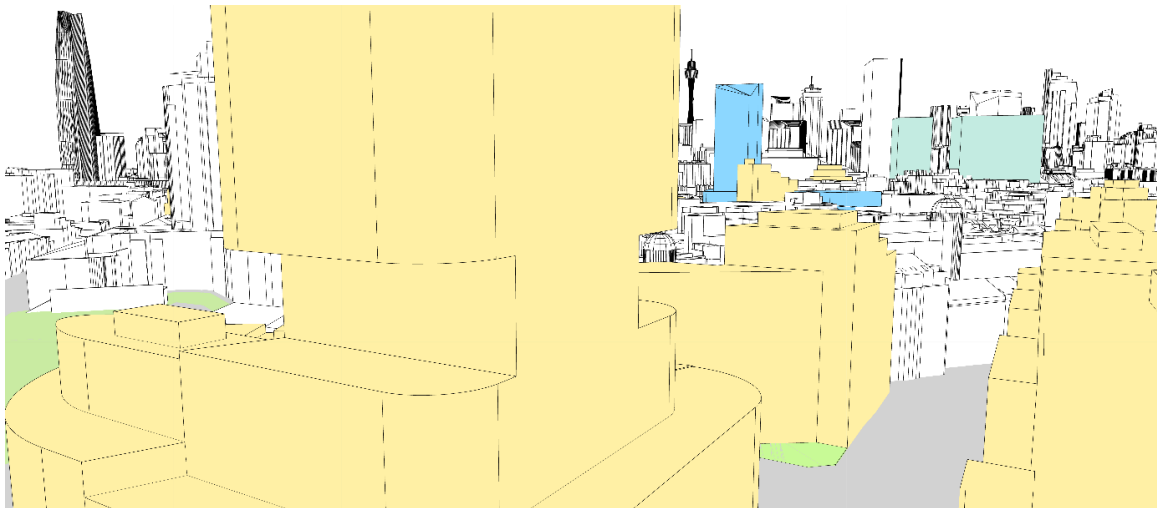


Figure 4: Indicative proposed view, looking east, 122 Saunders Street, topmost floor with State Significant Developments and proposed City planning envelopes shown



Figure 5: Indicative existing view, looking southwest, 21 Cadigal Avenue, 6th floor

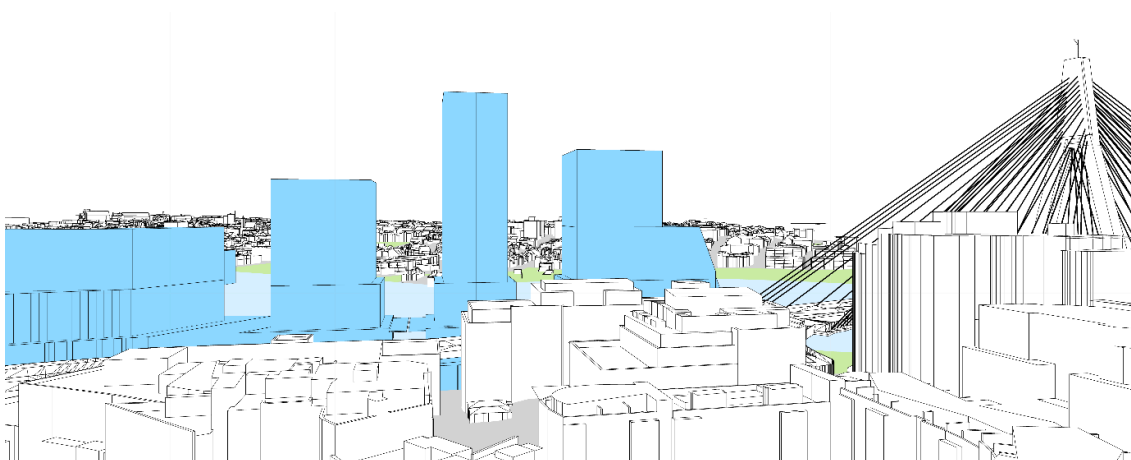


Figure 6: Indicative view, looking southwest, 21 Cadigal Avenue, 6th floor with State Significant Developments shown

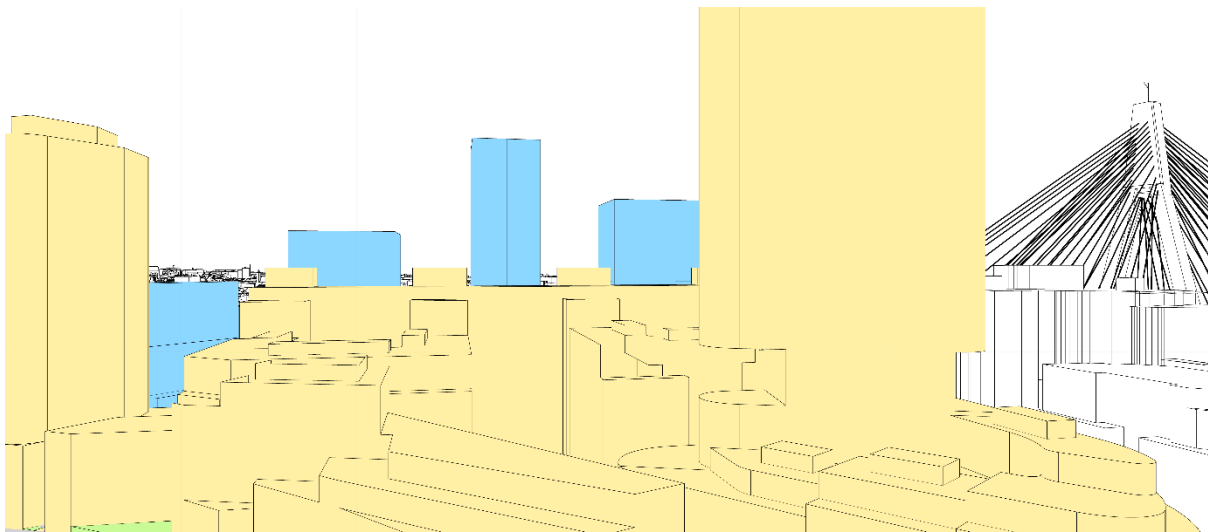


Figure 7: Indicative proposed view, looking southwest, 21 Cadigal Avenue, 6th floor with State Significant Developments and proposed City planning envelopes shown

Equity

67. Some landowners raised concerns that the City's proposal was inequitable, with some sites receiving more height and FSR than others. Owners at 14 Quarry Master Drive requested higher height and FSR than exhibited, while owners at 2–10, 120 and 122 Quarry Master Drive requested a review for potential increases.
68. The City reviewed all sites within the precinct. At 14 Quarry Master Drive, the maximum possible uplift has been accommodated while adhering to design considerations. The site is too small to support a taller building without unreasonably overshadowing existing residences to the east.
69. Sites at 2–10, 120 and 122 Quarry Master Drive would require amalgamation to accommodate any significant increase beyond current development. With approximately 66, 111 and 139 apartments on these sites, respectively, it is unlikely that such amalgamation would occur within the lifespan of the Place Strategy. Having reviewed these sites they are not recommended for planning control changes.

Issue: Concerns were raised about proposed controls for the Gateway Apartments, 1-27 Murray Street

Response:

70. The City's exhibited proposal retained the site's mixed-use zoning and permitted additional height and floor space for commercial development. The proposal sought to achieve the following outcomes for the site and block:
 - improved pedestrian access to the existing light rail station
 - enhanced north-south pedestrian connectivity across the block, over the light rail line
 - a larger publicly accessible open space, with more trees and improved solar access

- a public view corridor through the block to the water, looking north from Harwood Street
 - a critical mass of commercial office floor space near the future Pyrmont Metro Station
71. There were 50 submissions relating to the Gateway Apartments. Key concerns included:
- displacement of existing residents (40 submissions)
 - need and demand for additional office floor space (36 submissions)
 - scale of the proposed envelope near the water (32 submissions)
 - environmental concerns due to the existing building being in good condition (21 submissions)
 - the need for more housing (20 submissions)
 - requests for additional height and floor space if a mixed-use residential development is proposed (32 submissions)
72. The City considers the original proposed outcomes for the site and block listed at paragraph 70 important. The City's general comments on office demand and use are addressed in paragraphs 59-64. In response to submissions and due to the site's existing mixed-use zoning, the amended proposal permits mixed-use residential development with additional height and floor space.
73. This street block is the largest development site near the proposed Pyrmont Metro Station. It will be at the main entrance to the station and combined with a pedestrianised Union Street it should accommodate a larger publicly accessible open space with more trees and improved solar access. The NSW Government's Place Strategy identified it for new planning controls. The amended controls ensure improved light rail access, enhanced north-south connectivity and a complete block response to its changing context.
74. The amended planning controls remain below the maximum heights specified in the NSW Government's height strategy.
75. Any redevelopment of the site will be at the owners' discretion and subject to market conditions.

Some adjustments are proposed to exhibited sites

Heritage sites

76. When preparing the exhibited controls, the City does not have access to the subject buildings and therefore cannot complete detailed structural or heritage assessments.
77. The exhibition period allows owners to provide access, share detailed knowledge of their buildings, and supply specialist structural and heritage advice. This enables the City to better understand what planning controls may be appropriate to incentivise the conservation, adaptation and ongoing use of these important heritage buildings.

Sites impacted by wind

78. The City does not undertake detailed wind modelling for each proposed building envelope when preparing exhibited controls. Instead, controls were developed with reference to prevailing wind conditions on a site-by-site basis, incorporating best-practice measures such as appropriate tower setbacks above podium levels.
79. The exhibition period allows site owners to undertake more detailed wind modelling of the City's exhibited controls. This can highlight where adjustments are needed to achieve a safe and comfortable public domain that supports pedestrian activity.

Detailed design development

80. The City does not prepare detailed building designs when drafting exhibited controls. To determine FSR, general floor plate efficiencies are applied by land use to estimate the amount of floor space permitted.
81. The exhibition period allows site owners to test these assumptions through detailed design. This process can demonstrate where additional floor space is achievable within the exhibited controls, or where minor adjustments may result in more buildable and leasable outcomes.

Changes to competitive design processes

82. In June 2025, Council approved a change the requirement for a competitive design process from buildings being 25 metres in height to 35 metres in height. As such, the planning proposal has been amended to include the 10% additional FSR that was previously only accessible via a competitive design process for buildings under 35 metres.
83. In response to submissions, adjustments are proposed for the following sites to:
 - incentivise conservation, adaptation and ongoing use of heritage sites
 - further mitigate potential wind impacts
 - reflect outcomes from detailed design development
 - reflect Council's change in trigger requirements for competitive design processes

Address	Exhibited controls	Amended controls	Reason
26-38 Saunders Street	RL120 6.7:1	RL135 7:1	Detailed wind modelling identified the need for a 2-level void above the podium to mitigate wind impacts within the street. To accommodate this, height and FSR are slightly increased, remaining under the NSW Government's Height Strategy with no additional impacts.
86-92 Harris Street	27 metres 2.3:1	33 metres 3:1	Adjustments respond to detailed design development and the increase in the competitive design processes threshold.
562-576 Harris Street	24 metres 2:1	24 metres 2.75:1	In response to detailed design and a landowner request to pursue a hotel use instead of residential. Hotels can accommodate more floor space per level within the exhibited envelope. The additional FSR applies only to hotel use and does not increase impacts.
28-48 Wattle Street	RL56 4.1:1	RL56 4.5:1	Adjusted following detailed design, heritage and structural advice to allow for a north-south oriented built form option. This will be further tested through a design competition and DA. The amendment remains below the exhibited maximum height and does not create additional overshadowing to Wentworth Park, Quarry Green or nearby residences.

Address	Exhibited controls	Amended controls	Reason
80-84 Harris Street	33m 2.75:1	33m 3:1	Increase in the competitive design processes threshold.
469-476 Harris Street	27m 2.4:1	27m 2.65:1	Increase in the competitive design processes threshold.

Some new sites and sites with significant amendments will require additional investigation and consultation

84. In response to the public exhibition, some landowners have requested that planning controls for their sites be reviewed in line with the NSW Government's Place Strategy.
85. These sites were not included in the City's exhibited proposal because they were either:
- not identified for new controls in the Place Strategy
 - constrained by an existing strata scheme, or
 - social or affordable housing sites where the owner had not requested new controls.
86. In other cases, landowner requests for new controls are significantly different from what was exhibited.
87. In response to submissions, the following sites will be reviewed as part of a Stage 2 process. Where supported, draft planning controls will be prepared and reported to Council for endorsement to publicly exhibit for community engagement. Stage 2 sites have the potential to accommodate approximately 1,300 additional homes.

Address	Comment
463-467 Harris Street	A corner site adjoining a row of 8 properties where new controls have been prepared. The landowner seeks controls consistent with the adjoining sites. The site is not a heritage item or within a heritage conservation area.
56 Harris Street	Owned by City West, a community housing provider. Currently occupied by ~81 affordable rental units. City West has requested a review of the western half of the site to increase the number of homes. The site is not a heritage item or within a heritage conservation area.

Address	Comment
1-19 Allen Street	An existing residential strata with ~78 apartments. The strata has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area.
313-369 Harris Street	An existing mixed-use residential strata with ~136 apartments and 20 commercial units. The strata has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area.
1-7 Henry Avenue	Owned by Homes NSW and occupied by ~49 social housing dwellings. Homes NSW has requested a review for potential new controls to increase the number of homes. The site is within a heritage conservation area and includes 13 contributory Victorian terraces and 2 neutral infill flat buildings.
26-52 Mount Street	Owned by Homes NSW and occupied by ~42 social housing dwellings. Homes NSW has requested a review for potential new controls to increase the number of homes. The site is not a heritage item or within a heritage conservation area.
1-33 Saunders Street	Owned by Goodman. The owner seeks controls significantly different to those exhibited. The City proposes to retain the exhibited controls but include the site in the Stage 2 review. Goodman is seeking controls similar in scale to 26–38 Saunders Street.
344 Bulwara Road	An existing mixed-use residential strata with ~98 apartments and 4 commercial units. A resident of the building has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area. The site may have limited potential for additional yield once overshadowing to Mary Ann Street Park and 383-389 Bulwara Road are modelled.

Further engagement with public authorities and government agencies will be needed at the Development Application stage

88. In accordance with the Gateway Determination, consultation was also undertaken with the following public authorities and government agencies who were given a minimum of 30 working days to comment:

- (a) Transport for NSW
- (b) Sydney Metro
- (c) Heritage NSW
- (d) NSW Environmental Protection Authority

- (e) The Biodiversity, Conservation and Science Group at the NSW Department of Climate Change, Energy, the Environment and Water
 - (f) NSW State Emergency Service
 - (g) Placemaking NSW
 - (h) NSW Land and Housing Corporation
 - (i) NSW Department of Education
 - (j) Infrastructure NSW
 - (k) Sydney Airport Corporation
 - (l) Department of Infrastructure, Transport, Regional Development, Communications and the Arts
 - (m) Civil Aviation Safety Authority
 - (n) Metropolitan Local Aboriginal Land Council
 - (o) relevant utility providers
89. The City received responses from 8 public authorities or government agencies, none of whom raised objection to the proposal. Some of the authorities identified standard processes that will need to be undertaken prior to lodgement and during the assessment of future development applications, including protection of airspace and asset requests, flood impact and risk assessments, noise and air quality assessments and connection applications to Sydney Water. The Department of Education's submission is addressed at paragraphs 25 to 34.

Public exhibition of draft amendments to Central Sydney Development Contributions Plan 2020

We received 2 submissions from the community in response to the public exhibition of our proposal

90. The Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 is largely modelled on the Central Sydney Development Contributions Plan 2020, which levies contributions on new development as a percentage of development cost. The drafting process provided an opportunity to update the Central Sydney Plan to ensure greater consistency and alignment with the Draft Ultimo Pyrmont Plan.
91. The draft amendments to the Central Sydney Contributions Plan relate only to legislative references and policy. No changes are proposed to levy rates or to the Schedule of Works, which lists the infrastructure items the Plan funds.
92. The draft amendments were publicly exhibited for 31 working days, from 1 October to 13 November 2024, in accordance with Schedule 1(6) of the EP&A Act and the City's Community Participation Plan.

93. The exhibition was advertised on the City's "Sydney Your Say" webpage. The project was also featured in the October edition of the Sydney Your Say eNewsletter, distributed on 18 October 2024 to 5,136 subscribers.
94. Two submissions were received. One supported the levies as a way to fund infrastructure. The other suggested developers should be charged the maximum contributions and questioned how compliance with obligations is ensured.

Response:

95. As noted, the draft amendments relate only to legislative references and policy. No changes are proposed to levy rates or the Schedule of Works.
96. The Plan's levy rates are the maximum permitted under Section 209(1) of the Environmental Planning and Assessment Regulation 2021.
97. The Plan has been in force since November 2021, with contributions funding a wide range of infrastructure in Central Sydney, including open space upgrades, road and traffic improvements (such as cycleways), community facilities and public domain works.
98. Development contributions are payable before a construction certificate is issued for development applications, or before works commence under complying development certificates. Certifiers must sight evidence that contributions have been paid before works begin.
99. Where developers commence works without paying required contributions, the City takes enforcement action to ensure obligations are met.
100. One additional amendment is recommended to align with the Draft Ultimo Pyrmont Contributions Plan 2023. It is proposed that contributions not apply to developments such as monuments, memorials, sculptures and art installations on public land. This exclusion recognises the social and cultural benefits such developments bring to the community.

Key Implications

The City's proposal is in response to and consistent with the NSW Government's direction and vision for Ultimo Pyrmont

101. The NSW Minister for Planning, through the Place Strategy and their Ministerial Directions under the Environmental Planning and Assessment Act 1979, has directed the City's planning work in Ultimo Pyrmont. The Minister requires the City to:
 - (a) facilitate development within that is consistent with the Place Strategy and the NSW Government's Pyrmont Peninsula Economic Development Strategy
 - (b) align the planning controls with the NSW Government's District Plan priority of growing a stronger more competitive Harbour CBD
 - (c) guide growth and change balanced with character, heritage and infrastructure considerations

- (d) give effect to the Place Strategy vision and deliver the envisaged future character of the identified sub-precincts
 - (e) be consistent with the Place Strategy's 10 directions and Structure Plan
102. The City has been working with the community to comply with these directions since July 2022 when the directions came into effect. A full copy of the Ministerial Direction is provided at Attachment H. Consistency with the Ministerial Direction is outlined in the Ultimo Pyrmont Planning Proposal at Attachment C.

Wentworth Park must be returned to the community as public open space

103. The Ministerial Direction and the NSW Government's Pyrmont Peninsula Place Strategy explicitly commit to:
- Facilitating the return of Wentworth Park to the community as public open space, not merely removing fences or partially activating the space; and
 - Establishing a working group with government agencies and stakeholders to identify a suitable alternate site for greyhound racing.
104. The Pyrmont Peninsula is the densest area of its size in Australia, and density will increase further with planned development. Wentworth Park is a vital green space in this highly populated precinct, providing a rare opportunity for accessible outdoor recreation.
105. Wentworth Park is already heavily used:
- weekdays are fully booked from 3pm to 10pm, with unmet demand for 4 additional fields
 - weekends are generally booked from 8am to 5pm
 - fields are used more than 40 hours per week, excluding casual use
 - in summer, 4,000 OzTag players, including 1,500 women, use the fields
106. The park's central portion, leased to greyhound racing, is nearly 4ha - large enough to accommodate multiple sporting fields. Such space is exceptionally rare in this highly urbanised area, where land is mostly developed and extremely expensive, making the creation of comparable open space for sport virtually impossible. Moreover, Wentworth Park is located in a flood-affected area. Its use as public open space is ideal because it can absorb overland flow and support stormwater management.
107. Inner West Council plans 31,000 additional homes within 2km of Wentworth Park, yet only 2 new sports fields are proposed at Rozelle Parklands. Their Social Infrastructure Needs Study identifies a shortfall of 16 sports fields and 4 multipurpose courts, largely to be addressed by upgrading existing facilities and shared school use. The City cannot rely on acquiring new land for sports fields as such parcels do not exist, and if they did, land prices would make them prohibitively expensive. Wentworth Park represents the only viable location for larger-scale sporting facilities in the area.

108. The City welcomed the NSW Government's commitment and developed a masterplan for Wentworth Park and included funding for embellishments in the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023. Early consultation showed overwhelming support for:
- removing the greyhound track
 - expanding publicly accessible open space, and
 - creating a well-designed park that supports nature, recreation, play, social interaction, and easy movement - goals the current track prevents.
109. The NSW Government must recommit to returning Wentworth Park as public open space and not extend the Greyhound Breeders, Owners and Trainers Association's lease beyond 2027. Without this action, the community will face insufficient open space, inadequate recreational infrastructure, and increased flood risks in an already densely populated precinct.

Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

110. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. The proposed amended planning controls are aligned with the strategic directions and objectives.
111. The proposed planning controls give effect to the infrastructure, liveability, productivity and sustainability priorities in the Greater Sydney Commission's Greater Sydney Region Plan and Eastern City District Plan and the City's Local Strategic Planning Statement.

Risks

112. City staff have undertaken a thorough assessment of the proposed planning controls and found that with the recommended changes, they demonstrate strategic and site-specific merit in accordance with NSW Government guidelines. The NSW Government also assessed and issued a Gateway Determination. The planning proposal is consistent with Sustainable Sydney 2030-2050 Continuing the Vision.
113. Progressing the planning controls in their amended form, taking into account matters raised through the public consultation process, is within the City's risk tolerance and appetite.
114. With the recommended changes, the planning controls have demonstrated that development will be capable of complying with relevant environmental and planning laws, regulations and industry standards and is within the City's minimal appetite for non-compliance with environmental laws, regulations and industry standards.
115. Proceeding with the planning proposal will meet the City's minimal appetite for disruption to our regulatory functions as decisions will be within the timeframes set in the NSW Government's Statement of Expectations Order 2024.

Relevant Legislation

- 116. Environmental Planning and Assessment Act 1979.
- 117. Environmental Planning and Assessment Regulation 2021.
- 118. Environmental Planning and Assessment (Statement of Expectations) Order 2024

Critical Dates / Time Frames

- 119. The Gateway Determination specified that the amendment to the Sydney LEP 2012 is to be completed by 1 November 2025. The City will liaise with the Department of Planning, Housing and Infrastructure for an extension to this timeframe if required.
- 120. If the planning proposal is approved by the Central Sydney Planning Committee and Council, the City will liaise with the Department of Planning, Housing and Infrastructure and Parliamentary Counsel to draft and make the Local Environmental Plan. Once the plan is made, the amendments to the Sydney LEP 2012 will come into effect when published on the NSW Legislation website
- 121. If approved by Council, the draft DCP will come into effect on the same day as the amendment to the Sydney LEP 2012.
- 122. If the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 is approved by Council, the City will liaise with the Department of Planning, Housing and Infrastructure to progress the required amendment of Section 209(1) of the Environmental Planning and Assessment Regulation 2021. The Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 will not commence until Section 209(1) of the Environmental Planning and Assessment Regulation 2021 has been amended and the Sydney LEP 2012 amendments are in force.
- 123. If Council approves the draft amendments to the Central Sydney Development Contributions Plan 2020, these amendments will commence shortly after this approval is granted, when published on the City's webpage.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Tim Wise, Manager Planning Policy

Siobhan Fox-Roberts, Senior Specialist Planner

Laura Dodds-Hebron, Senior Specialist Planner

Attachment A

**Ultimo Pyrmont Planning Framework and Central
Sydney Development Contributions Plan 2020
Amendments - Summary of Submissions and
Responses**

Summary of submissions and responses

Engagement activity

From 1 October to 13 November 2024, we asked the community to comment on the draft Ultimo Pyrmont Planning Framework. The table below provides an overview of the activities undertaken.

Activity	Outcome
Sydney Your Say webpage The webpage and online feedback form was open for feedback from 1 October to 13 November 2024.	• 3,636 unique page views • 989 document downloads
Interactive map An interactive map with drawings that summarise the proposed changes to planning controls was included on the consultation webpage.	• 1,738 total visits • 797 unique users
Information video Explainer video outlining the approach used to prepare the planning controls was posted on the webpage.	• 562 views
Map / photo gallery A set of maps explaining the selection process followed when deciding which sites to consider in the study was also on the webpage.	
Notification letter A notification letter was sent to owners and occupants in the area.	• 19,720 letters sent
Email notification to stakeholders A notification email advising the proposal was open for comment was sent to local community groups, subscribers and people who made a submission during the early engagement phase.	• sent on 3 October 2024 • 418 recipients
E-newsletters Sydney Your Say newsletter – October 2024	• sent on 18 October 2024 • 5,136 subscribers
Online information session The session guided participants through the webpage and each available document plus how to make a submission.	• held 14 October 2024 • 12 pax
Media release / announcement Media release sent out 4 October.	• coverage by Channel 7 and trade magazines including The Urban Developer, Build Australia and Architecture AU

Summary of submissions and responses

Submissions

254 submissions were made by email and survey response. 23 submissions were in support of the proposal, 72 were neutral and 148 submissions raised objection. In addition, 11 submissions were received from public authorities and government agencies.

Submissions were received from:

Individuals	207
Building representatives (including developers, landowner representatives, owners' corporations and strata committees)	28
State Government agencies	11
Community groups, advocacy bodies, and organisations	8
Total	254

The following table summarises the topics raised in these submissions and provides a response. The table is organised into three sections:

- General – comments relating to the proposal in its entirety or in a general sense
- Site specific – comments relating to a site or group of sites
- State Government submissions – those from Government agencies

General comments and responses

Submissions summary	Response
General - Support for the planning framework	
<i>23 submissions</i> - General support for the planning framework. The planning controls will provide for housing and employment growth in a location with excellent amenity, close to existing infrastructure and services, supported by an increase in public transport capacity and local infrastructure investment. It was acknowledged that the planning controls had been carefully crafted to minimise impacts on the existing community and generally looked to promote place improvements, including more trees, more open space, widened footpaths and streets with access to daylight and comfortable wind conditions.	Support noted.
General - Density, infrastructure and traffic	

Submissions summary	Response
33 <i>submissions</i> – Ultimo and Pyrmont already support a large population and are high density. Concern about the impact of increasing density on existing residents. Need to consider cumulative impacts with Fish Markets, Blackwattle Bay and Harbourside developments.	The NSW Government's Pyrmont Peninsula Place Strategy was prepared in expectation of the proposed Metro West station. A new Metro station at Pyrmont will drive demand for additional people to live, work, visit and move businesses to the area, which is already one of Australia's most successful urban communities, home to 18,000 residents and 34,000 workers. The City's approach looks to accommodate this growth in a way that is place-led and people-focused. Blackwattle Bay, the fish markets, Harbourside Shopping Centre, the Star, the Ultimo Indigenous Residential College and the new Pyrmont Metro Station sites have all been rezoned by NSW Government. These are not part of the City's review of planning controls, but they will contribute to the growth and change envisaged by the NSW Government's Place Strategy. In terms of infrastructure planning, growth on these and other government sites in the area has been considered by the City in its preparation of the proposal and the Pyrmont Local Infrastructure Contributions Plan.
55 <i>submissions</i> - Population growth must be supported by infrastructure, amenities and services. Pyrmont and Ultimo are already underprovided for. In particular: • 25 <i>submissions</i> - need for more primary and secondary schools • 15 <i>submissions</i> - need for more or upgraded parks and green space • 14 <i>submissions</i> - concern about strain on the power grid • 8 <i>submission</i> - need for better walking and cycling infrastructure • 6 <i>submissions</i> - the lack of capacity of public transport infrastructure, including the light rail, the loss of the 501 bus and a lack of accessible ferries. Infrastructure should be built ahead or at least alongside additional residential.	NSW Government infrastructure Infrastructure such as public transport, hospitals and schools are the responsibility of the NSW Government. Through their submissions agencies confirmed: • NSW Education - The demand for primary school students may be accommodated by existing assets. Upgrades of existing high schools are required. These upgrades are currently not funded and will be subject to future planning and consultation. Education infrastructure is addressed in the main assessment report. • Transport for NSW – Eight initiatives are underway to upgrade transport infrastructure capacity and crossings, including completion of the foreshore link and increasing the L1 Inner West Light Rail frequency. Furthermore, the Metro will significantly improve public transport accessibility. The City's position in relation to Transport for NSW infrastructure is addressed in the main assessment report.

Submissions summary	Response
	• Sydney Water – did not raise objection to the proposal. They have requested detailed growth data from the City which the City will provide. This will enable the appropriate planning of water, waste water and sewage infrastructure. Some of the authorities identified standard processes that will need to be undertaken prior to lodgement and during the assessment of future development applications, including, protection of airspace and asset requests, flood impact and risk assessments, noise and air quality assessments and connection applications to Sydney Water. The NSW Government's Place Strategy was supported by a Utilities Infrastructure Assessment (UIA). The UIA addressed water, sewer, electricity, gas and telecommunications capacity and demand in the area. Interviews were undertaken with service providers at the time to determine existing capacity issues, planned projects and to discuss the project in general. The UIA then provide an analysis of the infrastructure upgrades required over the life of the Place Strategy to service the growth envisaged. Local infrastructure Councils are responsible for the provision of local infrastructure such as local roads, parks, cycle ways, public domain and community facilities. To ensure growth in Ultimo and Pyrmont is supported by local infrastructure, the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 has been prepared. This contributions plan will enable the City to levy a contribution of up to 3 percent of the development cost on new development to generate approximately \$148 million in contributions towards infrastructure over the life of the plan to 2041. The draft contributions plan includes a schedule of works which responds to the infrastructure demands arising from expected population growth. The schedule of works lists the infrastructure items that money collected through a contributions plan will be used to fund. The schedule of works for Ultimo and Pyrmont seeks to:

Submissions summary	Response
	• make capacity improvements to both the northern and southern sections of Wentworth Park, to enable this open space to continue to meet demand for active and passive recreation • make capacity improvements and upgrades to three existing community facilities so that they can continue to provide the community with spaces for indoor activities and meetings • enable public domain improvements and tree planting to improve public amenity • improve connectivity through dedicated cycleways; and • implement drainage upgrades and stormwater quality improvements. The City has little control over the timing for contributions income, with contributions becoming payable at the construction certificate stage of developments. The City aims to minimise lag between the payment of contributions by developers and their allocation towards infrastructure. In some circumstances to assist in the timely delivery of infrastructure, the City forward funds infrastructure and then uses the contributions plan to recoup costs associated with that infrastructure.
<i>46 submissions</i> -There is traffic congestion and difficulty parking currently. Concern about impact of increased population and workers on traffic and parking. Bank Street is mentioned as a particular pinch point. <i>1 submission</i> - support all sites except Bank Street and 100 Harris, due to the impact on traffic congestion.	Ultimo Pyrmont is already a highly walkable neighbourhood. The Pyrmont Metro Station, opening in 2032 as part of Sydney Metro West, will significantly improve public transport access and further support walkability. The NSW Government has funded a new commuter ferry wharf to connect the Sydney Fish Market to the harbour, along with major upgrades to the Wentworth Park light rail stop. These upgrades include new lifts, ramps, platforms, lighting, landscaping and signage, improving safety, accessibility and usability for over six million annual visitors. In 2024, the NSW Government finalised the Pyrmont-Ultimo Transport Plan, setting out 55 initiatives for a sustainable, multi-modal transport network to support growth. Key actions include investigating the pedestrianisation of Union Street and widening Pyrmont Bridge Road footpaths between the new Metro station and relocated Fish Market.

Submissions summary	Response
	The City will continue to advocate for the full and appropriate delivery of these initiatives. The City has delivered a separated cycleway on Mary Ann Street, linking south to Jones Street, west to Glebe via Kelly Street, and east to the City via the Goods Line and Darling Harbour. With community support, the City is advocating for active travel and public domain improvements around Pymont Metro. Priorities include: • 30km/h speed limits around the Metro station • pedestrianisation of Union Street • wider footpaths on Edward Street and Pymont Bridge Road, and • a separated cycleway on Bridge Road alongside both Metro sites. The City is also seeking improvements around the new Fish Market, including: • safer walking routes to public transport stops via Pymont Bridge Road, Bridge Road and Wattle Street • reversal of Transport for NSW's decision to retain the Wattle St/Bridge Rd slip lane • clarity on plans to increase L1 light rail service capacity and improve access at Fish Market and Wentworth Park stops, and • a separated cycleway (rather than a shared path) outside the Fish Market, continuing directly along Pymont Bridge Road to Pymont Bridge. The City continues to advocate for restoring Glebe Island Bridge as a direct walking and cycling link between Bays West and the City. This would unlock local connections to open space, community facilities and future schools on both sides of the bridge. The City has no plans to create additional road space in Ultimo Pymont. Instead, it is investigating improvements such as Union Street pedestrianisation, a Pymont Bridge Road cycleway, and in-road tree planting by reallocating vehicle lanes. The City has implemented parking controls to reduce reliance on private vehicles, including time-of-day restrictions, parking ticket pricing, and kerbside priority for goods and services. Planning policies also apply maximum parking rates, require on-site car share bays, and

Summary of submissions and responses

Submissions summary	Response
	mandate bicycle parking for new developments. Under the City's neighbourhood parking policy, new residential flats and commercial/retail premises are ineligible for parking permits, further reducing on-street demand. Public transport improvements associated with Sydney Metro will also reduce the need for driving into or out of Ultimo Pyrmont. Transport for NSW has confirmed it is no longer pursuing a new Western Distributor on-ramp at Pyrmont. However, it is still proposing to remove the zebra crossing and restrict the right-turn from the Pyrmont Bridge Road off-ramp. These changes would divert traffic through Harris Street, increasing volumes in the heart of Ultimo Pyrmont and undermining walkability and liveability. Transport for NSW has advised that the Western Distributor project is under review and no decision has been made on whether it will proceed. If it does, construction would not occur until after the Sydney Fish Market relocates to Bridge Road in late 2025. The City continues to oppose the project and advocates for solutions that prioritise safety for people walking, cycling and using public transport.
<i>1 submission</i> - Suggestion that carshare requirements should be proportional to number of units without a parking space, (rather than proportional to total car parking spaces which it is currently).	The City's carshare DCP controls were not the subject of the public exhibition and are beyond the scope of the exhibited amendment. These controls were recently reviewed and updated as part of the City's June 2025 Policy and housekeeping amendments.
<i>3 submissions</i> - Support delivery of continuous foreshore path.	Support noted.
<i>6 submissions</i> - Support the closure of greyhound racing site and the expansion / improvement of Wentworth Park.	Support noted.
<i>1 submission</i> - Support delivery of Pyrmont Street Park and recommend allocating developer levies to fund the construction of a road/cycleway tunnel.	Support noted. The road/cycleway tunnel requested is under the Pyrmont Bridge Road intersection with Darling Drive, Murray Street and Union Street. The submissions notes that such a tunnel would divert a significant amount of traffic and improve pedestrian movement. The City agrees that the intersection in question is poor and presents as a car dominated environment that is difficult to navigate for people walking and

Summary of submissions and responses

Submissions summary	Response
	cycling. The NSW Government's Pyrmont-Ultimo Transport Plan does include initiatives that may improve this situation including delivering a new cycling facility to complete missing link on Darling Drive on approach to Murray Street / Union Street intersection. The biggest barrier for the intersection however is Darling Drive, which is a NSW Government owned street.
<i>1 submission</i> - Suggested against opening up the covered walkway to the John Street pocket park as it becomes very difficult for pedestrians when it rains.	The northern setback at 14 Quarry Master Drive is required to achieve the 15% deep soil target for redevelopment sites. It will also improve daylight and visibility into the John Street Pocket Park pedestrian bridge, enhancing safety. The deep soil zone enables tree planting in line with the City's design principles. While a covered walkway could restrict tree planting, a pedestrian awning could be potentially considered at the detailed development application stage.
<i>1 submission</i> – Would like to see the Jones Street pocket park fixed up with proper fencing.	The cliff face on the northern edge of Jones Street Pocket Park is owned by the NSW Office of Strategic Lands. In March 2025, Jones Street Pocket Park was closed/partially closed in order for repair works on the cliff wall to be undertaken. This included installation of a temporary fence. The works are ongoing and will likely be completed in November 2025.
<i>1 submission</i> - The walking and cycling path along Pyrmont Bridge Road from where it crosses Bank St to Wattle St could be improved with better signage and resurfacing. Also extend the 'green man' timer for crossing Bank Streer please.	Pyrmont Bridge Road in this location is a NSW Government owned and managed State road. The surrounding area and roadways will undergo change in the coming years with redevelopments at Blackwattle Bay, the new Sydney Fish markets and potentially as a result of the Western Distributor "improvements" project. With community support, the City is advocating for active travel and public domain improvements related to Pyrmont Metro. Related priorities include: • wider footpaths on Pyrmont Bridge Road • a separated cycleway on Bridge Road • safer walking routes to public transport stops via Pyrmont Bridge Road, Bridge Road and Wattle Street • reversal of Transport for NSW's decision to retain the Wattle St/Bridge Rd slip lane, and

Summary of submissions and responses

Submissions summary	Response
	clarity on plans to increase L1 light rail service capacity and improve access at Fish Market and Wentworth Park stops.
<i>1 submission</i> - The City should fund Pymont Community Centre from the surplus budget. Remove recoupment from the infrastructure and instead use the developer levies to fund Maybanke indoor Sports and Recreation Centre.	The Draft Ultimo Pymont Local Infrastructure Contributions Plan 2023 includes the Pymont Community Centre Upgrade as a recoupment works item in the schedule of works for which the City. This means that the City has forward funded the upgrade works but will recoup the costs through local infrastructure contributions. The Pymont Community Centre Upgrade has recently been completed. The upgrade will support the needs of future population increases, as well as the needs of the existing community, and the City considers that it is reasonable to recoup the costs of delivering this important infrastructure through development contributions. The Draft Ultimo Pymont Local Infrastructure Contributions Plan 2023 schedule of works also includes upgrades to the Maybanke Community Centre's outdoor facilities to increase capacity for sports and outdoor exercise. The estimated time frame for delivery is between 2036-2041, which is based on where the project is currently up to in project planning and when contributions funding is likely to become available. The City has also secured additional indoor recreational facilities as part of the redevelopment at 14-26 Wattle Street, including two indoor sports courts to be owned and operated by the City. This objection is addressed further in the main report.
General - Character	
<i>24 submissions</i> - Concern that the building types and architectural styles will change the peninsula's character. A desire to keep the village feel. Concern about impacts of the proposal on streetscapes and heritage areas.	Pymont and Ultimo include a mix of architectural styles, building types, and scales. The controls have carefully considered the impacts of development envelopes on character, heritage items and heritage conservation areas. Individual site controls have been developed to provide for sympathetic development outcomes. Development adjoining heritage areas and heritage conservation areas has largely been avoided. The main development type to be undertaken in heritage conservation areas and on heritage items is the proposed small lot housing type.

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	This development type is based on historical subdivision patterns in the area. This planning proposal also preserves the industrial heritage of Ultimo Pymont, for example, targeted changes to planning controls of 28-48 Wattle Street require the preservation and restoration of heritage significant fabric while maximising floor space. This objection is addressed further in the main report.
<i>3 submissions</i> - Treat the harbour as a natural asset and public good. It has strong historical value - indigenous and European. The topography, foreshore and harbour should be preserved and enhanced.	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.
<i>1 submission</i> – Concern about the crime rate, dumping and lack of community cohesion in the area. Concern that development will further increase these issues. Would like to see public domain improvements (lighting, parklet, CCTV, art) to create a sense of pride.	The City's proposal is supported by a new local development contributions plan, expected to generate around \$148 million for local infrastructure. Of this, almost \$89 million will fund open space and public domain upgrades, including streetscape works on Harris Street and improvements near the new Pymont Metro station. All works will be designed with community safety in mind. The proposed planning controls also apply Crime Prevention Through Environmental Design principles, ensuring through-site connections are highly visible, well-lit, and universally accessible.
General - Building heights	
<i>22 submissions</i> - Proposed building heights across the proposal are out of step with existing buildings and context. A dislike of tall buildings / towers. This does not include objections to height of specific buildings, which are included below.	New height controls are proposed for certain sites across Ultimo and Pymont. These are site specific. They have been designed taking into account specific site constraints and responding to the overarching design considerations. Detailed urban design analysis for each site has ensured that taller buildings are located and shaped so they respect privacy, minimise overshadowing of existing residential development and open space, maintain or enhance public view corridors and conserve heritage. This objection is addressed further in the main report.

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Submissions summary	Response
<i>14 submissions</i> - Concern about overshadowing and loss of sunlight. Concern about loss of views and privacy.	Building envelopes have been modelled on a site-by-site basis to minimise overshadowing to existing residents and important public parks and places. The proposed building envelopes have been designed in alignment with NSW Government's Apartment Design Guide and the City's Development Control Plan including building separation, visual privacy, and solar and daylight access. This objection is addressed further in the main report.
<i>2 submissions</i> - Proposed building heights are not aligned with the PPPS. Objection to the introduction of the 'height transition zone' which contradicts the priorities of the PPPS. The proposal does not deliver on a gentle transition	Each of the envelopes proposed by the City comply with the Height Strategy set out in the NSW Government Pyrmont Peninsula Urban Design Report. The 'height transition zone' forms part of the NSW Government's height strategy, which permits buildings at a minimum of RL90 in height in this area. This objection is addressed further in the main report.
General - Zoning and land use	
<i>20 submissions</i> - There is low demand for commercial/office space, noting the high vacancy rate and post-Covid working patterns. The evidence underpinning the PPPS housing and jobs targets is outdated.	The City was set a target for commercial floor space within the Pyrmont Peninsula Place Strategy and the associated Ministerial Direction, which was underpinned by an Economic Development Strategy produced by NSW Treasury. The Economic Development Strategy states that it factors in the impacts of Covid in its employment forecasts. The Ministerial Direction requires all planning proposals in Ultimo Pyrmont demonstrate how they meet the objectives of the Place Strategy, including job targets. The focus for the City has been on meeting the required job targets in the most appropriate way. Demand for office floor space will be determined by the market and will change as the population grows. The proposed controls create capacity for office floor space to be provided when and if the market determines. Submissions were made in relation to 3 sites in mixed use zones, which had alternative controls exhibited to incentivise commercial development. A post-exhibition change is proposed to amend the base controls for these 3 sites, providing the flexibility of a residential or commercial option. This objection is addressed further in the main report.

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Submissions summary	Response
6 submissions - Zoning should be more flexible (MU1) to support financial viability of the development and allow developers to respond to demand.	See above. Furthermore, a post-exhibition change is proposed to add business premises as an additional permitted use for 26-38 Saunders Street and 14 Quarry Master Drive, in addition to the 3 sites exhibited. Permitting business premises on these sites will support more vibrant and active streets and providing better access to local services.
General - Housing and affordable housing	
11 submissions - Concern about the redevelopment of residential buildings and the displacement of existing residents.	Planning controls allow for future redevelopment, but they do not mandate development. Most of the sites in the planning proposal with existing residential buildings are strata. Legislation allows strata to collectively sell or redevelop with a 75% majority vote.
8 submissions - There is a housing crisis. The proposal should do more to address that.	The planning proposal aims to facilitate new homes in an appropriate location near existing and proposed infrastructure. The amended planning proposal will assist in facilitating 1,268 to 1,524 additional dwellings in a variety of different forms. The City's proposed Stage 2 process may also deliver additional homes.
5 submissions - The proposal should provide social / affordable housing and accommodation for essential workers.	Where there is an uplift in residential development potential an additional 9% Affordable Housing Contribution will be levied on the additional floor space. This is in addition to a base level contribution of 3%. This will be used to help fund affordable housing programs across the City of Sydney local area. Beyond contributions, the City also supports the provision of affordable rental housing through grants to non-government organisations and subsidising the sale or long term lease of council owned land to community housing providers. The City's proposed Stage 2 process may also deliver additional social and affordable rental housing homes.
2 submission - The additional 9% affordable housing contribution is too high and may make development unfeasible in current market conditions, preventing delivery of new homes.	The planning proposal enables additional height and FSR in appropriate locations across Ultimo and Pyrmont. The 9% additional affordable housing contribution is to be applied to key sites which will receive residential uplift. This is consistent with the requirements of the existing City of Sydney Affordable Housing

Summary of submissions and responses

Submissions summary	Response
<i>1 submission</i> - a more workable model is Infill Affordable Housing models that provides stock to Community housing providers for 15 years.	Program, which accounted for the feasibility of such a contribution requirement when it was introduced in 2020. The City does not support a time limited affordable housing infill model as affordable housing will eventually be lost and unlikely to be replaced. Key workers and other community members who need affordable housing will be forced out of the area. The City requires purpose built affordable housing to be provided in perpetuity.
<i>1 submission</i> - Support for the requirement to pay additional contributions for sites that benefit from uplift, to enable the delivery of more affordable housing.	Support noted.
<i>2 submissions</i> - Suggest suggests that we identify sites and mandate landowners to provide public/affordable housing.	Where there is an uplift in residential development potential an additional 9% Affordable Housing Contribution will be levied on the additional floor space. This is in addition to a base level contribution of 3%. This will be used to help fund affordable housing programs across the City of Sydney local area. The City's proposed Stage 2 process may deliver additional social and affordable rental housing homes on sites owned by Homes NSW and City West Housing, a community housing provider. None of the sites subject to the current proposal are owned by Homes NSW or a community housing provider.
General - More development or a different outcome	
<i>10 submissions</i> - Would like to see more development. The planning proposal should be more forward thinking and ambitious, increasing development potential generally across the area.	The planning proposal responds to housing and jobs targets set in the Place Strategy and by the NSW Government for the City of Sydney as a whole. The proposed building envelopes maximise development capacity onsite, within our design considerations agreed with the community. The City's proposed Stage 2 process may deliver additional floor space for jobs and homes.
<i>10 submissions</i> - Would prefer a different distribution of heights or density. Some suggested more density should be near the Metro Station, others suggested increases in Ultimo. Others suggested a more even spread.	The City has undertaken detailed urban design analysis throughout its review. The envelopes proposed respond to site-specific constraints and respond to priorities and design considerations directly identified to us through engagement with residents, landowners and community groups. The planning controls

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	minimise overshadowing to existing neighbouring properties in line with the NSW Government's Apartment Design Guide and minimise overshadowing to important parks and places. They are designed to ameliorate wind impacts in streets, preserve and enhance public views and respond to areas of established significant character. The City's proposed Stage 2 process may deliver additional floor space for jobs and homes.
<i>1 submission</i> - Recommends more flexibility in the controls rather than being tied to the site-specific envelope DCP, noting sites will still go through development assessment.	By resolving Apartment Design Guide and DCP compliance at the plan-making stage and embedding this in planning controls, the City provides greater certainty and efficiency. Landowners and the community can be confident that key issues such as overshadowing, wind, and apartment separation have already been addressed, enabling a more streamlined development application process. DCP controls must be applied flexibly and proposals that meet their objectives can still justify reasonable alternatives.
<i>2 submission</i> - Overshadowing and solar access planes should be considered in balance with need for new homes.	Overshadowing and solar access have been carefully balanced with the need for new housing. While the proposed planning controls will result in some overshadowing, it has been minimised through compliance with the Apartment Design Guide and the City's DCP—both well-established benchmarks. Overall, the City's proposal delivers more floor space than required to meet the housing and jobs targets set in the NSW Government's Place Strategy, with the Stage 2 process offering potential for even greater capacity.
<i>1 submission</i> - Inconsistency with the Pyrmont Peninsula Place Strategy. All sites 'capable of change' should receive uplift.	The City reviewed nearly every site in Ultimo and Pyrmont to identify the most sensitive ways to accommodate the growth set out in the NSW Government's Place Strategy. We began with sites flagged in the Strategy as capable of change, then extended our assessment to additional sites identified through our own review. Each site was initially considered and discussed with landowners and the community. Where planning control changes were appropriate, urban design testing was undertaken. Some sites were reviewed but not advanced, as they were found unsuitable for change; these are documented in the City's

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Submissions summary	Response
	exhibited <u>Sites reviewed but not changing</u> document.
<i>1 submission</i> – A response to the review of TfNSW car parking levy scheme and a suggestion that funding and Government resource could be put towards assisting in repurposing commercial car parks into residential/commercial buildings to help meet housing shortages in prime locations.	This submission concerns the commercial car park at 360 Harris Street, which is strata subdivided with individual ownership of car spaces. The objector requests that the City encourage its conversion to accommodation, likely residential. They cite the Transport for NSW Parking Space Levy (PSL), a State tax on commercial car parking in areas well served by public transport. The PSL aims to reduce car use and funds transport projects such as walking and cycling infrastructure. However, the levy and its use are matters for the NSW Government. The site at 360 Harris Street is outside the City's planning jurisdiction and zoned under the State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021. The City therefore cannot amend planning controls for the site. While the SEPP permits residential use, any development application for conversion would need to demonstrate compliance with the Apartment Design Guide, including minimum residential amenity standards.
<i>1 submission</i> - Concern about some sites having their FSR decreased by having the design excellence bonus applied.	The base FSR for sites between 525 and 547 Harris Street, Ultimo is proposed to change from 3.5:1 to 3.3:1; 549-559 Harris Street from 4:1 to 3.61:1; and for 561-577 Harris Street from 4.1:1 to 3.41:1. The proposal involves a minor reduction in base FSR on these sites, which is of minor significance compared to the increased real development outcomes provided by the other proposed changes to planning controls on these sites, including increasing the height limit from 22 to 42 metres. The proposed height and FSR for these sites is informed by a detailed urban design analysis, guided by the principles of the Urban Design Study to maximise development within constraints across the Pyrmont peninsula. In addition, the base FSR plus design excellence bonus has been planned for these sites. Development in accordance with the current height limit on these sites would not require a competitive design process. However, development with the proposed height limits would require a competitive design process and be eligible for 10% additional design excellence floor space.

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Submissions summary	Response
<i>1 submission</i> – An Unsolicited Proposal for Edgecliff has been submitted.	The proposal relates to Edgecliff and is beyond the scope of the exhibited proposal.
<i>1 submission</i> – Glebe Island - what is the point of creating parklands and walkways around a proposed 24/7 industrial site that will generate pollution and introduce trucks?	This submission appears to relate to Glebe Island and its existing industrial and port operations. The NSW Government is currently considering the future of Glebe Island, likely through a Stage 2 Bays Precinct Masterplan. The open space proposed in the exhibited plans is considered sufficiently separated from industrial uses at Bays West to ensure its amenity is not impacted.
<i>6 submissions</i> – Suggest development would be better located somewhere else with less impact on residents, for example Glebe Island.	This planning proposal addresses the housing and jobs targets for Ultimo and Pyrmont set out in the NSW Government's Place Strategy. By advancing a precinct-wide approach, the City can guide growth sensitively, consistent with the Strategy, informed by community engagement, and underpinned by best-practice design. Without this framework, planning would be left to individual landowners or the NSW Government. In addition to the City's planned growth in Ultimo and Pyrmont, further development will occur through NSW Government initiatives at Glebe Island, the Camperdown Road dive site, other State Significant precincts and sites, and through the City's response to LGA-wide targets.
<i>1 submission</i> – Questioning what value the heritage conservation areas provide to society during a housing crisis. They often result in either run down housing or luxury single family homes.	The planning proposal includes new planning controls for some heritage items and sites within conservation areas. The City's heritage conservation areas are the home for approximately 84,000 people and provide workplaces for almost 60,000 people. Conservation areas are more than a collection of individual heritage items. The City's conservation areas provide housing at the highest population densities in Australia and continue to house an increased population, some at rates greater than the metropolitan average rate of increase. The small lot sizes, variety of accommodation types and over two centuries of accumulated growth have produced successful urban environments that continue to accommodate change and warrant protection.
<i>1 submission</i> – Opposes universally requiring upper-level setbacks as they increase construction costs, increase susceptibility of the building to water ingress, reduce thermal	The City's proposal does not impose upper-level setbacks across all sites. Where setbacks are included in the exhibited DCP, they are typically used to maximise floor space below a

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efficiency and reduce floor space. The desire for consistent street wall height should be considered in balance with the housing crisis.	solar plane protecting sunlight access to important parks, places, or existing residences. A blanket removal of setbacks would significantly reduce achievable floor space. Setbacks have also been applied where appropriate to transition to lower-scale residential areas (e.g. 46–48 Pymont Bridge Road and 446–456 Wattle Street) and to manage vertical additions to heritage items, protecting their setting and curtilage from key street views.
General - Construction	
<i>20 submissions</i> - Concern about construction related disruption to residents and existing businesses. Concern about dust and noise pollution.	The impacts of construction will be managed. We have regulation in place for construction sites to manage noise levels, traffic, access, and environmental impacts. From our discussions with landowners and developers involved in the sites, timescales vary greatly with some seeking to construct soon and others in the long term.
<i>4 submissions</i> - Concern about replacement of buildings which are in good condition and greenhouse gases resulting from development.	Planning for growth requires us to look to the future. Changing the planning controls allows for sites to redevelop but does not mandate it. Landowners can redevelop at a point which suits them, for example once the building reaches the end of its lifespan, or once an increase in the number of homes warrants the redevelopment. The planning controls also don't require full demolition of existing structures. There have been examples across the City of redevelopments including the retention and adaption of existing structures.
General - Consultation	
<i>7 submissions</i> - Insufficient public consultation. Residents of surrounding buildings were not notified. The exhibition period was too short to put in a considered response.	In May 2022 the City started consultation with community and stakeholder groups about the strategic review. 25,400 letters were sent to landowners and tenants inviting them to participate and register for updates. We held meetings with residents and landowners to understand their concerns, interests and perspectives on how to best accommodate growth and change in Ultimo and Pymont. This early engagement influenced the proposal and is summarised in our exhibited <u>Early Engagement Report</u>. The planning proposal, draft DCP and draft contributions plan were publicly exhibited for 31 working days from 1 October 2024 to 13

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	November 2024 in accordance with the Gateway Determination and the City's Community Participation Plan. 19,720 notification letters were sent to landowners and occupants of surrounding properties. A notification email to 418 recipients was sent to local community groups and subscribers registered to receive project updates. The City hosted an online information session on 14 October 2024. City staff presented on the proposed planning controls and answered questions from attendees.

Site specific comments

Summary of submission	Response
Gateway building, 1-27 Murray Street - 50 submissions	
<i>40 submissions</i> - Concern about the displacement of existing residents. The Gateway building has been home to residents for nearly 25 years. Redevelopment would impact the community and social fabric. Residents value their community and lifestyle. Concern about residents not being able to afford alternative accommodation in Pyrmont, if displaced. Concern about government forcibly acquiring people's homes.	Planning controls allow for future redevelopment, but they do not mandate development. The Gateway building is strata owned. Legislation allows strata to collectively sell or redevelop with a 75% majority vote. If the majority of owners do not want to redevelop, the building will not be redeveloped. This site is addressed further in the main report.
<i>36 submissions</i> - High vacancy rates indicate low demand for additional office space. Post-Covid working patterns have decreased demand. Despite the changing context, the proposal for this site has remained unchanged since the PPPS. Due to viability, achieving owner consensus for redevelopment would be very difficult if the site is rezoned for commercial use. <i>32 submissions</i> - Lack of support for the rezoning of the site to commercial only. If the site is to be rezoned, it should remain mixed use. <i>20 submissions</i> - Sydney is facing a housing crisis. Redeveloping the Gateway site as a commercial office would result in the loss of 89	The Ministerial Direction requires long-term planning. The Place Strategy provides a growth framework to 2041 and is supported by the NSW Treasury Pyrmont Peninsula Economic Development Strategy, which forecasts \$4.9 billion in additional economic output if commercial floor space is delivered to support 23,000 new jobs. The Strategy incorporates the impacts of COVID on employment and floor space demand. In response to submissions, the City has amended the proposal to allow mixed-use residential development on the subject site, in addition to the previously exhibited commercial proposal. These amendments increase the height for a mixed use residential project from 30 metres to approximately 87 metres and an increase in FSR from 2.5:1 to 5:1 - will allow

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Summary of submission	Response
residential units, exacerbating the current housing shortage.	the market to determine the future use of this site, if the current owners choose to sell. This site is addressed further in the main report.
<i>32 submissions</i> - Concern about the proposed building envelope and its impact on Pyrmont's character. Concern that the 21-storey building height will result in overshadowing and wind, as well as aesthetic impacts. A desire for Pyrmont to retain its village feel, rather than becoming an extension of the CBD with commercial towers. Concern about impacts on the heritage listed Pyrmont Bridge Hotel, Maritime Museum and Darling Wharves, as well as historic streetscapes. A lack of alignment with the PPPS, which envisions low-rise buildings near the harbourside.	Ultimo Pyrmont will experience significant growth and change due to the NSW Government's investment in a new Metro station, its Place Strategy, and the Ministerial Direction requiring future planning to accommodate new jobs and housing. By advancing a precinct-wide planning proposal, the City can guide growth sensitively consistent with the Place Strategy, informed by community engagement, and based on best practice design. Without this approach, future planning would be left to individual landowners or the NSW Government. The Ministerial Direction requires the City's planning proposal to be consistent with the NSW Government's Pyrmont Peninsula Place Strategy, and in particular, the Height Strategy set out in the Urban Design Report. The City's exhibited and amended planning proposal sets building heights below those permitted by the NSW Government's Height Strategy. Full details of the City's proposed heights, where they are lower than those permitted by the NSW Government, are provided in the Urban Design Study (Attachment G to the main report). The reduced heights primarily protect solar access to parks and public places and minimise overshadowing of existing homes. This approach is consistent with the Place Strategy (which identifies key parks and places to protect), the NSW Government's Apartment Design Guide, and the City's Development Control Plan. This site is addressed further in the main report.
<i>21 submissions</i> - The building is in good condition. Investment has been made into its upkeep. Demolishing it for a new commercial structure would be wasteful and contribute unnecessarily to greenhouse gas emissions.	Planning for growth requires us to look to the future. Changing the planning controls allows for sites to redevelop but does not mandate it. Landowners can redevelop at a point which suits them, for example once the building reaches the end of its lifespan, or once an increase in the number of homes warrants the redevelopment. The planning controls also don't require full demolition of existing structures. There have been examples across

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Summary of submission	Response
	the City of redevelopments including the retention and adaption of existing structures.
<i>20 submissions</i> - From previous rounds of engagement, resident concerns have been overlooked or not adequately addressed.	During early engagement, concerns were raised about new planning controls for the site. These were addressed in the City's pre-exhibition report to Council, which sought approval to publicly exhibit the proposal so that a broader view could be sort. The exhibition process allowed full consideration of new controls and broader community feedback. In response, the City has amended the proposal to enable a mixed-use residential outcome. While this will not satisfy all objectors—some of whom prefer no change—the City considers new controls essential. This block is the largest development site near the proposed Pymont Metro Station and was identified in the NSW Government's Place Strategy for significant height increases under their Height Strategy. Neighbouring sites will benefit from this policy shift, and the block presents an opportunity to greatly improve its interface with the public domain. The revised controls deliver better light rail access, stronger north–south connections, and a larger, greener, and more sunlit public space. Not progressing with the site means these outcomes will not occur. The site is discussed further in the main report.
<i>5 submissions</i> - The exclusion of 1-27 Murray Street from the Ultimo Pymont Strategic Review documentation raises questions about the review process. Why was this site omitted when neighbouring properties, such as 80-100 and 137 Murray Street, were evaluated?	This submission relates to the City's exhibited document <u><i>Sites reviewed but not changing</i></u> . 1-27 Murray Street is not included because new planning controls have been prepared for the site.
<i>2 submissions</i> - If it is rezoned, the height should be higher to make the project commercially viable.	The height of the proposal has been maximised within the City's design considerations. Any additional height would overshadow neighbouring residential apartments to the couth creating additional shadow in non-compliance with the NSW Government's Apartment Design Guide.
<i>2 submissions</i> - The demolition of 1-27 Murray Street and 2 Edward Street threatens to obstruct access to Pymont Bay Station, the nearest light rail station during construction. There has been limited consideration of the impacts of this.	Pymont Bay Light Rail stop may or may not need to be closed if the sites redevelop. This would be a matter for Transport for NSW who have strict requirements in regard to construction in close proximity to rail corridors.
<i>1 submission</i> - Vehicular access to the Gateway building is via 2 Edward Street. No	1-27 Murray Street benefits from an access easement across 2 Edward Street for vehicular

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analysis has been carried out to show how residents would access their car parking should 2 Edward Street be redeveloped.	access. Any redevelopment of 2 Edward Street will need to consider access arrangements for 1-27 Murray Street in accordance with the existing access easement.
1 submission - Supports the proposal for the Gateway building.	Support noted.
Quarry Master Drive and Saunders Street precinct - 64 submissions	
38 submissions - Access into and out of the peninsula is very limited and the Quarry Master Drive area is a cul-de-sac. Additional high-rise development would place pressure on local streets. Saunders Street now with the bike lane is one lane for two-way traffic, further limiting capacity and parking. There is already very little on street parking. Traffic will also be made worse by changes to the Western Distributor and the Fish Markets redevelopment.	The City's general comments on traffic, access, and parking are further addressed in the main report. For the Quarry Master Drive and Saunders Street precinct: - the precinct will primarily be accessed on foot, by bicycle, or via public transport - it is approximately 100 metres from the existing Fish Market Light Rail stop and 600 metres from the future Pymont Metro Station - the precinct is well-served by walking and cycling infrastructure, including the separated Saunders Street, Miller Street, and Union Street cycleways providing direct access to Pymont Metro and the Sydney CBD - under current maximum car parking controls, the precinct will generate minimal additional vehicle movements - Saunders Street is narrow and left turn only at Miller Street; most vehicular traffic will use Quarry Master Drive and Bank Street, wider two-way roads connecting to surrounding suburbs.
37 submissions - Proposed building heights will reduce sunlight into apartments. This will prevent sustainable energy generation through installation of solar panels. Public and open spaces will be overshadowed, and sky views will be obstructed. Overshadowing will impact the flora and fauna in Carmichael Park, Knoll Park & Saunders Cliff-Face Pocket Park. Bank Street and Saunders Street will be very dark. A wind tunnel will be created.	Additional overshadowing of living rooms and private open space of adjoining residences has been minimised, in accordance with the NSW Government's Apartment Design Guide and the City's Development Control Plan. Street setbacks and tower placement have been carefully designed to allow more sunlight into the streets, ensuring that more than half of surrounding streets receive at least 2 hours of sunlight in midwinter. As the sites are south of Knoll Park, Carmichael Park, and Quarry Master Drive open space, no additional overshadowing will occur on these areas.

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	Ensuring good design for wind has been an important design consideration for the City. The City's draft planning controls were developed with reference to prevailing wind conditions on a site-by-site basis, incorporating best-practice measures such as appropriate tower setbacks above podium levels. The exhibition period allowed site owners to undertake more detailed wind modelling of the City's exhibited controls. This highlighted where some adjustments were needed to achieve a safe and comfortable public domain that supports pedestrian activity. The adjustments are detailed in the main assessment report.
37 <i>submissions</i> - Objection to the proposed height and FSR increases for: • 26-38 Saunders Street • 140-148 Bank Street site • 1-33 Saunders Street And to a lesser extent: • 14 Quarry Master Drive (only 2 submissions)	The objections have been addressed in the Quarry Master Drive and Saunders Street precinct comments in the main report. Each of the listed sites were identified by the NSW Government for new planning controls as sites capable of change. They were not identified by the City. The City has undertaken detailed urban design analysis, informed by advice from the City Design Advisory Panel Subcommittee, community consultation and internal experts in heritage, trees, public domain, transport, access, urban analytics, economics and planning. This process resulted in the exhibited heights and FSR, which the City has deemed acceptable.
30 <i>submissions</i> - Concern about view loss, loss of privacy and impact on property values. The proposal will obscure views of the city skyline and Blackwattle Bay. The proposal does not encourage view sharing. Without the view, the value of the property would be reduced. Owners have invested significantly to secure the view, with the reassurance of the height limit. Occupants of the new towers will see into existing units.	The proposed planning controls maintain required separation distances between existing windows and balconies and the new building envelopes to ensure visual privacy and adequate outlook, in line with the NSW Government's Apartment Design Guide. Some private view loss will occur, mainly of distant views over existing private sites. The Place Strategy prioritises protecting and enhancing public views over private ones. All sites subject to planning control changes were identified by the NSW Government's Place Strategy. The City's proposal remains within the NSW Government Height Strategy. Taller buildings have been located to minimise overshadowing of homes and public spaces and to increase sunlight in streets. The proposal also improves local outlooks by

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	providing views of more trees and active streets. Overall, the private view loss is considered acceptable. Potential impacts on surrounding property values are not considered a planning matter.
<i>18 submissions</i> - Concern about sustainability of redeveloping buildings in good condition. "The greenest building is the one that already exists".	Planning for growth requires us to look to the future. Changing the planning controls allows for sites to redevelop but does not mandate it. Landowners can redevelop at a point which suits them, for example once the building reaches the end of its lifespan, or once an increase in the number of homes warrants the redevelopment. The planning controls also don't require full demolition of existing structures. There have been examples across the City of redevelopments including the retention and adaption of existing structures.
<i>17 submissions</i> - Would like a fair and equitable distribution of development potential. The proposal benefits one block (26-38 Saunders Street) at the expense of others. Residents of neighbouring buildings (for example 2-10 and 14 Quarry Master Drive), are impacted negatively without receiving any benefit. Suggest redistribution of height to more evenly share development potential. <i>16 submissions</i> - Site specific comments relating to 14 Quarry Master Drive: - Increases in height and FSR are marginal, due to solar access to buildings to the south. - FSR increase is much lower than suggested in the PPPS. - This is in part because of the reduced footprint to accommodate open space and a through site link. - Redevelopment is highly unlikely to be economically viable with this small uplift, meaning it will not translate into actual housing - Concern about the loss of value for residents There were a few different suggestions: 3 submissions suggested the site be excluded from the proposal	The City reviewed all sites within the precinct. At 14 Quarry Master Drive, the maximum possible uplift has been accommodated while adhering to design considerations. The site is too small to support a taller building without unreasonably overshadowing existing residences to the east. Sites at 2–10, 120, and 122 Quarry Master Drive would require amalgamation to accommodate any significant increase beyond current development. With approximately 66, 111, and 139 apartments on these sites, respectively, it is unlikely that such amalgamation would occur within the lifespan of the Place Strategy. Having reviewed these sites, they are not recommended for planning control changes.

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9 submissions suggested exploring options for height / FSR to be increased to improve viability. 5 submissions suggested an increase could be accommodated by 1-33 Saunders Street being zoned commercial only to alleviate the overshadowing constraint. 4 submissions suggested removing the green spaces and through site link to retain the current building footprint. 1 submission - 2-10 Quarry Master Drive should also receive uplift in height and FSR.	
16 submissions - A 33-storey tower is inconsistent with the character of the area. Proposed building heights exceed the natural quarry cliff top. The challenges of being in a Quarry - low levels of light, echo and noise, poor communications - will be exacerbated by this development. The precinct was designed as a 'height-tiered community' to balance density with liveability. The proposal mirrors Blackwattle Bay which is very different in character from the Peninsula.	Ultimo Pyrmont will experience significant growth and change due to the NSW Government's investment in a new Metro station, its Place Strategy, and the Ministerial Direction requiring future planning to accommodate new jobs and housing. This includes an inevitable contextual change for the Quarry Master Drive and Saunders Street precinct with the NSW Government approved Blackwattle Bay site. The City has undertaken detailed urban design analysis, informed by advice from the City Design Advisory Panel Subcommittee and internal experts in heritage, trees, public domain, transport, access, urban analytics, economics and planning. This analysis, inline with our adopted design considerations, has led to the following in relation to the Quarry Master Drive and Saunders Street precinct: - additional overshadowing of living rooms and private open space of adjoining residences has been minimised, in accordance with the NSW Government's Apartment Design Guide and the City's Development Control Plan - street setbacks and tower placement have been carefully designed to allow more sunlight into the streets, ensuring that more than half of surrounding streets receive at least 2 hours of sunlight in midwinter - the proposed planning controls maintain required separation distances between existing windows and balconies and the new building envelopes to ensure visual privacy and adequate outlook, in line with

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	the NSW Government's Apartment Design Guide. In relation to noise within in the precinct, residential dwellings are generally not sources of intrusive noise. The future DA process may offer other opportunities for noise attenuation when the detailed design of the development is known.
<i>6 submissions</i> - There is a lack of demand for commercial space. Targets were set pre-pandemic and do not reflect current realities. There is no need for local retail spaces at ground floor. In the area, many shops are vacant, and businesses are short lived. And more retail is being provided in the Fish markets redevelopment.	The City was set a target for commercial work space within the Pyrmont Peninsula Place Strategy and the associated Ministerial Direction, which was underpinned by an Economic Development Strategy produced by NSW Treasury. The Economic Development Strategy states that it factors in the impacts of Covid in its employment forecasts. The Ministerial Direction requires all planning proposals in Ultimo Pyrmont demonstrate how they meet the objectives of the Place Strategy, including job targets. The focus for the City has been on meeting the required job targets in the most appropriate way. Demand for office and retail floor space will be determined by the market and will change as the population grows. The proposed controls create capacity for office and retail floor space to be provided when and if the market determines. Planning for increased retail and business premises floor space is important in an area increasing in density. Permitting retail and business premises on these sites supports more vibrant and active streets and providing better access to local services for existing and future residents.
<i>2 submissions</i> - Support development. It is well located. Council has achieved a good balance. The building form prioritises light into the street.	Support noted.
<i>2 submissions</i> - Support the proposal for 26-38 Saunders Street. Proposes 2 changes to the envelope: • Increase the tower floorplate through a small reduction in open space and a reduction of setback from 9m to 6m at the western boundary • Increase the height of the podium from 6 to 8 storeys	Support noted. Reduced tower setbacks and an increased podium height cannot be accommodated without creating unsafe wind conditions at street level and an inappropriate amount of overshadowing for neighbour residential properties. Detailed wind modelling identified the need for a two-level void above the podium to mitigate wind impacts within the street. To

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• Increase the FSR These changes would result in a 16% increase in the number of apartments, supporting the financial viability of the redevelopment.	accommodate this, height and FSR are slightly increased, remaining under the NSW Government's Height Strategy with no additional impacts.
<i>1 submission</i> - Amended controls are sought for a mixed-use option with an 8:1 FSR and building height of 120m. The reference scheme includes two residential towers and two commercial towers. One of the commercial building acts as a barrier to manage noise from the Anzac bridge.	The owner seeks controls significantly different to those exhibited. The City proposes to retain the exhibited controls but include the site in a Stage 2 review.
<i>1 submission</i> - Suggestion of alternative approach: slender tall towers closer to Bank Street, instead of bulky large towers to maximise view sharing and not 'crowd' in Saunders Street.	The concern here relates to the proposed form of 1-33 Saunders Street and the resultant private view, solar access and privacy impacts. The exhibited building envelope for 1-33 Saunders Street has been designed in alignment with NSW Government's Apartment Design Guide including building separation, visual privacy, and solar and daylight access. Some private view loss will occur. The Place Strategy prioritises protecting and enhancing public views over private ones. 1-33 Saunders Street was identified by the NSW Government's Place Strategy. The City's proposal remains within the NSW Government Height Strategy. Taller buildings have been located to minimise overshadowing of homes and public spaces and to increase sunlight in streets. The proposal also improves local outlooks by providing views of more trees and active streets. Overall, the private view loss is considered acceptable. Potential impacts on surrounding property values are not considered a planning matter.
12 Pyrmont Street	
<i>3 submissions</i> - Support for the envelope which minimises overshadowing, conserves the heritage structure and responds positively to the context.	Support noted.
<i>1 submission</i> - Suggests the setbacks are overly conservative and that there would be more job creation with larger floorplates. Suggests reducing the setbacks to 15m and increasing FSR to 4.6:1, while retaining the view corridor, solar access to neighbours and deep soil area.	The City has considered the request and has concluded that the setback as exhibited are appropriate. The upper level setback above the heritage item will ensure the protection of the items setting and curtilage when viewed from surrounding streets. It will also ensure the structural integrity of the heritage item and limit the need for significant structural interventions

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	into existing heritage fabric. The setback to Jones Bay Road is essential in order to provide protection to an existing private tree and separation for existing residential properties on Pymont Street. The height of the proposed street wall along Jones Bay Road responds to and extends the existing street wall.
<i>2 submissions</i> - Support for the measures put in place to reduce impacts on 14, 16 & 18 Pymont Street, the identified open spaces and deep soil requirements, protecting the view corridor and protecting existing trees. Notes the urban design, biodiversity, and health benefits of open green spaces.	Support noted.
<i>2 submissions</i> - Concern about the proposed height and FSR increases. Mentions impact on views, privacy and property value. Notes that 12 Pymont Street was not included in the PPPS and questions its inclusion.	The City reviewed nearly every site in Ultimo and Pymont to identify the most sensitive ways to accommodate the growth envisaged by the NSW Government. We began with sites highlighted in the Place Strategy as candidates for additional jobs and homes, then extended our review to other sites, including 12 Pymont Street. This site contains the heritage-listed 'Slades Building,' a three-storey Federation-style warehouse that is vacant and in poor condition. It is further constrained by a light rail easement, boundary view protections, and an irregular lot shape, making redevelopment under existing controls highly unlikely. To incentivise the conservation, adaptation, and reuse of this important heritage building, the City prepared new planning controls. The exhibited height and FSR were determined through the design review process and represent a sensitive approach to enabling change without unreasonable impacts on views or privacy. Potential effects on surrounding property values are not a planning matter.
Harris Street group	
<i>2 submissions</i> - The Harris Street group is too tall. It is incompatible with the surrounding buildings, in particular heritage houses. Additional on street parking would be needed and would impact Hackett Street. It will impact views for Cadigal Avenue looking towards the city. <i>1 submission</i> - Previous work on the Harris Street group found that 12-storeys was inappropriate. Hackett Street requires a sensitive response as it is narrow and has	The height of the buildings proposed along Harris Street responds to the existing heights of nearby buildings extending the existing street wall. The Harris Street buildings transition down in height to minimise overshadowing of existing lower scale residential properties to the west. The rear setback provides deep soil for the planting of trees to Hackett Street. The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

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heritage buildings. The envelope should taper and have easements to Hackett Street.	Any requirement for easements is a matter for consideration at development application stage. The City has implemented parking controls to reduce reliance on private vehicles, including time-of-day restrictions, parking ticket pricing, and kerbside priority for goods and services. Planning policies also apply maximum parking rates, require on-site car share bays, and mandate bicycle parking for new developments. Under the City's neighbourhood parking policy, new residential flats and commercial/retail premises are ineligible for parking permits, further reducing on-street demand. Any view impact from Cadigal Avenue as a result of development on Harris Street is considered to be acceptable.
<i>1 submission</i> - Seeking amended controls for 535-547 Harris Street, increasing the FSR to 3.61:1 and increasing the building height from 1 storey to 4, 5 and 7 storeys. The proposed envelope maintains the 15% deep soil and does not give rise to additional overshadowing.	The request for additional FSR and height has been considered and is considered unjustified. The increases requested would result in a building envelope incapable of complying with the NSW Government's Apartment Design Guide.
<i>1 submission</i> - Seeks amended controls for 562-576 Harris Street, increasing FSR to 2.42:1 for non-residential, to maximise efficient use of the land. Suggests: - the height design excellence bonus is retained and the requirement for a competition is removed. - The requirement for 10% deep soil is removed and greening ambitions are achieved through a green roof and/or walls. - Vehicular access to the site should be permitted from the Systrum Street frontage and deleted from the Macarthur Street frontage.	In response to detailed design development and a landowner request to pursue a hotel use instead of residential it is proposed to increase the FSR from 2:1 to 2.7.5:1 but retain the exhibited maximum height and planning envelope. Hotels can accommodate more floor space per level within the exhibited envelope. The additional FSR applies only to commercial use and does not increase impacts. The requirement for 10% deep soil is retained inline with the City's agreed design considerations. Vehicular access is maintained from Macarthur Street frontage in line with existing access arrangements. This ensures that the deep soil area to Systrum Street can be maintained and is considered to be a better heritage response.
<i>1 submission</i> - There is a large fossil fuel tank under 594 Harris Street which seems dangerous near to residents. This building is being vacated - could the tank be decommissioned?	This is a matter for consideration under any future development application for the site.

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Pymont Village / John Street group	
4 submissions - Concern about the impact of the John Street group on the local character and heritage streetscape. <i>1 submission</i> - The heights of the terraces at 79-93 John Street should be no higher than the lowest height in the affordable housing opposite.	79–93 John Street currently contains eight terrace houses in pairs, originally two storeys with at least one attic addition. The terraces are isolated and have no historic or heritage value. The City proposes planning controls for four residential buildings of 5–7 storeys, incorporating 15% deep soil on site. Together, the buildings would create a street wall comparable in height to that opposite on John Street. While the new buildings may be visible in the background from Harris or Pymont streets, they will not appear dominant or detracting. Instead, they represent sensitive, well-designed mid-scale infill that delivers much-needed housing.
<i>1 submission</i> - Generally felt the heights and envelopes proposed were appropriate.	Support noted.
<i>2 submissions</i> - Support for the proposed planning controls for 80-84 Harris Street. Notes that sandstone cottage at 82 Harris should be retained and addressed sensitively.	Support noted. The heritage significance and protection of 82 Harris Street will be an important consideration at development application stage.
<i>2 submissions</i> - Propose a maximum height increase for 86-92 Harris in line with the existing height of 100 Harris Street and in response to design development. <i>1 submission</i> - Seeks amended controls for 86-92 Harris Street, increasing the height to 33m and FSR to 3:1. The proposed envelope maintains the through site link, commercial land use and deep soil.	In response to detailed design development, the City supports adjustments to the proposed controls for 86-92 Harris Street, including DCP envelope changes, a height increase from 27 to 33 metres and an FSR increase from 2.3:1 to 3:1. These changes can be accommodated without additional negative impacts on surrounding properties and the public domain. This issue is dealt with in the main assessment report.
<i>1 submission</i> - 100 Harris Street is an example of successful transformation of a heritage warehouse to commercial use. Oppose any increase in height at 100 Harris Street and recommend retention or replacement of the existing building at the same heights <i>1 submission</i> - New controls sought for 100 and 130 Harris Street. Suggests rezoning from E2 to MU1, with 39m height and 4.9:1 FSR to allow for a co-living development.	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. The City’s proposal for 100 Harris is limited to the multi-storey carpark/commercial portion of the site. The City proposed planning controls to accommodate a 7-10 storey commercial building. The height of the building fits

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	comfortably among the existing and proposed street wall height of buildings in the vicinity. Sites with existing commercial zoning, like 100 Harris, will continue to prohibit residential development. These sites anchor one of Australia's largest creative media employment clusters. The amended proposal retains a critical mass of new commercial floor space within walking distance of Pyrmont Metro Station, promoting public transport use for workers and customers. It supports a self-sustaining workplace precinct in a premium harbourside location, with a mix of building types in high demand by industry. The DCP changes requested as part of the submission are also not supported. Changes to height in storeys was requested in support of a residential scheme. These changes were based on the proposed change of use. As the change of use is not supported, the change in height in storeys is not justified.
48 Pirrama Road	
<i>4 submissions</i> - Objection to the proposed height of 48 Pirrama Road. It will be out of step with other buildings. It will block views and decrease privacy. In line with the Strategy, building heights should decrease as they approach the water. <i>1 submission</i> - the impacts of redeveloping 48 Pirrama Rad are not worth minimal improvement to the view and open green space. The John Street view corridor should not be applied to the redevelopment of existing buildings.	The Ministerial Direction requires the City's planning proposal to align with the NSW Government's Pyrmont Peninsula Place Strategy, particularly the Height Strategy in the Urban Design Report. The City's exhibited and amended proposal sets building heights below those allowed under the Height Strategy. At 48 Pirrama Road, heights have been limited to protect solar access to Pyrmont Bay Park, establish a podium consistent with the Star and REVY buildings, and respect the foreshore setting. The site is sufficiently distant from residential properties to avoid unreasonable impacts on private views or privacy. The building envelope is also set back to the west to preserve a John Street public view corridor, which the City considers important to maintain.
Other site-specific comments	
<i>1 submission</i> - Supports the proposal. An alternative envelope is put forward for 13A-29 Union Street consolidating the dual towers and increasing and relocating the deep soil planting to the south. Controls for 50m height and 4.3:1 + design excellence FSR are sought.	Support noted. In response to submissions, the City has amended the proposal to allow a mixed-use residential development outcome on this site as it has an existing mixed-use zoning. This is in addition to the previously exhibited commercial proposal. Based on the City's design considerations a mixed use residential outcome for the site can reasonably accommodate an

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	FSR of 5:1 and an overall height of 45 metres. This is less than the exhibited commercial height and FSR for the site, with a smaller planning envelope, and as such will have minimal additional environmental impacts.
<i>1 submission</i> - Seeks amended controls for 20-80 Pymont Street, the Star casino site, to allow for residential and mixed uses. This would help deliver much-needed housing, while continuing to meet design requirements like minimising overshadowing and increasing open space.	The City met with the Star in response to their submission and invited them to advance their own separate planning proposal request for their site with the City.
<i>1 submission</i> - The proposed Star Hotel at the bulk indicated is inappropriate in the context and a blight on view lines from Pymont and elsewhere.	Noted. The Star hotel was approved by the NSW Government and is not the subject of the City's proposal.
<i>1 submission</i> - Puts forward an alternative envelope for 28-48 Wattle Street, a heritage listed former wool store with a sawtooth roof.	The exhibited planning controls have been adjusted following detailed design development and heritage and structural advice to allow for a north-south oriented built form option. This option was supported by the City's Design Advisory Panel and will be further tested through a design competition and development application. The amendment remains below the exhibited maximum height and does not create additional overshadowing to Wentworth Park, Quarry Green or nearby residences. It results in an amended DCP envelope and an increase in the maximum FSR from 4.1:1 to 4.5:1. This adjustment is discussed further in the main report. An exemption to the Wentworth Park Sun Access Plane has been accommodated in the planning proposal to permit the reconstruction of original historic turrets along the Wattle Street facade.
1 submission - E2 Commercial Centre zone which applies to 60 Union Street and sites around the Metro is too restrictive, particularly given the housing shortage and the challenges facing the commercial office market. Seeks rezoning to MU1 for 60 Union Street. <i>1 submission</i> - Change the zoning of 2 Edward Street from Commercial Centre to Mixed Use to encourage provision of more housing near the Metro station in Union Street.	At this time, the proposed change in zoning is not supported. The City was set a target for commercial floor space within the Pymont Peninsula Place Strategy and the associated Ministerial Direction, which was underpinned by an Economic Development Strategy produced by NSW Treasury. The Economic Development Strategy states that it factors in the impacts of Covid in its employment forecasts. The Ministerial Direction requires all planning proposals in Ultimo Pymont demonstrate how they meet the objectives of the Place Strategy, including job targets. The focus for the City has been on meeting the required job targets in the most appropriate way.

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	Demand for office floor space will be determined by the market and will change as the population grows. The proposed controls create capacity for office floor space to be provided when and if the market determines. Sites with existing commercial zoning, like 60 Union Street and 2 Edward Street, will continue to prohibit residential development. These sites anchor one of Australia's largest creative media employment clusters. The amended proposal retains a critical mass of new commercial floor space within walking distance of Pyrmont Metro Station, promoting public transport use for workers and customers. It supports a self-sustaining workplace precinct in a premium harbourside location, with a mix of building types in high demand by industry. As other NSW Government employment precincts shift toward residential use, including at Blackwattle Bay (320 dwellings replacing 1,500 jobs) and the Central State Significant Precinct (Tech Central, 28,000 to 2,400 jobs), long-term employment planning in Pyrmont, at the centre of the "Harbour CBD" and "Innovation Corridor," is increasingly important. The West Metro business case assumed additional commercial floor space would be delivered in Pyrmont. Providing employment floor space near metro stations increases patronage. New metro stations have proven transformative for commercial investment and city mobility. For example, the Waterloo Metro station has attracted \$288 million in commercial development, creating 1,430 jobs in the Botany Road Precinct since the City's commercial planning controls were introduced in 2022.
<i>1 submission</i> - Objection to height of One Darling Island because of the loss of public and private views.	No planning control changes are proposed for 1 Darling Island Road.
<i>1 submission</i> - Notes significant changes in housing and employment needs since the studies that informed the PPPS. Suggests the non-residential requirement be removed for 46-48 Pyrmont Bridge Road. <i>1 submission</i> - Suggests the site should be rezoned commercial centre.	In response to submissions, the City has amended the proposal to allow mixed-use residential development on 46-48 Pyrmont Bridge Road which has an existing mixed-use zoning. This is in addition to the previously exhibited commercial proposal. Based on the City's design considerations a mixed-use residential outcome for the site can reasonably accommodate an FSR of 3.41:1 and an overall height of 38 metres. This is less than the exhibited commercial height and FSR for the

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	site, with a smaller planning envelope, and as such will have minimal additional environmental impacts.
<i>1 submission</i> - object to the heights increasing in Ultimo, because it would be to the detriment of the area's character.	Ultimo will experience significant growth and change due to the NSW Government's investment in a new Metro station, its Place Strategy, and the Ministerial Direction requiring future planning to accommodate new jobs and housing. By advancing a precinct-wide planning proposal, the City can guide growth sensitively consistent with the Place Strategy, informed by community engagement, and based on best practice design. Without this approach, future planning would be left to individual landowners or the NSW Government. The Ministerial Direction requires the City's planning proposal to be consistent with the NSW Government's Pyrmont Peninsula Place Strategy, and in particular, the Height Strategy set out in the Urban Design Report. The City's exhibited and amended planning proposal sets building heights below those permitted by the NSW Government's Height Strategy. Full details of the City's proposed heights, where they are lower than those permitted by the NSW Government, are provided in the Urban Design Study (Attachment G to the main report). The reduced heights primarily protect solar access to parks and public places and minimise overshadowing of existing homes. This approach is consistent with the Place Strategy (which identifies key parks and places to protect), the NSW Government's Apartment Design Guide, and the City's Development Control Plan. This site is addressed further in the main report.
<i>1 submission</i> - 20-28 Bulwara Road should retain its Residential zoning and be mandated for Public Housing	The City's proposal rezones 20-28 Bulwara Road from R1 General Residential to MU1 Mixed Use. This is to permit a broader range of commercial uses in a location with employment uses to across the road to the east and west. Whilst residential remains a permitted use on site, the City's proposal provides a floor space and height incentive for a non-residential outcome. This is because the configuration of the site and its relationship to neighbouring

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	sites doesn't suit a larger residential outcome. A larger residential development on this site would fail to meet Apartment Design Guide amenity requirements, would struggle to meet deep soil requirements and would likely have greater impact on historical fabric on site. Any commercial redevelopment of the site will still be the subject of an affordable housing contribution.
Additional sites put forward for review	
<i>3 submissions</i> - New controls sought for 1-19 Allen Street and 313-369 Harris Street. The existing buildings are older and in need of renewal. They are well located, near to shops, services and transport. The buildings are not heritage listed. When combined, they could accommodate growth. With the Western Distributor to the south, they are not constrained by overshadowing requirements. <i>1 submission</i> - More development could be accommodated in Pymont along Harris Street between Allen and Fig Streets. This could revive a quiet area and spread development more equitably.	1-19 Allen Street is an existing residential strata with ~78 apartments. The strata has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area. 313-369 Harris Street is an existing mixed-use residential strata with ~136 apartments and 20 commercial units. The strata has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area. Following an initial review, additional density and height may be appropriate on these sites and the City will investigate them through a Stage 2 process, to be reported back to Council and publicly exhibit.
<i>1 submission from City West Housing</i> - Suggest their sites be reviewed for uplift to allow for renewal and deliver more affordable housing. Suggested amended controls to allow an increase in density for: 15-17 Jones Street, 14A Quarry Master Drive, and 56 Harris Street (also known as 88 John Street). Also suggests that it may be possible to manage overshadowing through different form for 17-21 Pymont Bridge Road.	Following an initial review the City met with City West to discuss their submission, and it was agreed that one of their sites, 56 Harris Street warranted further investigation. The City will investigate additional density and height on this site through a Stage 2 process, to be reported back to Council and publicly exhibit.
<i>1 submission</i> - 290 Harris Street - Would like an increase in allowable height to add 2 storeys to the existing 2 storey building. This aligns with the surrounding context.	290 Harris Street is a contributory Victorian terrace in a heritage conservation area. It is part of a consistent intact row of 2-storey terraces, and an additional 2 storeys is not considered appropriate.
<i>1 submission</i> - New controls sought for 123 Harris Street, a heritage item in a terrace with 121-127 Harris Street. Suggests increasing height restriction above 12m.	121-125 Harris Street is a listed heritage item within a heritage conservation area. The site sits directly opposite Union Square and is an important building in terms of framing the square. The request for additional height was not supported by any substantive evidence or

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	justification. A height increase is not supported under the current proposal.
<i>1 submission</i> - Suggest 344 Bulwara is redeveloped as it is in a poor state of repair and could accommodate more density.	344 Bulwara Road is an existing mixed-use residential strata with ~98 apartments and 4 commercial units. A unit owner has requested a review for potential new controls. The site is not a heritage item or within a heritage conservation area. Following an initial review, additional density and height may be appropriate on the site and the City will investigate them through a Stage 2 process, to be reported back to Council and publicly exhibit. The site may have limited potential for additional yield once overshadowing to Mary Ann Street Park and 383-389 Bulwara Road are modelled.
<i>1 submission</i> - It seems that 562-606 Harris Street has been excluded - why? Prime opportunity.	562-570 Harris Street have been proposed for additional height and floor space. 578 to 606 Harris Street is a listed heritage item within a heritage conservation area. The request for additional height was not supported by any substantive evidence or justification. A height increase is not supported. Any height increase is likely to unreasonably overshadow existing residential properties to the east, in noncompliance with the Apartment Design Guide.
<i>1 submission</i> - New controls sought for 463-467 Harris Street, a corner site adjacent to identified sites. Suggest height of 27-30m and FSR of 3.5:1.	A corner site adjoining a row of eight where new controls have been prepared. The landowner seeks controls consistent with the adjoining sites. The site is not a heritage item or within a heritage conservation area. Following an initial review, the City is broadly supportive of additional density and height on this site and will investigate it through a Stage 2 process, to be reported back to Council and publicly exhibit.
<i>1 submission</i> - New controls sought for 43 and 45 Murray Street to increase height and FSR. Proximity to Metro means its an opportunity for new housing.	Following an initial review the City is not supportive of new planning controls for the subject sites. The request for new planning controls was not supported by any substantive evidence or justification. Additional height on the site is limited by the need to maintain solar access to neighbouring residential properties to the west and south in compliance with the Apartment Design Guide. The two sites are considered to be too small to accommodate towers. They would result in non-compliant tower setbacks, blank tower side walls and

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	poor activation at street level with dominant vehicular access and servicing.
<i>1 submission</i> - suggests the Novotel Car Park on Murray Street would be a prime location for development.	The Novotel site is not within the City's planning jurisdiction under Sydney LEP 2012. Any change in planning control or development application would be led by the NSW Government.
<i>1 submission</i> - New controls sought for 74-84 Union Street, given proximity to the Metro Station and other sites. Suggests 6:1 FSR and 42m height.	Following an initial review the City is not supportive of new planning controls for the subject site. The request for new planning controls was not supported by any substantive evidence or justification. Additional height on the site is limited by the need to maintain solar access to neighbouring residential properties to the south in compliance with the Apartment Design Guide. Additional height in this location would also be contrary to the long-standing planning and urban design objective to limit the height of development along the northern edge of Union Street and important public space on the doorstep of the new Metro. The site is adjacent to heritage listed terraces and a hotel and additional height in this context is not supported.
<i>2 submissions</i> - Suggest the re-development of the Council depot site at corner of Wattle Street and Wattle Crescent.	10A Wattle Street is located on the eastern side of Wattle Street, opposite Wentworth Park. It is an irregular shaped site with a 32 metre frontage to Wattle Street that narrows to a point at the rear. The site is positioned in between Wentworth Park light rail stop to the south and an existing residential flat building to the north with an in-part nil boundary setback. Apartments in the adjoining residential flat building benefit from views and access to light and air across the subject site. The site primarily zoned SP2 Classified road, which prohibits and residential or substantial commercial development. The zoning is for the purposes of a potential future on/off ramp to the Western Distributor. The City through Transport for NSW Pyrmont Ultimo Transport Strategy work have advocated for future ramp to not be pursued in a hope that the site would be used for a more productive use. Even with a rezoning however the sites contextual constraints mean its future use would be limited.

State Government submissions

Submission summary	Response
State Government agency submissions	
<i>NSW Department of Education</i> - The department has reviewed existing assets, current projects, planning actions and demand projections, as well as analysed the original dwelling yields under the PPPS. While the demand for primary school students may be accommodated by existing asset, upgrades of existing high schools are required. These upgrades are currently not funded and will be subject to future consultation and detailed planning. The department is committed to working with Council to ensure schools are supporting community needs and continue to be appropriately resourced to respond to student population changes.	Noted. This submission is addressed in the main assessment report.
<i>Department of Infrastructure, Transport, Regional Development, Communications and the Arts</i> - To enable consideration of airspace protection or National Airport Safeguarding Framework (NASF) related issues in more detail, we encourage the City of Sydney Council to engage with Sydney Airport during any subsequent design / development application stages.	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.
<i>Heritage NSW</i> - We support the inclusion of heritage conservation as one of the principles of the proposal. We recommend that any future development that involve excavation are required to consider the risk of harm to Aboriginal objects. We encourage proponents to engage with the NSW Government Architect's Designing with Country guideline. We support the proposed inclusion of controls to manage potential archaeological deposits in the DCP. Controls to safeguard unanticipated finds should also be included. We note that the precinct contains 8 State Heritage Register (SHR) items. We understand that these have been considered and that no changes to controls for state heritage items are proposed. We recommend that if works are proposed which impact on any SHR items that a Statement of Heritage Impact (SOHI) should	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.

Summary of submissions and responses

Submission summary	Response
be prepared. If the SOHI identifies impact on potential historical archaeology, a historical archaeological assessment should be prepared. If any significant maritime heritage items or relics are likely to be, then a Maritime Archaeological Research Design and Excavation Methodology (MARDEM) must be undertaken.	
<i>Fire and Rescue NSW</i> – We recommend that booster assemblies be installed on the hydrant and sprinkler systems. Further that they are enclosed in cabinets in accordance with the requirements of the relevant Australian Standards. The enclosure of the Booster Assemblies will enhance the design outcomes for buildings and assist in protecting these firefighting facilities from damage and vandalism. We also recommend that the design and layout (footprint) of new development provides safe and efficient access for emergency service vehicles and in particular fire brigade vehicles in line with the Fire Safety Guideline – Access for fire brigade vehicles and firefighters.	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.
<i>Transport for NSW</i> - TfNSW supports the proposal and will continue to collaborate with the Council to promote sustainable transport options and improve place outcomes. Several initiatives are underway including upgrading crossings and connections to Wentworth Park and Fish Markets, completion of the foreshore link and increasing the L1 Inner West Light Rail frequency. TfNSW supports Council's proposal to widen footpaths and creating pedestrian through links, as well as the establishment of progressively lower car parking rate requirements. <i>Sydney Metro</i> - Sydney Metro is Australia's biggest public transport project. Pyrmont Station is one of nine stations along the Sydney Metro West alignment. Sydney Metro supports the Council's proposal. Planning controls have been amended to unlock capacity for a future residential tower above the Pyrmont Station eastern site to a height of 110 metres. Sydney Metro is currently progressing a Concept SSDA for an Over Station Development on the eastern site.	Noted. These standard process will need to be undertaken prior to lodgement and during the assessment of future development applications. The City will share the requested information with Sydney Metro in relation to the proposed draft controls. The City's planning controls have been designed to minimise overshadowing to existing and planned residential projects, including the Metro station tower. An amendment to the LEP to reference future residential projects is not considered warranted.

Summary of submissions and responses

Submission summary	Response
The proposal seeks to introduce the Harwood Street view corridor, which crosses the eastern most tip of the Pyrmont Metro site. The podium is already approved under the Stage 3 CSSI. Sydney Metro requests further detail on the methodology and technical inputs used to define the proposed Harwood Street view corridor and its extent. The Planning Proposal seeks to establish height and floor space ratio (FSR) uplift at various sites located to the immediate north of the Metro site, including 60 Union Street and 1-27 Murray Street. Given the proximity and the imminent determination of the Concept SSDA, consideration should be given to amenity and solar access for future residents. It is requested that Council provide Sydney Metro with details of the extent of potential overshadowing and amend the objectives in the proposed LEP to acknowledge 'existing and future' residential properties. Sydney Metro requests that for future detailed applications comply with the provisions of the Sydney Metro Underground Corridor Protection Guidelines and Sydney Metro At Grade and Elevated Sections Guidelines. Applicants are to engage in discussions with Sydney Metro in relation to the location and nature of substratum structures.	
<i>Sydney Water</i> – Sydney Water supports government-backed growth initiatives within our area of operations, striving to provide timely and cost-effective water and wastewater infrastructure without undue impacts. Our preliminary assessment indicates that water and wastewater servicing should be available for the proposed development. Future amplification, adjustments, deviations and/or minor extensions works may be required. Due to the volume of individual developments proposed and their locations, it is advised that feasibility applications are carried out for the developments in advance of DAs to ensure efficiencies in programming any asset upgrades, to prevent disruption and duplication of works.	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.
<i>Homes NSW</i> – The following sites owned by Homes NSW (formerly Land and Housing Corporation) have potential for increased	Following an initial review the City met with Homes NSW to discuss their submission, and it was agreed that two of their sites, 1-7 Henry Avenue and 26-52 Mount Street warranted

Summary of submissions and responses

Submission summary	Response
height and FSR and should be included in the proposal: • 86-118 Bowman Street, Pyrmont • 26-52 Mount Street, Pyrmont • 336-368 Jones Street, Pyrmont • 528-538 Jones Street, Ultimo Homes NSW would welcome the opportunity to collaborate with Council.	further investigation. The City will investigate them through a Stage 2 process, to be reported back to Council and publicly exhibit.
<i>Civil Aviation Safety Authority - CASA</i> has reviewed the proposal and notes the maximum proposed building height is RL120m. The Obstacle Limitation Surface (OLS) for Sydney Airport is RL 156m. Therefore, the buildings would be under the OLS and will not need to be assessed under the Airspace Regulations. Aviation Safety is not an issue.	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.
<i>Sydney Airport</i> - The height of Sydney Airport's Obstacle Limitation Surface (OLS) over the area ranges in height from 130-156m AHD. Any proposed structures that will penetrate the OLS will be subject to the Federal AIRPORTS (PROTECTION OF AIRSPACE) REGULATIONS 1996. Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved. Sydney Airport advises that approval to operate construction equipment (ie cranes) should be obtained prior to any commitment to construct.	Noted. This standard process will need to be undertaken prior to lodgement and during the assessment of future development applications.
<i>NSW Environment Protection Authority (EPA)</i> - In the instance of rezoning land use to commercial and mixed use, EPA recommends the use of guidance material to mitigate potential impacts, including: Noise Guide for Local Government (EPA, 2023) and Local Government Air Quality Toolkit (EPA). For residential development, the EPA recommends that Council review the noise limits for development in proximity to busy roads contained in SEPP (Transport and Infrastructure) 2021, as well as the NSW Road Noise Policy and Development Near Rail Corridors and Busy Roads – Interim Guideline. The EPA also notes there is a likelihood of contamination issues across the proposal area due to historical industrial uses. Refer to Resilience and Hazards SEPP 2021 and the	Noted. The guidance and toolkits referenced have been relied upon in the preparation of the draft planning controls. All of the planning controls are in strict compliance with additional standard process needed to be undertaken prior to lodgement and during the assessment of future development applications.

Submission summary	Response
Managing Land Contamination: Planning Guidelines. The EPA must be notified of contamination that meets certain triggers.	
<i>Department of Climate Change, Energy, the Environment and Water, Biodiversity, Conservation and Science (BCS) Group –</i> BCS recommends: • a detailed flood impact assessment be conducted for each site during the DA stage • flood risk to pedestrians be considered. Recommends DAs locate pedestrian entrances away from locations of high flood hazard • consideration be given to ensuring that site access is provided via frontages away from significantly flood affected areas • Notes DAs proposing the demolition of built structures may impact habitats for microbats, including several threatened species. Specific guidelines and surveys are recommended to assess and mitigate impacts on their habitats. <i>NSW State Emergency Services –</i> SES note the Flood Impact and Risk Assessment and recommend: • ensuring that all openings to basements (ramp, vents, etc) are situated above the Probable Maximum Flood (PMF), or reconsidering basement carparking if this is not feasible. • ensuring that appropriate land use decisions are made at the rezoning stage, rather than relying on “<i>appropriate building design</i>” to mitigate identified flood risks. • note development strategies relying on deliberate isolation or sheltering in buildings surrounded by flood water are not equivalent, in risk management terms, to evacuation. pursuing site design and stormwater management that reduces the impact of flooding and minimises any risk to the community, where relevant	Noted. These standard process will need to be undertaken prior to lodgement and during the assessment of future development applications. Planning for flooding at the City of Sydney is guided by the Interim Floodplain Management Policy, which was prepared in accordance with the NSW Government Floodplain Development Manual 2005. In accordance with the interim policy, the City has prepared floodplain management plans covering eight local catchments, which are supported by publicly available detailed flood studies, which are updated regularly. Also, in accordance with the interim policy, development applications must comply with Section 3.7 ‘Water and Food Management’ of Sydney Development Control Plan 2012 and clause 5.21 ‘Flood planning’ of Sydney Local Environmental Plan 2012. These controls require certain development to prepare a site-specific flood study in accordance with the state government floodplain development guidelines and may use the data contained in the City’s detailed flood studies. Separate to this planning proposal, the City has recently updated its general flooding planning controls. Part of that project was an update to the water and flood management controls in the DCP. The proposed controls migrate the provisions of the interim policy into the DCP, along with updates to better manage heritage items and introduce criteria for design requirements, practical precautions and access arrangements for development at risk of flooding. The City has undertaken an assessment of the proposed controls against the updated NSW Flood Risk Management Manual and Flood Prone Land Policy and confirms they are compatible. The area subject to this planning proposal is covered by the City’s Blackwattle Bay catchment and Darling Harbour catchment flood studies. Using this data, the City has undertaken internal analysis of flooding risk at the sites

Summary of submissions and responses

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

Summary of submissions

Draft amendments to Central Sydney Development Contributions Plan 2020

The draft amendments to Central Sydney Development Contributions Plan 2020 were publicly exhibited from 1 October to 13 November 2024. The public exhibition was advertised on the City's "Sydney Your Say" webpage. The project was included in the October edition of the Sydney Your Say eNewsletter sent on 18 October 2024 to 5,136 subscribers.

In response to this public exhibition, 2 submissions were received via email from individuals.

The following table summarises the topics raised in these submissions and provides a response.

Submissions summary	Response
General - Support	
Highly supportive of levies that will help fund a more community focused city. We should be building more cycle lanes, removing on street parking, decreasing speed limits and making footpaths wider.	Support noted. The draft amendments to the Central Sydney Development Contributions Plan 2020 do not include changes to the Plan's levy rates or its schedule of works. This Plan has been in force since November 2021, with development contributions being used to fund a wide range of infrastructure in Central Sydney, including open space upgrades, road and traffic improvements (such as cycleways), community facilities and public domain improvements.
General – Comments	
Developers should be charged the maximum – double the percentages listed in the draft documents.	Comment noted. The draft amendments to the Central Sydney Development Contributions Plan 2020 do not include changes to the Plan's levy rates. The Plan's levy rates are the maximum permitted under Section 209(1) of the Environmental Planning and Assessment Regulation 2021.
How are developers held accountable after their project has been approved and completed, to ensure they carry out their contributions commitments.	Infrastructure contributions under the Central Sydney Development Contributions Plan 2020 are payable prior to the issue of a construction certificate for building works approved via development applications, or prior to the commencement of works associated with complying development certificates. This means that developers must pay their contributions prior to commencing any building

Summary of submissions and responses

Submissions summary	Response
	works. Certifiers must sight evidence that contributions obligations have been met. In instances where developers have not paid the required contributions but have commenced building works, the City takes action to ensure all contributions obligations are met.

Attachment B

**Pre and post exhibition dwelling and
job number comparison**

SITE ADDRESS	EXHIBITED SCHEMES		POST-EXHIBITION SCHEMES			
	ADDITIONAL CAPACITY		ADDITIONAL CAPACITY base controls		ADDITIONAL CAPACITY alternative controls	
	jobs	dwellings	jobs	dwellings	jobs	dwellings
PPPS STATE-LED PROJECTS						
622-644a Harris Street (UTS Indigenous College)	324	250	324	250	324	250
1 Bridge Road (Sydney Fish Market)	725	0	725	0	725	0
37-69 Union Street (Pyrmont Metro)	400	200	400	200	400	200
26-32 Pyrmont Bridge Road (Pyrmont Metro)	-	0	-	0	-	0
20-80 Pyrmont Street (Star Casino)	370	0	370	0	370	0
Blackwattle Bay SSD	4,228	1,200	4,228	1,520	4,228	1,520
2-10 Darling Drive (Harbourside)	1,440	290	1,440	290	1,440	290
SUB-TOTAL	7,487	1,940	7,487	2,260	7,487	2,260
EASTERN HARBOUR CITY SEPP						
390-422 Harris Street (Global Switch)	0	0	499	0	499	0
273 Pyrmont Street (Global Switch)	1,321	0	1,321	0	1,321	0
80 Murray Street (Novotel Darling Harbour)	2,584	670	2,584	670	2,584	670
21a Murray Street	-35	0	-35	0	-35	0
SUB-TOTAL	3,870	670	4,368	670	4,368	670
SSD - UTS						
1-73 Broadway	1,335	0	1,335	0	1,335	0
81-117 Broadway	1,153	0	1,153	0	1,153	0
702-730 Harris Street	556	0	556	0	556	0
SUB-TOTAL	3,044	0	3,044	0	3,044	0

SITE ADDRESS	EXHIBITED SCHEMES		POST-EXHIBITION SCHEMES			
	ADDITIONAL CAPACITY		ADDITIONAL CAPACITY base controls		ADDITIONAL CAPACITY alternative controls	
	jobs	dwellings	jobs	dwellings	jobs	dwellings
SSD - POWERHOUSE						
Powerhouse Ultimo	175	0	175	0	175	0
TOTAL	175	0	175	0	175	0
TAFE						
1-17 Mary Anne Street	-	0	-	0	-	0
19 Mary Anne Street	3,859	0	3,859	0	3,859	0
SUB-TOTAL	3,859	0	3,859	0	3,859	0
APPROVED FLOOR SPACE post-2018						
14-26 Wattle Street	815	237	507	287	507	287
86-92 Harris Street	352	0	528	0	528	0
42 Pirrama Road (Google)	156	0	156	0	156	0
45 Murray Street	14	0	14	0	14	0
8 Darling Island Road	-	32	0	32	0	32
108-114 Miller Street	-77	21	-77	21	-77	21
14-16 Mount Street / 71 Harris Street	-	14	0	14	0	14
67-69 Murray Street	-30	7	-30	7	-30	7
192 Harris Street, Pyrmont	-1	2	-1	2	-1	2
67 Harris Street, Pyrmont	3	0	3	0	3	0
SUB-TOTAL	1,233	313	1,101	363	1,101	363
URBAN DESIGN STUDIES (CoS)						
46-48 Pyrmont Bridge Road	228	0	-49	45	228	0

SITE ADDRESS	EXHIBITED SCHEMES		POST-EXHIBITION SCHEMES			
	ADDITIONAL CAPACITY		ADDITIONAL CAPACITY base controls		ADDITIONAL CAPACITY alternative controls	
	jobs	dwellings	jobs	dwellings	jobs	dwellings
20-28 Bulwara Road	103	0	0	0	103	0
2 Edward Street	1,210	0	1,210	0	1,210	0
60 Union Street	910	0	910	0	910	0
1-27 Murray Street	2,158	-89	592	14	2,158	-89
13A-29 Union Street	544	0	30	101	572	0
69-71 Edward Street	61	0	0	0	61	0
55-65 Murray Street	-166	53	-101	53	-166	53
1-31 Saunders Street	-1,370	520	-1,370	520	-1,370	520
140-148 Bank Street	659	0	659	0	659	0
26-38 Saunders Street	-118	210	-118	216	-118	216
14 Quarry Master Drive	-148	32	-148	32	-148	32
80-84 Harris Street	-24	12	-24	12	-	12
79 John Street	4	6	4	6	4	6
81 John Street	-	-2	-	-2	-	-2
83 John Street	4	5	4	5	4	5
85 John Street	-	-2	-	-2	-	-2
87 John Street	-	6	0	6	0	6
89 John Street	-	-2	-	-2	-	-2
91 John Street	-	5	0	5	0	5
93 John Street	0	-2	-	-2	-	-2
12 Pymont Street	437	0	437	0	437	0
14 Pymont Street	-	2	0	2	0	2
16 Pymont Street	-	2	0	2	0	2
18 Pymont Street	-	2	0	2	0	2

SITE ADDRESS	EXHIBITED SCHEMES		POST-EXHIBITION SCHEMES			
	ADDITIONAL CAPACITY		ADDITIONAL CAPACITY base controls		ADDITIONAL CAPACITY alternative controls	
	jobs	dwellings	jobs	dwellings	jobs	dwellings
48 Pirrama Road	455	0	455	0	455	0
100 Harris Street	446	0	543	0	543	0
Sub-total Pyrmont	5,394	758	3,034	1,013	5,542	764
28-48 Wattle Street	1,036	0	0	0	685	0
50-54 Wattle Street	-	0	0	0	152	0
496-471 Harris Street	0	3	13	3	13	3
473-475 Harris Street	-6	6	17	6	17	6
477-479 Harris Street	4	1	7	1	7	1
481-483 Harris Street	4	-1	0	-1	0	-1
535-547 Harris Street	24	34	123	34	123	34
549-559 Harris Street	-194	58	-24	58	-24	58
561-577 Harris Street	-209	80	130	80	130	80
579-583 Harris Street	-105	40	11	40	11	40
562-576 Harris Street	9	13	61	13	82	0
383-389 Bulwara Road	-155	94	121	94	121	94
446-456 Wattle Street	15	28	96	28	96	28
458-468 Wattle Street	-47	23	20	23	20	23
470 Wattle Street	-13	17	-5	17	-5	17
Sub-total Ultimo	362	395	569	395	1,428	382
TOTAL URBAN DESIGN STUDIES (CoS)	5,756	1,152	3,603	1,408	6,970	1,146
TOTALS – ALL SITES	25,423	4,076	23,637	4,701	27,004	4,439
ADDITIONAL SMALL LOT DWELLINGS		116		116		116
TOTALS – ALL SITES and SMALL LOT DWELLINGS	25,423	4,192	23,637	4,817	27,004	4,555

Attachment C1

Amended Planning Proposal – Ultimo Pyrmont

Planning Proposal Ultimo Pyrmont



Contents

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Executive Summary

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

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

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

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

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

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

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

When added to the sites already rezoned by the NSW Government, this planning proposal will provide ~~the capacity of between 4,555 and 4,817 homes and 23,644 and 27,011 jobs~~ ~~4,100 dwellings and for up to 20,000 to 27,000 new jobs and~~ across Ultimo Pyrmont to meet Place Strategy's targets.

Planning Proposal
Ultimo Pymont

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

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

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

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

1. Background

1.1. Ultimo-Pyrmont

1.1.1. Site identification

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

1.1.2. Location and context

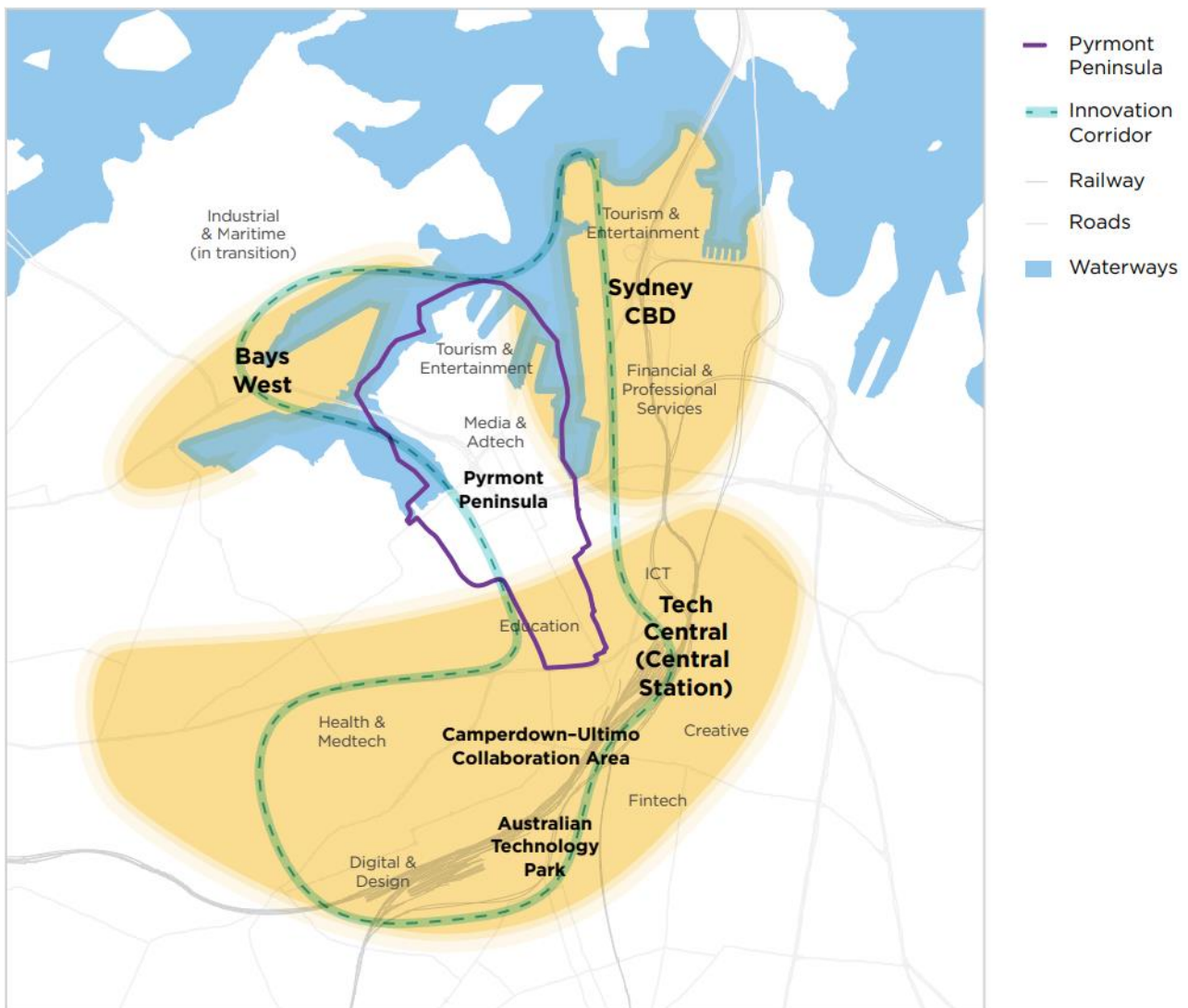
The initial study area, “Pyrmont Peninsula”, was identified by the Department of Planning and Environment (The Department) in the Pyrmont Peninsula Place Strategy (the Place Strategy – see section 1.2.1) and is defined in the s9.1 Ministerial Direction for the Peninsula.

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

The NSW Government’s Place Strategy outlines that Ultimo and Pyrmont is Sydney’s fifth largest business district with around 40,000 workers. It forms part of the Innovation Corridor (see Figure 1) and is one of the fastest growing jobs hubs in Greater Sydney and extends from the Camperdown-Ultimo Collaboration Area and Tech Central in the south, through Ultimo-Pyrmont and the western edge of Central Sydney to Bays West.

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

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



1.1.3. Built form and character

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

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

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

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

1.1.4. Heritage

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

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

One of the first key structures of European Settlement in the precinct was the construction of a windmill on the northern end of the Peninsula by James Macarthur in 1807. By 1832 two settlers, John Harris and James Macarthur, held much of the Peninsula. Macarthur's Pymont Estate comprised most of the northern end of the Peninsula, and the Harris estate generally at the southern end of the peninsula on land comprising what is now Ultimo, Pymont and Haymarket.

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

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

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

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

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

1.1.5. Land use

The existing land uses can generally be summarised as follows:

- Commercial
- Mixed Use
- Residential

The existing land use zoning for sites affected by this planning proposal (other than sites identified for small lot housing) is outlined at Figure 3 Property Zoning. No significant alteration to these uses is proposed. The majority of changes in the planning proposal are to height and floor space ratio, and the introduction of alternative height and floor space ratios for certain sites. Two rezonings are proposed: 1-33 Saunders Street which is proposed to go from E2 Commercial Centre of MU1 Mixed Use, and 20-28 Bulwara Road which is to go from R1 General Residential to MU1 Mixed Use. The proposed amendments to height and floor space ratio and land use zoning are outlined in full at Section 5.2 Development outcome.

1.1.6. Transport and access

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

1.1.7. Public domain

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

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

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

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

1.2. Strategic context

1.2.1. Pyrmont Peninsula Place Strategy

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

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

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

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

1. build and link a world class foreshore
2. enhance the opportunity to provide a vibrant 24-hour cultural and entertainment destination, with small bars, performance spaces, museums, and other entertainment
3. realise the benefits of a new Metro station by making Pyrmont a destination, rather than the point where journeys start
4. create a low carbon and high-performance precinct, maintaining the shift to a place where people walk and use public transport to connect to other places
5. more, better and activated public spaces across the Peninsula

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

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

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

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

NSW Government Key Sites and State Significant sites

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

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

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

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

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

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

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

1.3. Strategic review process

1.3.1. The City’s strategic review

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

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

The sites have been identified with community input and an analysis of urban design opportunities as described in the attached Early Engagement Report, [Summary of Submissions](#) and Urban

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Design Study. The sites with proposed additional height and density are shown in the table below. Additional sites have been identified for small lot housing (see Section 2.3 Ultimo Pymont Small Lot Housing).

Figure 2. Sites affected by this planning proposal

Address	Lot/DP
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148
20-28 Bulwara Road Pymont	Lot 1 DP433177
2 Edward Street Pymont	Lot 21 DP1000905
60 Union Street Pymont	Lot 2004 DP1103434
1-27 Murray Street Pymont	SP60306
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575
13A-29 Union Street Pymont	Lot 1 DP 119654
69-71 Edward Street Pymont	Lot 2 DP1076300
102 Pymont Street Pymont	Lot 1 DP 1076300
1-33 Saunders Street Pymont	Lot 102 DP853704
140-148 Bank Street Pymont	Lot 1 DP82057
26-38 Saunders Street Pymont	SP61725
14 Quarry Master Drive Pymont	SP70798
79 John Street Pymont	Lot 11 DP1007905
81 John Street Pymont	Lot 10 DP1007905
83 John Street Pymont	Lot 1 DP611040
85 John Street Pymont	Lot 301 DP232783
87 John Street Pymont	Lot 1 DP567806
89 John Street Pymont	Lot 21 DP1123226
91 John Street Pymont	Lot 22 DP1123226
93 John Street Pymont	Lot 23 DP1123226
12 Pymont Street Pymont	Lot 1 DP4520
48 Pirrama Road Pymont	Lot 1012 DP1145894
80 Harris Street Pymont	Lot D DP50010
82 Harris Street Pymont	Lot 1 DP131342
84 Harris Street Pymont	SP79258
86-92 Harris Street Pymont	Lot 1 DP791724
100 Harris Street Pymont	Lot 100 DP 1219280
28-48 Wattle Street Ultimo	Lot 1 DP 571484
50-54 Wattle Street Ultimo	Lot 1 DP 62297
446 Wattle Street Ultimo	Lot 9 DP260374

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Address	Lot/DP
448 Wattle Street Ultimo	Lot 10 DP260374
450 Wattle Street Ultimo	Lot 11 DP260374
452 Wattle Street Ultimo	Lot 12 DP260374
454 Wattle Street Ultimo	Lot 13 DP260374
456 Wattle Street Ultimo	Lot 14 DP260374
458-468 Wattle Street Ultimo	SP65741
470 Wattle Street Ultimo	Lot 1 DP209558
469 Harris Street Ultimo	Lot 1 DP 69694
471 Harris Street Ultimo	Lot 1 DP 64212
473-475 Harris Street Ultimo	Lot 1 DP 64213
477 Harris Street Ultimo	Lot 1 DP 90991
479 Harris Street Ultimo	Lot 2 DP 90991
481 Harris Street Ultimo	Lot 3 DP 90991
483 Harris Street Ultimo	Lot 4 DP 90991
535 Harris Street Ultimo	Lot 1 DP928999
537 Harris Street Ultimo	Lot 2 DP928999
539 Harris Street Ultimo	Lot 3 DP928999
541 Harris Street Ultimo	Lot 4 DP928999
543 Harris Street Ultimo	Lot 5 DP928999
545 Harris Street Ultimo	Lot 6 DP928999
547 Harris Street Ultimo	Lot 7 DP928999
549-559 Harris Street Ultimo	Lot 1 DP79179
561-577 Harris Street Ultimo	Lot 1 DP631356
562-570 Harris Street Ultimo	Lot 44 DP868670
572 Harris Street Ultimo	Lot 45 DP868870
574 Harris Street Ultimo	Lot 46 DP868870
576 Harris Street Ultimo	Lot 47 DP868870
579-583 Harris Street Ultimo	Lots 1 and 2 DP 229201, Lot 1 DP 1102413
383-389 Bulwara Road, Ultimo	Lot 1 DP 773656

1.3.2. **Early Engagement**

Significant early engagement has been undertaken during the preparation of this planning proposal, and the proposed controls have been developed in consultation with the community and stakeholders. ~~The proposed controls were publicly exhibited for 30 working days and received 243 submissions.~~ A full discussion of the ~~early~~ engagement undertaken to date is included at Appendix 1.

1.3.3. **Yields**

When added to the sites already rezoned by the NSW Government, this planning proposal assists in providing ~~4,100 dwellings across and capacity for up to 20,000 to 27,000 new jobs between 4,555 and 4,817 homes and 23,644 and 27,011 jobs and Ultimo and Pyrmont~~ to meet Place Strategy's targets.

1.3.4. **Potential for additional housing**

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

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

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

2. Planning controls

2.1 Zoning

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

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

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

This is shown on Figure 3 below.

Figure 3. Property Zoning

Address	Lot/DP	Zone
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148	MU1 Mixed Use
20-28 Bulwara Road Pymont	Lot 1 DP433177	R1 General Residential
2 Edward Street Pymont	Lot 21 DP1000905	E2 Commercial Centre
60 Union Street Pymont	Lot 2004 DP1103434	E2 Commercial Centre
1-27 Murray Street Pymont	SP60306	MU1 Mixed Use
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575	MU1 Mixed Use
13A-29 Union Street Pymont	Lot 1 DP 119654	MU1 Mixed Use
69-71 Edward Street Pymont	Lot 2 DP1076300	MU1 Mixed Use
102 Pymont Street Pymont	Lot 1 DP 1076300	MU1 Mixed Use
1-33 Saunders Street Pymont	Lot 102 DP853704	E2 Commercial Centre
140-148 Bank Street Pymont	Lot 1 DP82057	E2 Commercial Centre
26-38 Saunders Street Pymont	SP61725	R1 General Residential
14 Quarry Master Drive Pymont	SP70798	R1 General Residential
79 John Street Pymont	Lot 11 DP1007905	MU1 Mixed Use
81 John Street Pymont	Lot 10 DP1007905	MU1 Mixed Use
83 John Street Pymont	Lot 1 DP611040	MU1 Mixed Use
85 John Street Pymont	Lot 301 DP232783	MU1 Mixed Use
87 John Street Pymont	Lot 1 DP567806	MU1 Mixed Use
89 John Street Pymont	Lot 21 DP1123226	MU1 Mixed Use
91 John Street Pymont	Lot 22 DP1123226	MU1 Mixed Use
93 John Street Pymont	Lot 23 DP1123226	MU1 Mixed Use
12 Pymont Street Pymont	Lot 1 DP4520	E2 Commercial Centre

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Address	Lot/DP	Zone
48 Pirrama Road Pymont	Lot 1012 DP1145894	E2 Commercial Centre
80 Harris Street Pymont	Lot D DP50010	MU1 Mixed Use
82 Harris Street Pymont	Lot 1 DP131342	MU1 Mixed Use
84 Harris Street Pymont	SP79258	E2 Commercial Centre
86-92 Harris Street Pymont	Lot 1 DP791724	E2 Commercial Centre
100 Harris Street Pymont	Lot 100 DP 1219280	E2 Commercial Centre
28-48 Wattle St Ultimo	Lot 1 DP 571484	MU1 Mixed Use
50-54 Wattle St Ultimo	Lot 1 DP 62297	MU1 Mixed Use
446 Wattle Street Ultimo	Lot 9 DP260374	MU1 Mixed Use
448 Wattle Street Ultimo	Lot 10 DP260374	MU1 Mixed Use
450 Wattle Street Ultimo	Lot 11 DP260374	MU1 Mixed Use
452 Wattle Street Ultimo	Lot 12 DP260374	MU1 Mixed Use
454 Wattle Street Ultimo	Lot 13 DP260374	MU1 Mixed Use
456 Wattle Street Ultimo	Lot 14 DP260374	MU1 Mixed Use
458-468 Wattle Street Ultimo	SP65741	MU1 Mixed Use
470 Wattle Street Ultimo	Lot 1 DP209558	MU1 Mixed Use
469 Harris Street Ultimo	Lot 1 DP 69694	MU1 Mixed Use
471 Harris Street Ultimo	Lot 1 DP 64212	MU1 Mixed Use
473-475 Harris Street Ultimo	Lot 1 DP 64213	MU1 Mixed Use
477 Harris Street Ultimo	Lot 1 DP 90991	MU1 Mixed Use
479 Harris Street Ultimo	Lot 2 DP 90991	MU1 Mixed Use
481 Harris Street Ultimo	Lot 3 DP 90991	MU1 Mixed Use
483 Harris Street Ultimo	Lot 4 DP 90991	MU1 Mixed Use
535 Harris Street Ultimo	Lot 1 DP928999	E1 Local Centre
537 Harris Street Ultimo	Lot 2 DP928999	E1 Local Centre
539 Harris Street Ultimo	Lot 3 DP928999	E1 Local Centre
541 Harris Street Ultimo	Lot 4 DP928999	E1 Local Centre
543 Harris Street Ultimo	Lot 5 DP928999	E1 Local Centre
545 Harris Street Ultimo	Lot 6 DP928999	E1 Local Centre
547 Harris Street Ultimo	Lot 7 DP928999	E1 Local Centre
549-559 Harris Street Ultimo	Lot 1 DP79179	E1 Local Centre
561-577 Harris Street Ultimo	Lot 1 DP631356	E1 Local Centre
562-570 Harris Street Ultimo	Lot 44 DP868670	MU1 Mixed Use
572 Harris Street Ultimo	Lot 45 DP868870	MU1 Mixed Use
574 Harris Street Ultimo	Lot 46 DP868870	MU1 Mixed Use
576 Harris Street Ultimo	Lot 47 DP868870	MU1 Mixed Use

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Ultimo Pymont

Address	Lot/DP	Zone
579-583 Harris Street Ultimo	Lots 1 and 2 DP 229201, Lot 1 DP 1102413	E1 Local Centre
383 – 389 Bulwara Road, Ultimo	Lot 1 DP 773656	

2.2 Building height and floor space ratio

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

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

Figure 4. Height and FSR

Address	Lot/DP	Existing Height (m)	Existing FSR
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148	12	2
20-28 Bulwara Road Pymont	Lot 1 DP433177	9	1
2 Edward Street Pymont	Lot 21 DP1000905	24	4
60 Union Street Pymont	Lot 2004 DP1103434	33	4
1-27 Murray Street Pymont	SP60306	30	2.5
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575	30	4
13A-29 Union Street Pymont	Lot 1 DP 119654	24	3.5
69-71 Edward Street and 102 Pymont Street, Pymont	Lot 1 and 2 DP 1076300	24	4
1-33 Saunders Street Pymont	Lot 102 DP853704	33	4
140-148 Bank Street Pymont	Lot 1 DP82057	33	4
26-38 Saunders Street Pymont	SP61725	24	3
14 Quarry Master Drive Pymont	SP70798	27	3.5
79 John Street Pymont	Lot 11 DP1007905	9	1.25
81 John Street Pymont	Lot 10 DP1007905	9	1.25
83 John Street Pymont	Lot 1 DP611040	9	1.25
85 John Street Pymont	Lot 301 DP232783	9	1.25
87 John Street Pymont	Lot 1 DP567806	9	1.25
89 John Street Pymont	Lot 21 DP1123226	9	1.25
91 John Street Pymont	Lot 22 DP1123226	9	1.25
93 John Street Pymont	Lot 23 DP1123226	9	1.25
12 Pymont Street Pymont	Lot 1 DP4520	22	1.75

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Address	Lot/DP	Existing Height (m)	Existing FSR
48 Pirrama Road Pymont	Lot 1012 DP1145894	24	4.5
80 Harris Street Pymont	Lot D DP50010	9	1.25
82 Harris Street Pymont	Lot 1 DP131342	9	1.25
84 Harris Street Pymont	SP79258	9	1.25
86-92 Harris Street Pymont	Lot 1 DP791724	15m	2
100 Harris Street Pymont	Lot 100 DP 1219280	24	3.5
28-48 Wattle St Ultimo	Lot 1 DP 571484	27m	4
50-54 Wattle St Ultimo	Lot 1 DP 62297	33m	4
446 Wattle Street Ultimo	Lot 9 DP260374	9	1
448 Wattle Street Ultimo	Lot 10 DP260374	9	1
450 Wattle Street Ultimo	Lot 11 DP260374	9	1
452 Wattle Street Ultimo	Lot 12 DP260374	9	1
454 Wattle Street Ultimo	Lot 13 DP260374	9	1
456 Wattle Street Ultimo	Lot 14 DP260374	9	1
458-468 Wattle Street Ultimo	SP65741	15	2.5
470 Wattle Street Ultimo	Lot 1 DP209558	15	2.5
469 Harris Street Ultimo	Lot 1 DP 69694	9m	1.5
471 Harris Street Ultimo	Lot 1 DP 64212	9m	1.5
473-475 Harris Street Ultimo	Lot 1 DP 64213	9m	1.5
477 Harris Street Ultimo	Lot 1 DP 90991	9m	1.5
479 Harris Street Ultimo	Lot 2 DP 90991	9m	1.5
481 Harris Street Ultimo	Lot 3 DP 90991	9m	1.5
483 Harris Street Ultimo	Lot 4 DP 90991	9m	1.5
535 Harris Street Ultimo	Lot 1 DP928999	22	3.5
537 Harris Street Ultimo	Lot 2 DP928999	22	3.5
539 Harris Street Ultimo	Lot 3 DP928999	22	3.5
541 Harris Street Ultimo	Lot 4 DP928999	22	3.5
543 Harris Street Ultimo	Lot 5 DP928999	22	3.5
545 Harris Street Ultimo	Lot 6 DP928999	22	3.5
547 Harris Street Ultimo	Lot 7 DP928999	22	3.5
549-559 Harris Street Ultimo	Lot 1 DP79179	22	4
561-577 Harris Street Ultimo	Lot 1 DP631356	22	4
579-583 Harris Street Ultimo		35	6.3
562-570 Harris Street Ultimo	Lot 44 DP868670	9	1
572 Harris Street Ultimo	Lot 45 DP868870	9	1.5

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Address	Lot/DP	Existing Height (m)	Existing FSR
574 Harris Street Ultimo	Lot 46 DP868870	9	1.5
576 Harris Street Ultimo	Lot 47 DP868870	9	1.5
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	18m	2

2.3 Small Lot Housing

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

The sites identified as capable of accommodating small lot housing are identified on Figures 5 and 6 below.



Figure 5. Sites identified for small lot housing in the north of the study area

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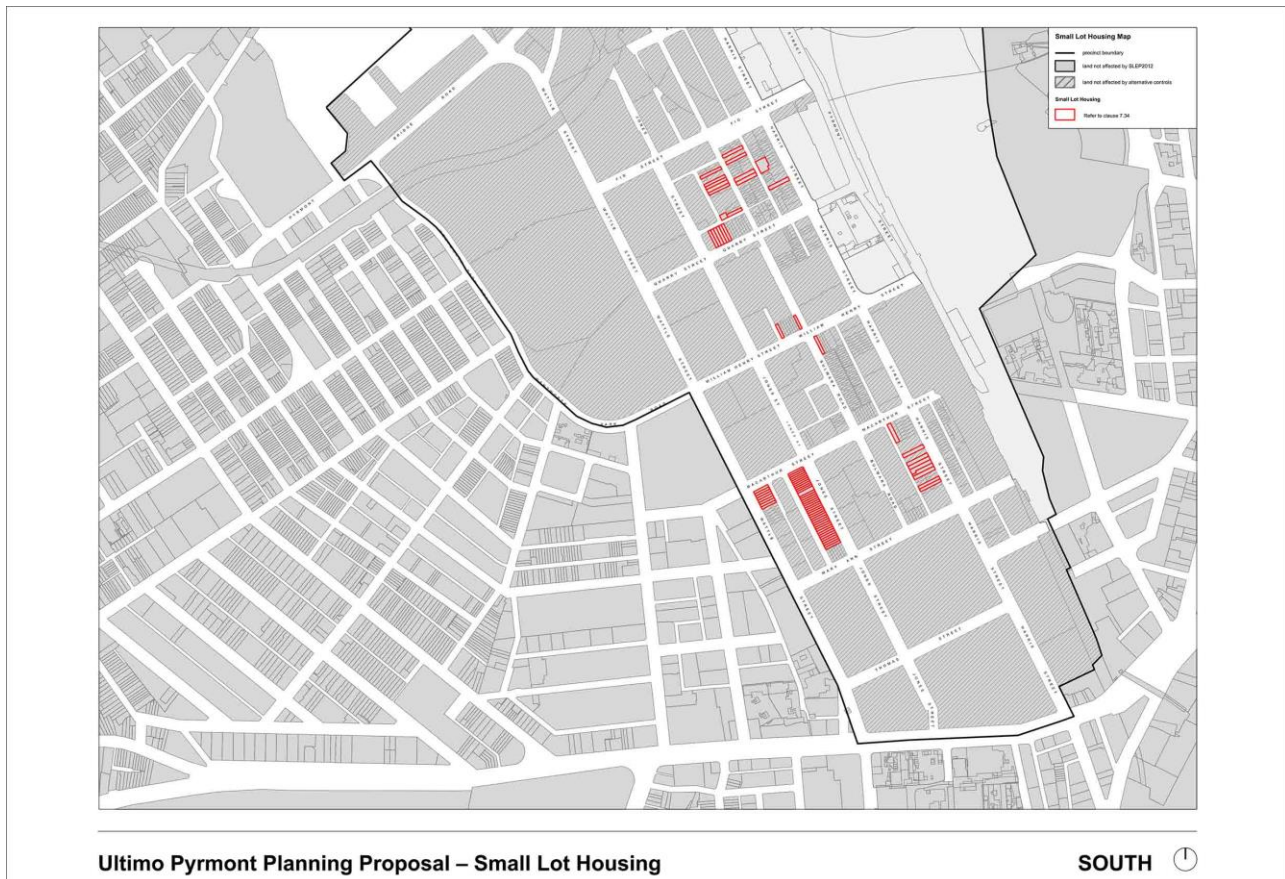


Figure 6. Sites identified for small lot housing in the south of the study area

2.4 Heritage

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

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

2.4.1 Local heritage listings

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

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

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

2.4.3 State heritage

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

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

2.5 Sydney DCP 2012 controls

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

2.6 Pyrmont Peninsula Key Sites

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

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

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

3. Objectives

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

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

4. Explanation of provisions

4.1 Proposed amendment to Sydney LEP 2012

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

Mapping amendments

- Amend the Amend the Locality and Site Identification Map Sheets 7 and 8 as shown at Appendix 2 of this planning proposal to identify:
 - the area referred to as Pymont Ultimo Opportunity Land; and
 - sites identified for small lot housing.
- 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 Building 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 Zoning Map Sheet 7 as shown at Appendix 2 of this planning proposal to rezone the following sites:
 - 1-33 Saunders Street, Pymont from E2 Commercial Centre to a MU1 Mixed Use; and
 - 20-28 Bulwara Road, Pymont from a R1 General Residential to MU1 Mixed Use
- Amend the Sun Access Protection Map Sheet 8 as shown at Appendix 2 of this planning proposal to:
 - Remove the hatch “Land Affected by Clause 6.17 and 6.18’ from Wentworth Park;
 - Remove the red outline Land Protected by Clause 6.18 from Wentworth Park; and
 - Add shading to Wentworth Park to include the park within ‘Area protected by Sun Access Planes’.
- 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.
- Introduce new Alternative Height of Building Map Sheets 7 and 8 as shown at Appendix 2 of this planning proposal to provide alternative FSRs for non-residential development achievable under the new Division outlined below.
- Introduce new Alternative Floor Space Ratio Map Sheets 7 and 8 as shown at Appendix 2 of this planning proposal to provide alternative FSRs for non-residential development achievable under the new Division outlined below.

New Division 6A Pymont Ultimo Opportunity Land

- Introduce a new Division 6A that applies to land identified on the Locality and Site Identification Map as Pymont Ultimo Opportunity Land. The new division is to:
 - identify the objectives of the division to:
 - to support the growth and development of the Ultimo Pymont Precinct
 - to increase the amount and quality of open space appropriately located to support an increase in urban tree canopy
 - to enhance the amenity of streets, parks and public places
 - to protect and improve sunlight to streets, parks and public places
 - to minimise overshadowing to residential properties
 - to provide for a diversity of housing
 - ensure that for development on Pymont Ultimo Precinct Opportunity Land, the consent authority considers:
 - the impact the development will have on the amenity and solar access of nearby residential properties and public spaces
 - whether the development supports improved pedestrian comfort and safety
 - provision of appropriately located deep soil planting
 - remove the requirement for a DCP to be prepared for certain sites under clause 7.20 due to the extensive controls contained within the draft DCP Ultimo Pymont.
 - ensure that a building demonstrating design excellence in accordance with clause 6.21 of the Sydney LEP 2012 is only eligible for additional FSR, and not additional height.

6.17 Sun access planes

- Amend Clause 6.17(4) and schedule 6A to protect sun access to Wentworth Park by applying a sun access plane, as outlined in Appendix 1.

6.18 Overshadowing of certain public places

- Amend Clause 6.18(2) to remove Wentworth Park and replace it with a new clause in Division 7 Blackwattle Bay Precinct, as outlined below.

Division 7 Blackwattle Bay Precinct

- Amend 6.67 Preliminary to exclude the Blackwattle Bay Precinct from the application of 6.17.
- Introduce a new clause 6.72 to Division 7 Blackwattle Bay Precinct to ensure development consent must not be granted to development in the Blackwattle Bay Precinct unless the consent authority is satisfied the buildings on the land will not overshadow Wentworth Park between 10am and 2pm all year.

Small lot housing

- Introduce the following provisions to facilitate small lot housing:
 - Establish an objective to encourage housing diversity appropriate to the character of the precinct.

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- Apply the clause to land identified as small lot housing on the Locality and Site Identification Map.
- Enable development consent to be granted for the subdivision of land and the erection of a detached dwelling where:
 - The subdivision of land is into 2 lots with the minimum private open space for the existing dwelling is 16m²; and
 - The gross floor area of the detached dwelling does not exceed 35sqm.
- Enable the floor space ratio to be exceeded by 35sqm for the purposes of a small lot dwelling under this clause.
- The maximum gross floor area for the existing dwelling lot after subdivision is equal to the gross floor area prior to subdivision.

Affordable housing

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

Additional permitted uses

- Make business premises an additional permitted use on the following sites:
 - 231-241 Harris Street, Pymont;
 - 261 Harris Street, Pymont;
 - 26-38 Saunders Street;
 - 14 Quarry Master Drive; and
 - 313-369 Harris Street, Pymont

Detailed drafting instructions and example provisions are provided in Appendix 1.

4.2 Site specific DCP

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

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

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

5. Justification

5.1 Strategic merit, community consultation and design input

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

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

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

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

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

5.2 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 proposal reflects a land use approach that seeks to:

- a. incentivise a critical mass of business floor space close to 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;
- b. plan for a middle ring of mixed-use developments with strong public transport accessibility to provide homes for people and good access to local shops and services for existing and future residents; and

- c. provide an outer ring of residential development, comprised of housing options ranging from higher density to small lot dwellings, located slightly further from public transport but still within walking distance of light rail, bus routes or the Pymont metro station.

5.2.1 Site specific provision

It is proposed to introduce a new clause to Division 5 Site specific provisions which ensures development enabled through this planning proposal both contributes to growth and delivers place-based outcomes. The new clause will apply to land identified as Ultimo Pymont Opportunity Land on the Locality and Site Identification Map, shown at Figure 7.

The new clause will ensure that development on Ultimo Pymont Opportunity Land:

- supports the growth and development of the Ultimo Pymont Precinct
- supports an increase in urban tree canopy
- enhances the amenity of streets, parks and public places
- protects and improves sunlight to streets, parks and public places
- minimises overshadowing to residential properties and
- provides for a diversity of housing.

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

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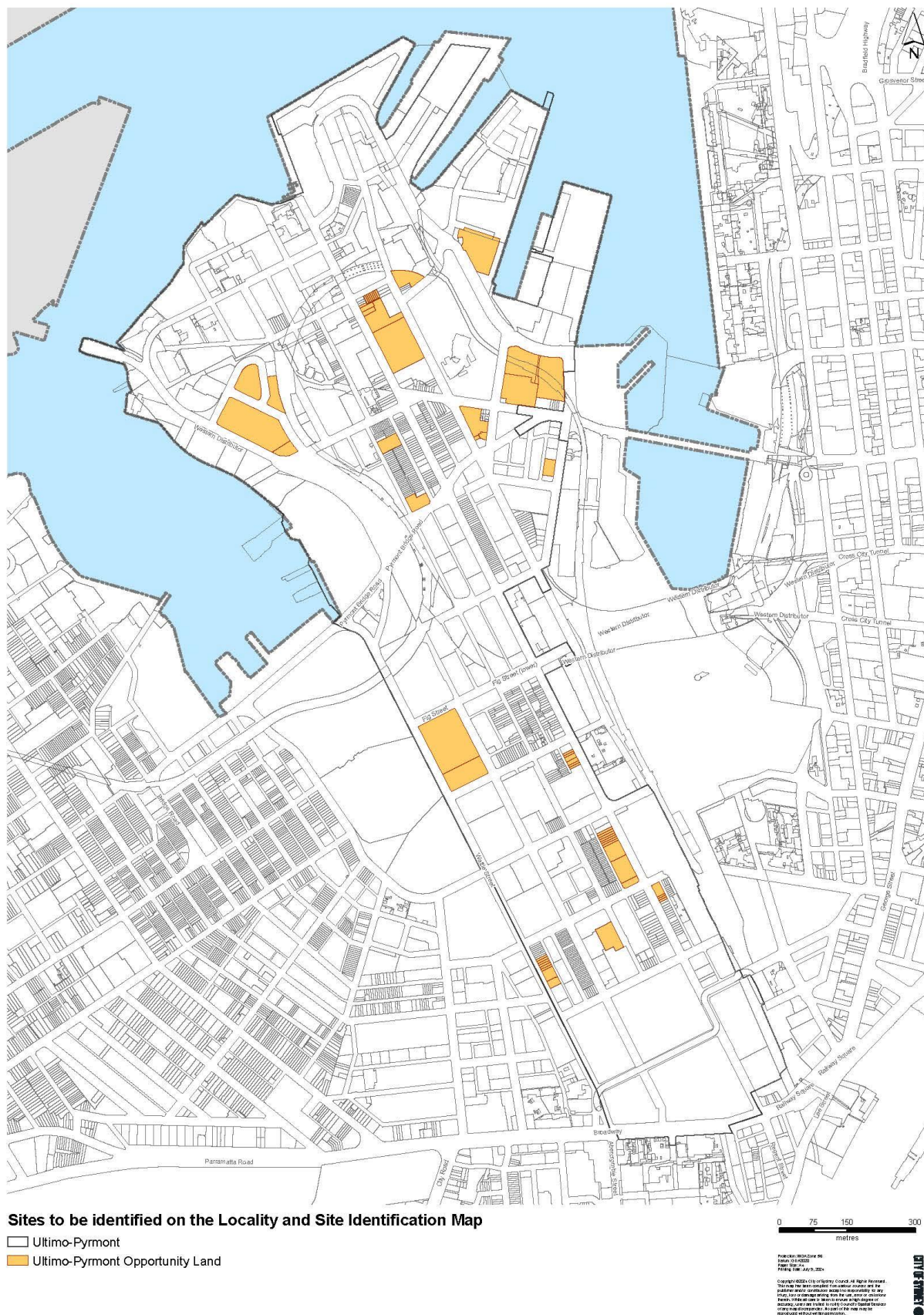


Figure 7. Sites to be identified as Ultimo Pyrmont Opportunity Land

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.

Incentives for non-residential development

In accordance with the land use approach outlined above, some ~~sites identified as Pyrmont Ultimo Opportunity Land will only be able to access~~ new height and floor space ratio controls ~~will only be available~~ if the development is for non-residential uses. This is to incentivise the delivery of the required quantum of commercial floor space in appropriate locations.

The proposed height and FSR controls for non-residential development outlined in Figure 8 below are shown on the Alternative Height of Building and Alternative Floor Space Ratio Maps at Appendix 2.

Figure 8. Proposed alternative height and FSR controls for non-residential development

Address	Lot/DP	Existing Height (m)	Proposed Alternative Height (m)	FSR	Proposed Alternative FSR
46-48 Pyrmont Bridge Road Pyrmont	Lot 1 DP800148	12 38	38m	2:1 3.41:1	3.9:1
20-28 Bulwara Road Pyrmont	Lot 1 DP433177	9	15m	1:1	1.4:1
1-27 Murray Street Pyrmont	SP60306	30 RL90	RL 90m	2.5:1 5:1	6.5:1
13A-29 Union Street Pyrmont	Lot 1 DP 119654	24 45	45m 50m	3.5:1 3.73:1	3.75:1 4:1
69-71 Edward Street and 102 Pyrmont Street, Pyrmont	Lot 1 and 2 DP 1076300	24	38m	4:1	5.7:1
28-48 Wattle St Ultimo	Lot 1 DP 571484	27m	RL56m	4:1	4.1 4.5:1
50-54 Wattle St Ultimo	Lot 1 DP 62297	33m	33m	4:1	4.5:1
562-570 Harris Street Ultimo	Lot 44 DP868670	24m	N/A	2:1	2.75:1
572 Harris Street Ultimo	Lot 45 DP868870	24m	N/A	2:1	2.75:1
574 Harris Street Ultimo	Lot 46 DP868870	24m	N/A	2:1	2.75:1
576 Harris Street Ultimo	Lot 47 DP868870	24m	N/A	2:1	2.75:1

Proposed increases to height and FSR controls

To help enable growth envisioned by the Place Strategy, the planning proposal seeks to increase the height and FSR controls for select sites, as outlined in Figure 9 below.

The proposed height and FSR controls outlined in Figure 9 below are shown on the Height of Building and Floor Space Ratio Maps at Appendix 2.

Figure 9. Proposed height and FSR controls

Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
2 Edward Street Pyrmont	Lot 21 DP1000905	24	RL 86m	4:1	7.7:1
60 Union Street Pyrmont	Lot 2004 DP1103434	33	RL 94m	4:1	7:1
55-65 Murray Street Pyrmont	Lots 14, 15 and 16 DP 32575	30	40	4:1	4.8:1
1-33 Saunders Street Pyrmont	Lot 102 DP853704	33	55m	4:1	4.22:1
140-148 Bank Street Pyrmont	Lot 1 DP82057	33	85m	4:1	11:1
26-38 Saunders Street Pyrmont	SP61725	24	RL 120m 135m	3:1	6.7:1 7:1
14 Quarry Master Drive Pyrmont	SP70798	27	35m	3.5:1	4:1
79 John Street Pyrmont	Lot 11 DP1007905	9	28m	1.25:1	3:1
81 John Street Pyrmont	Lot 10 DP1007905	9	28m	1.25:1	3:1
83 John Street Pyrmont	Lot 1 DP611040	9	25m	1.25:1	2.75:1
85 John Street Pyrmont	Lot 301 DP232783	9	25m	1.25:1	2.75:1
87 John Street Pyrmont	Lot 1 DP567806	9	25m	1.25:1	2.5:1
89 John Street Pyrmont	Lot 21 DP1123226	9	25m	1.25:1	2.5:1
91 John Street Pyrmont	Lot 22 DP1123226	9	22m	1.25:1	2:1
93 John Street Pyrmont	Lot 23 DP1123226	9	22m	1.25:1	2:1
12 Pyrmont Street Pyrmont	Lot 1 DP4520	22	50m	1.75:1	3.5:1

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Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
48 Pirrama Road Pymont	Lot 1012 DP1145894	24	50m	4.5:1	4.5:1
80 Harris Street Pymont	Lot D DP50010	9	33m	1.25:1	2.75:1 3:1
82 Harris Street Pymont	Lot 1 DP131342	9	33m	1.25:1	2.75:1 3:1
84 Harris Street Pymont	SP79258	9	33m	1.25:1	2.75:1 3:1
86-92 Harris Street Pymont	Lot 1 DP791724	15m	27m 33m	2:1	2.3:1 3:1
100 Harris Street Pymont	Lot 100 DP 1219280	24	38m	3.5:1	3.5:1
446 Wattle Street Ultimo	Lot 9 DP260374	9	35m	1:1	3.75:1
448 Wattle Street Ultimo	Lot 10 DP260374	9	35m	1:1	3.75:1
450 Wattle Street Ultimo	Lot 11 DP260374	9	35m	1:1	3.75:1
452 Wattle Street Ultimo	Lot 12 DP260374	9	35m	1:1	3.75:1
454 Wattle Street Ultimo	Lot 13 DP260374	9	35m	1:1	3.75:1
456 Wattle Street Ultimo	Lot 14 DP260374	9	35m	1:1	3.75:1
458-468 Wattle Street Ultimo	SP65741	15	35m	2.5:1	3.75:1
470 Wattle Street Ultimo	Lot 1 DP209558	15	30m	2.5:1	3.5:1
469 Harris Street Ultimo	Lot 1 DP 69694	9m	27m	1.5:1	2.4:1 2.65:1
471 Harris Street Ultimo	Lot 1 DP 64212	9m	27m	1.5:1	2.4:1 2.65:1
473-475 Harris Street Ultimo	Lot 1 DP 64213	9m	27m	1.5:1	2.4:1 2.65:1
477 Harris Street Ultimo	Lot 1 DP 90991	9m	27m	1.5:1	2.4:1 2.65:1
479 Harris Street Ultimo	Lot 2 DP 90991	9m	27m	1.5:1	2.4:1 2.65:1
481 Harris Street Ultimo	Lot 3 DP 90991	9m	18m	1.5:1	1.6:1

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Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
483 Harris Street Ultimo	Lot 4 DP 90991	9m	18m	1.5:1	1.6:1
535 Harris Street Ultimo	Lot 1 DP928999	22	42m	3.5:1	3.3:1
537 Harris Street Ultimo	Lot 2 DP928999	22	42m	3.5:1	3.3:1
539 Harris Street Ultimo	Lot 3 DP928999	22	42m	3.5:1	3.3:1
541 Harris Street Ultimo	Lot 4 DP928999	22	42m	3.5:1	3.3:1
543 Harris Street Ultimo	Lot 5 DP928999	22	42m	3.5:1	3.3:1
545 Harris Street Ultimo	Lot 6 DP928999	22	42m	3.5:1	3.3:1
547 Harris Street Ultimo	Lot 7 DP928999	22	42m	3.5:1	3.3:1
549-559 Harris Street Ultimo	Lot 1 DP79179	22	42m	4:1	3.61:1
561-577 Harris Street Ultimo	Lot 1 DP631356	22	42m	4:1	3.41:1
579-583 Harris Street Ultimo		35	38m	6.3:1	6.5:1
562-570 Harris Street Ultimo	Lot 44 DP868670	9	24m	1:1	2:1
572 Harris Street Ultimo	Lot 45 DP868870	9	24m	1.5:1	2:1
574 Harris Street Ultimo	Lot 46 DP868870	9	24m	1.5:1	2:1
576 Harris Street Ultimo	Lot 47 DP868870	9	24m	1.5:1	2:1
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	18m	35m	2:1	3:1
13A-29 Union Street Pymont	Lot 1 DP 119654	24	45m	3.5:1	3.73:1
1-27 Murray Street Pymont	SP60306	30	RL 90m	2.5:1	5:1
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148	12	38m	2:1	3.41:1

5.2.3 Sun access plane for Wentworth Park

This planning proposal seeks to insert a sun access plane (SAP) for Wentworth Park into the Sydney LEP 2012 to protect solar access to the park. The SAP protects solar access to Wentworth Park between 10am and 2pm all year. The SAP proposed is consistent with the SAP for Wentworth Park introduced by the Pyrmont Peninsula Place Strategy Urban Design Report Vol. 3 Sub-precinct Master Planning.

Wentworth Park was previously introduced to Clause 6.18 Overshadowing of certain public places of the Sydney LEP 2012 as part of the amendments to enable the redevelopment of the Blackwattle Bay Precinct. The intention was to ensure that development in the Blackwattle Bay Precinct did not cause any additional overshadowing of Wentworth Park. Retaining Wentworth Park in Clause 6.18 would apply an overly restrictive limit to development outside of the Blackwattle Bay Precinct and would not enable the built forms outlined in this planning proposal.

This planning proposal seeks to remove Wentworth Park from Clause 6.18 Overshadowing of certain public places of the Sydney LEP 2012 and replace it with an amendment to Division 7 Blackwattle Bay that ensures development at Blackwattle Bay does not cause any additional overshadowing of Wentworth Park. This limits the effect of the clause to just the Blackwattle Bay Precinct and allows the proposed SAP for Wentworth Park to apply outside of the Blackwattle Bay Precinct. The proposed SAP for Wentworth Park will not apply to Blackwattle Bay as applying both controls to the Blackwattle Bay Precinct is not necessary.

The planning proposal does not seek to amend the sun access protection for the Glebe Foreshore or the Sydney Fish Market Urban Park.

Proposed amendments to the Sydney LEP 2012 are outlined at Appendix 1 and associated amendments to the Sun Access Protection Map are shown at Appendix 2. The proposed change to the Sun Access Protection Map at Appendix 2 includes removing from Wentworth Park the hatch for “Land Affected by Clause 6.17 and 6.18” and the red outline for “Land Protected by Clause 6.18”.

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

An exception to the proposed Wentworth Park SAP is required to allow the reinstatement of historical fabric at 28-48 Wattle Street as required by the supporting DCP. The exception should be limited to the reinstatement of historical fabric only.

5.2.3 Small lot housing

The planning proposal seeks to enable new homes to be built on small lots created at the rear of existing dwellings on select sites in Ultimo and Pyrmont. These small lot homes would front small streets and be subdivided from the lot containing the existing dwelling. Small lot homes have precedent in Ultimo and Pyrmont and contribute to the diverse housing options enabled by this planning proposal.

Small lot housing in Ultimo and Pyrmont would be enabled through a new clause in Division 4 Miscellaneous of the Sydney LEP 2012. The new clause will ensure:

- a development application for small lot housing comprises both an application for the subdivision of land and the erection of a detached dwelling. Subdivision without linking to a new dwelling will not be permitted
- the private open space for the existing dwelling after subdivision is a minimum of 16m²
- the gross floor area of the small lot dwelling does not exceed 35 m² and
- the existing lot retains the permissible gross floor area that was available prior to subdivision

The small lot housing is supported by detailed built form controls contained within the draft DCP. Sites where small lot housing would be permitted are identified on the Locality and Site Identification Map at Appendix 2.

5.2.4 Changes to zoning

Some minor changes are being made to land use. To allow for a greater mix of commercial and residential uses, the planning proposal, the planning proposal rezones the following sites:

- 1-33 Saunders Street, Pymont from E2 Commercial Centre to MU1 Mixed Use
- 20-28 Bulwara Road, Pymont from R1 General Residential to MU1 Mixed Use

5.2.5 Minor changes to land use permissibility

It is proposed to add business premises as an additional permitted use for the following sites:

- 231-241 Harris Street, Pymont
- 261 Harris Street, Pymont
- 313-369 Harris Street, Pymont
- 26-38 Saunders Street Pymont
- 14 Quarry Master Drive

This is the result of landowner requests and is an appropriate opportunity for more ground floor businesses to provide local services.

Under the current R1 General Residential zoning, food and drink premises and neighbourhood shops are permissible with consent. However, business premises such as hairdressers and travel agencies are prohibited. Permitting business premises on these sites will support more vibrant and active streets and providing better access to local services.

There is no proposed change to the land use zone of these sites. They will remain R1 General Residential.

5.2.6 Design excellence bonuses

The planning proposal includes a requirement that development on Ultimo Pymont 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 Pymont 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 Pymont Opportunity Land will still be eligible for additional floorspace under Clause 6.21D(3)(b) of the Sydney LEP 2012. The potential for additional design excellence floorspace was tested during the preparation of this planning proposal to ensure it can be accommodated.

5.2.7 Active frontages

Some frontages on Harris Street are proposed to be added to the Sydney LEP Active Frontage Map. This will mean that existing planning controls within the LEP encouraging uses which engage with and activate the street will apply. The proposed active frontages are identified on the Active Frontages Map at Appendix 2.

5.2.8 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 nine per cent of the residential uplift floor space as affordable rental housing. This will be either through the provision of dwellings or an equivalent monetary

contribution. This approach is consistent with the existing *City of Sydney Affordable Housing Program*.

The contribution applied to residential uplift is in addition to the new general controls in Ultimo and Pyrmont which will require a contribution rate of one per cent of the total floor area for non-residential uses and three per cent of the total floor area of the development for residential uses as affordable rental housing.

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

5.3 Need for the planning proposal

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

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

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

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

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

5.4 Relationship to the strategic planning framework

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

Greater Sydney Region Plan

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

The following Objectives apply to the planning proposal:

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Objective	Comment
Objective 4: Infrastructure use is optimised	The Planning Proposal is based on the principle of focusing the intensification of development close to new public transport infrastructure.
Objective 10: Greater housing supply	This Planning Proposal assists in delivering approximately 4100 new dwellings.
Objective 11: Housing is more diverse and affordable	The Planning Proposal includes a diverse range of housing uses, including residential flat buildings, mixed use developments and small lot housing. Where an uplift in residential yield is achieved, lots will be identified in Schedule 6C of the LEP, which will require an additional contribution for the purposes of affordable housing.
Objective 13: Environmental heritage is identified, conserved and enhanced	Development adjoining heritage areas and heritage conservation areas has largely been avoided. The main development type to be undertaken in heritage conservation areas and on heritage items is the proposed small lot housing type. This development type is based on historical subdivision patterns in the area.
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	The Planning Proposal expands upon the work undertaken in the Place Strategy to emphasis walkability and maximise development close to public transport.
Objective 30: Urban tree canopy cover is increased	Controls for both Deep Soil areas and street tree plantings are to be implemented to increase urban tree canopy coverage. An additional 250 new trees will be provided, and over 2,000sqm of new green roofs provided for, in addition to deep soil zones for new developments.
Objective 31: Public open space is accessible, protected and enhanced	Sun Access Planes have been developed to ensure that the quality of public open space is maintained. Publicly accessible open space such as plazas are included on appropriate sites.
Objective 38: Heatwaves and extreme heat are managed	Urban tree canopies are an effective manner in which climate change and extreme heat can be managed. The proposed controls propose a number of strategies to increase the urban tree canopy by 250 trees. The Planning Proposal also is based on increasing development around key public transport infrastructure, reducing reliance on private cars.
Objective 39: A collaborative approach to city planning	Extensive engagement has been undertaken throughout the preparation of the controls.

Eastern City District Plan

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

Planning Proposal Ultimo Pymont

Priority	Comment
Priority E1: Planning for a city supported by infrastructure	The planning proposal aims to facilitate new homes in an appropriate location near existing and proposed infrastructure, including the proposed Pymont Metro Station
Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport	The planning proposal is responding to the proposed Metro West line and associated station in Pymont, and seeks to provide both employment and housing in proximity to new public transport opportunities
Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage	The planning proposal will provide for the renewal of the existing Pymont and Ultimo areas, creating a high-quality built form and with controls developed to respect the heritage of the study area.
Priority E8: Growing and investing in health and education precincts and the Innovation Corridor	The planning proposal seeks to build on the existing media, communications and technology sectors that already have a presence in the northern and northwestern sections of the study area. The provision of additional commercial space in this area will help facilitate this. The southern section of the study area includes both TAFE and UTS and forms part of the Camperdown-Ultimo Collaboration Area. The planning controls have been developed in conjunction with these agencies to support this Innovation Corridor.
Priority E10: Delivering integrated land use and transport planning and a 30-minute city	The planning proposal will enable a variety of land uses within proximity to the new Metro West system, building density around public transport infrastructure.
Priority E11: Growing investment, business opportunities and jobs in strategic centre	The planning proposal provides additional space for employment and business growth located close to transport.
Priority E17: Increasing urban tree canopy cover and delivering Green Grid connections	The planning proposal builds upon existing controls that create a high-quality built form the increase liveability, accessibility, and sustainability.
Priority E18: Delivering high quality open space	One of the key drivers of the planning controls in the planning proposal has been ensuring that both public space and publicly accessible space will have appropriate sun protection controls to improve amenity.
Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently	The planning proposal works in conjunction with existing City and State policy on sustainability outcomes.

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

City Plan 2036: Local Strategic Planning Statement

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

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

Planning Proposal Ultimo Pyrmont

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

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

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

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

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

Action	Comment
Action I1.1 Continue to encourage walking and cycling in the city by implementing the City's walking, cycling and Liveable Green Network strategies, and applying the NSW Government's Movement and Place framework, including working with: a) Land owners, universities, institutions, neighbouring local governments and NSW Government to deliver new, improved and safe connections, such as new streets, in particular across rail corridors, infrastructure sites and other barriers b) The NSW Government to: ii. investigate opportunities to improve pedestrian and cycle priority and reduce travel time for people walking and cycling iii. respond to lower speed environments across the city that make streets safer and more liveable, by reducing speed limits with a target of 30km/h iv. ensure better access to major transport hubs	The planning proposal gives effect to this action by proposing new pedestrian through site linkages and street connectivity in the accompanying DCP, a review of street treatments for more pedestrian friendly spaces and prioritising development around new transport hubs.
Action I1.5 Where a Sydney Metro West station is committed in Pyrmont, work with NSW Government agencies and others to develop a land use framework that:	The finalisation of this planning proposal will complete this action. The planning proposal has been developed with this Action as one of the key influences.

Action	Comment
a) Promotes employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses b) Facilitates improved environments for walking and cycling c) Maximises public and active transport interchange.	
Action I2.7 Review existing development contributions plans regularly so that they adequately reflect infrastructure needs, and investigate if the City can increase the funds it can collect if funds do not meet the costs of providing infrastructure. This includes working with the NSW Government to repeal the outdated Redfern Waterloo Development Contributions Plan and incorporate affected land and development into the City's contributions plans	The proposal is supported a new local infrastructure contributions plan.
Action I3.2 Plan for and provide open space to meet the following criteria and outcomes: a) All residents and workers are to be within 400 metres of quality, functional open space b) Plan to increase public open space provision to meet or exceed 15 per cent of the city's total land area c) Major urban renewal areas and individual sites are to provide between 9 and 15 per cent of the land as public open space in a consolidated and accessible location, with high-density projects delivering 15 per cent, as described in the Open Space, Sports and Recreation Needs Study 2016 e) Sunlight to existing parks and public squares is protected and new parks and squares receive adequate sunlight	The planning proposal and accompanying DCP will create additional capacity for publicly accessible open space in the study area through additional deep soil zones, public areas, mid-block connection points, and will leverage off the planned removal of the Wentworth Park greyhound track and expansion and consolidation of Wentworth Park as publicly accessible open space.
Action L2.1 Plan for local communities to be able to access daily needs and essential services, including fresh food and health and personal services, within walking distance by providing an appropriate mix of uses, including local retail, services, infrastructure and recreation, in local and neighbourhood centres and mixed-use zones supported by adequate floor space on the ground floor (and adjacent floors where appropriate).	This planning proposal ensures that there is a balance of land uses in the study area, encouraging mixed use and commercial development alongside residential development. This includes allowing for business premises to occur on certain R1 zoned land.
Action L2.7 Plan for the desired character of a place through:	Buildings over 25m in height will be subject to the Design Excellence Clause within the existing LEP, which allows a

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Ultimo Pyrmont

Action	Comment
a) ensuring new development achieves design excellence, including through competitive processes b) collaborating with the NSW Government to improve amenity standards for all housing types.	bonus provision where a building achieves a positive outcome. The controls contained within the DCP set out requirements to ensure maintenance of sunlight to existing dwellings, as well as ensuring high amenity for new residents.
Action L2.9 Conserve places of heritage significance by: d) ensuring development of heritage items, contributory buildings in conservation areas, and new development in conservation areas conserves the heritage values of the place and is sympathetic to the built form, scale and fabric.	The controls developed in the accompanying DCP have carefully considered the impacts of development envelopes on heritage items and heritage conservation areas. Individual site controls have been developed to provide for sympathetic development outcomes.
Action P2.1 Deliver diverse, suitable and well-designed spaces and places to support City Fringe's contribution to the city's and the District's economic diversity, affordability and resilience with a focus on knowledge-intensive sectors.	The planning proposal creates a planning framework that will deliver a diverse and well-designed area at the gateway to Central Sydney, providing the commercial floorspace needed to create a knowledge intensive employment centre.
Action P2.4 Ensure a genuine mix of uses to support lively and thriving village economies within City Fringe, including residential development provided it does not compromise commercial or enterprise uses.	Appropriately located mixed use development is provided for in this planning proposal.
Action P2.8 Work with the NSW Government to review planning controls for Pyrmont to facilitate appropriate economic and employment growth while remaining sensitive to Pyrmont's unique built form and heritage qualities.	The planning proposal facilitates this action.
Action S1.3 Protect and increase canopy cover and vegetation across public and private land by: b) reviewing, implementing and monitoring targets and controls for tree canopy cover on private land with the aim to increase tree canopy c) identifying opportunities for vegetation, including canopy cover, in road reserves	The planning proposal and DCP seek to achieve an increase in canopy cover for Ultimo-Pyrmont through an increase in deep soil planting zones and appropriate street tree planting.

Housing for All: City of Sydney Local Housing Strategy

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

Planning Proposal Ultimo Pyrmont

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

Sustainable Sydney 2030 – 2050 Continuing the Vision

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

Principle	Comment
We are accountable to the voices and elevate the knowledge and cultures of Aboriginal and Torres Strait Islander peoples	In 2022, the City of Sydney's review project team completed a Reading of Country led by Djinjama Cultural Design and Research. The project team learned through this Designing with Country process, and it helped inform our design review approach.
Our communities are engaged in the governance of their city	The preparation of the individual site controls that this planning proposal will enact have been developed through extensive community consultation and engagement.
We lead through stewardship and collaboration	The Place Strategy is a result of works undertaken by both the NSW Government and the City

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

Target	Comment
By 2035 we will achieve net zero emissions in the City of Sydney local area.	The planning proposal will support the City achieving this target through utilising new public transport connectivity, minimising private car usage, and encouraging more energy efficient buildings.
By 2050 there will be a minimum overall green cover of 40%, including 27% tree canopy cover.	The controls in the supporting DCP generally require a minimum 15% deep soil planting and provide for a significant increase in street tree plantings, aiming to increase the overall tree canopy cover for Ultimo-Pyrmont. An additional 250 trees will be provided for under the controls.

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By 2036 there will be approximately 700,000 jobs in the City of Sydney local area including 200,000 new jobs compared to 2017. An increased proportion of all jobs will be secure jobs.

The planning proposal will result in a significant uplift in the density of commercial and mixed-use zoned land.

By 2036 there will be at least 156,000 private dwellings and 17,500 non-private dwellings that include boarding houses and student accommodation. Of the private dwellings, 7.5% will be social housing and 7.5% will be affordable housing with this proportion maintained into the future.

Dwellings for an additional 8,700 residents will be provided for as part of this planning proposal. No changes to existing affordable housing provision will be provided for as this is best achieved through the existing planning framework.

By 2036 there will be at least 40,000m² of new cultural production floor space in the City of Sydney local area compared to 2017

The planning proposal will create additional floor space through which this land use will be permissible.

By 2050 people will use public transport, walk or cycle to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area.

The planning proposal is driven by the provision of the Pyrmont Metro Station which will create significant additional public transport options for both residents and businesses.

By 2030 every resident will be around a 10-minute walk to what they need for daily life.

An increase in the density of commercial and mixed-use zones in proximity to residential areas is proposed as a part of this planning proposal.

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

State Environmental Planning Policies	Comment
SEPP (Biodiversity and Conservation) 2021	Consistent – This planning proposal will not contradict or hinder application of this SEPP. Parts of Ultimo-Pyrmont are 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 planning proposal will not contradict or hinder application of this SEPP.
SEPP (Housing) - 2021	Consistent – This planning proposal increases capacity for residential development across Ultimo-Pyrmont. The City's built form modelling has tested the controls contained in this planning proposal to confirm that every site zoned for housing can accommodate housing developments which achieve the amenity requirements 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 (Planning Systems) 2021	Consistent – the planning proposal responds to the introduction of state significant infrastructure under Schedule 5 of this SEPP.

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State Environmental Planning Policies	Comment
SEPP (Precincts – Eastern Harbour City) 2021	4.1 of the SEPP precludes the SEPP from operating on land to which the Sydney Local Environmental Plan 2012 applies. Therefore, the SEPP is not applicable to this planning proposal.
SEPP (Resilience and Hazards) 2021	Consistent - the planning proposal includes land that is mapped as both Coastal Environment Area and Coastal Use Area under the SEPP. The proposed uses are consistent with the objectives of the SEPP
SEPP (Sustainable Buildings) 2022	Consistent – the planning proposal seeks to achieve positive outcomes by ensuring that new development will exceed the latest requirements and will implement other policy work from the City.

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

Ministerial Direction	Comment
Focus Area 1 Planning Systems	
1.1 Implementation of Regional Plans	The study area comprises part of the area covered by the Sydney Region Plan – A Metropolis of Three Cities. The planning proposal is consistent with the Regional Plan. The planning proposal is consistent with the Ministerial Direction.
1.3 Approval and Referral Requirements	The planning proposal is consistent with the Ministerial Direction
1.4 Site Specific Provisions	The planning proposal is for the rezoning of certain key sites that will create additional housing or employment floorspace to respond to dwelling and job targets in Ultimo-Pyrmont. As this is an existing urban environment with varying densities and constraints. As such a blanket rezoning is not considered appropriate. As a response, site specific height and FSR controls are proposed. Additional details regarding building envelopes and built form will be contained within the DCP to be placed on exhibition concurrently to ensure that no reference to drawings is contained within the planning proposal. The planning proposal is consistent with the Ministerial direction.

Focus Area 1: Planning Systems – Place-based

1.15 Implementation of the Pyrmont Peninsula Place Strategy	The planning proposal is a direct local response to the work undertaken by the NSW Government that led to the Pyrmont Peninsula Place Strategy. This set out ambitious jobs and housing requirements for the area, and took a top down, high level approach to identifying where these targets could be met. The Place Strategy provided for a focus on employment generating land uses in Ultimo-Pyrmont. To demonstrate compliance with both this Ministerial Direction as well as the Place Strategy, the City has focussed on achieving the desired employment floorspace, with a focus on delivering the bulk of this near the proposed Metro Station, as well as in locations where the environment is less suited to residential outcomes. This complies with Objective (a).
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This planning proposal proposes a more nuanced approach to meeting these targets and is based on the key design considerations established during community consultation.

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

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

Focus Area 3: Biodiversity and Conservation

3.2 Heritage Conservation

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

The planning proposal is consistent with the Ministerial Direction.

3.9 Sydney Harbour Foreshores and Waterways Area

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

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

The planning proposal is consistent with the Ministerial Direction.

Focus Area 4: Resilience and Hazards

4.1 Flooding

A flood impact and risk assessment (FIRA) has been prepared for the planning proposal that considers relevant guidelines, including the NSW Flood Risk Management Manual 2023 and the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01.

There are some sites within the Study Area that are mapped as being flood prone in adopted Council strategies. The FIRA has undertaken a detailed analysis of each site to determine the flood constraints.

Planning Proposal Ultimo Pyrmont

Where sites are affected by flood constraints, the controls in the DCP and Interim Floodplain Management Policy ensure that development is compatible with the flood risk for the site and an acceptable level of detail is required as to how the flood risks are managed with any proposed development.

Where sites are mapped as flood affected, appropriate floorboard levels have been ~~set~~ considered in the preparation of new planning controls, and these properties are predominately commercial or mixed use in nature, allowing for less sensitive uses on the ground floor. Future development applications for flood prone sites will need to be accompanied by site specific flood assessments demonstrating compliance with Council's flood-related development controls.

The FIRA demonstrates that the planning proposal is consistent with the Section 9.1 Ministerial Directions, with the exception of Directions 4.1 (3) (d) and 4.1 (4) (c) – that is, permitting a significant increase in the development and/or dwelling density of that land.

The FIRA demonstrates that although the Planning Proposal seeks to increase the development of some land within Pyrmont and Ultimo that is flood affected, the increase in floor space will typically not be flood affected (additional stories above flood levels or buildings outside the floodplain), access to and from the sites can be maintained during flood events with appropriate building design and redevelopment of the sites will typically result in a building that is more commensurate with the flood risk, having regard for the relevant flood-related development controls.

As such, the Planning Proposal is considered to be consistent with the objectives of the Section 9.1 Ministerial Direction.

A full assessment of the planning proposal's consistency with the Ministerial Direction can be found at Attachment A4 Flood Impact and Risk Assessment.

4.2 Coastal Management

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

The planning proposal is consistent with the Ministerial Direction. The planning proposal is consistent with the objectives of the Coastal Management Act 2016 and the NSW Coastal Design Guidelines 2023. This planning 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 planning proposal requires the preparation of a coastal management program.

4.4 Remediation of Contaminated Land

Ultimo-Pyrmont has had a variety of land uses over its post-settlement history, including a number of historical industrial uses.

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The planning proposal involves rezoning 20-28 Bulwara Road from RE1 General Residential to MU1 Mixed Use and proposes increasing the FSR by 1.4:1 for commercial uses only. This ministerial direction does not apply to this planning proposal with respect to 20-28 Bulwara Road.

The planning proposal involves rezoning 1-33 Saunders Street from E2 Commercial Core to MU1 Mixed Use to facilitate residential uses, and the additional floor space ratio is also available for residential uses.

The Pymont Peninsula Place Strategy Contamination and Acid Sulfate Soils Study (the Contamination study) was commissioned by the Department of Planning, Industry and Environment in 2021. It undertook a preliminary assessment of the entire peninsula, using publicly accessible information about potentially contaminated land constraints.

1-33 Saunders Street is identified in the Contamination study as having a high likelihood of contamination issues due to proximity to the former tank farm and Pymont Incinerator.

Having regard to the existence of the Contamination study identifying the site as having a high likelihood for contamination, the land will be subject to additional assessment as part of any future development application, and if determined to be necessary, remediation will be undertaken prior to any change of use of the land.

The Contamination study notes there is generally the potential for contamination to be present across the Pymont peninsula, due to former land uses and activities, and that further assessment will be required at development application stage.

The planning proposal is consistent with the Ministerial Direction.

4.5 Acid Sulfate Soils

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

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

The planning proposal does not contain provisions that contradict or hinder application of this direction. The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing Acid Sulfate Soils. Specific responses to the presence of Acid Sulfate Soils can be addressed on a site-by-site basis through the development application process.

Focus Area 5: Transport and Infrastructure

5.1 Integrating Land use and Transport

The planning proposal has been initiated by City of Sydney Council to respond to the proposed construction of the Metro West line. This greatly increases the provision of public transportation in the study area, significantly decreasing reliance on private car usage. The bulk of the uplift for both employment and residential purposes are located at the north and south of the study area, which are the areas best served by public transport.

Planning Proposal Ultimo Pymont

The planning proposal is consistent with the Ministerial Direction.

5.2 Reserving Land for Public Purposes

No alteration of land reserved for public purposes, nor additional reservation of land for a public purpose, is proposed as part of this planning proposal.

The planning proposal is consistent with the Ministerial Direction.

Focus Area 6: Housing

6.1 Residential Zones

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

The base FSR for sites between 525 and 547 Harris Street, Ultimo is proposed to change from 3.5:1 to 3.3:1; 549-559 Harris Street from 4:1 to 3.61:1; and for 561-577 Harris Street from 4.1:1 to 3.41:1. As the sites are zoned E1 Local Centre, this results in a minor but justifiable inconsistency with direction 6.1 (2) (c) that a planning proposal must not contain provisions that will reduce the permissible residential density of land.

The proposal involves a minor reduction in base FSR on these sites, which is of minor significance compared to the increased real development outcomes provided by the other proposed changes to planning controls on these sites, including increasing the height limit from 22 to 42 metres. The proposed height and FSR for these sites is informed by a detailed urban design analysis, guided by the principles of the Urban Design Study to maximise development within constraints across the Pymont peninsula.

In addition, the base FSR plus design excellence bonus has been planned for these sites. Development in accordance with the current height limit on these sites would not require a competitive design process, as it is under the 25 metre height minimum in Sydney LEP 2012 clause 6.21D. However, development with the proposed height limits would require a competitive design process and be eligible for 10% additional design excellence floor space.

Focus Area 7: Industry and Employment

7.1 Employment Zones

The planning proposal aims to significantly increase the total potential floor space for employment uses within the identified Employment zones, and places minimum floor space for employment uses within appropriate Mixed use zoned land.

The base FSR for sites between 525 and 547 Harris Street, Ultimo is proposed to change from 3.5:1 to 3.3:1; 549-559 Harris Street from 4:1 to 3.61:1; and for 561-577 Harris Street from 4.1:1 to 3.41:1. As the sites are zoned E1 Local Centre, this results in a minor but justifiable inconsistency with direction 7.1 (1) (c) that a planning proposal must not reduce the total potential floor space area for employment uses and related public services in Employment Zones.

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The proposal involves a minor reduction in base FSR on these sites, which is of minor significance compared to the increased real development outcomes provided by the other proposed changes to planning controls on these sites, including increasing the height limit from 22 to 42 metres. The proposed height and FSR for these sites is informed by a detailed urban design analysis, guided by the principles of the Urban Design Study to maximise development within constraints across the Pyrmont peninsula.

In addition, the base FSR plus design excellence bonus has been planned for these sites. Development in accordance with the current height limit on these sites would not require a competitive design process, as it is under the 25 metre height minimum in Sydney LEP 2012 clause 6.21D. However, development with the proposed height limits would require a competitive design process and be eligible for 10% additional design excellence floor space.

5.5 Environmental, social and economic impact

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

The planning proposal only involves sites that are currently developed. It does not involve undeveloped sites or existing open space, which minimises any potential impacts on natural habitats.

The Pyrmont Peninsula Place Strategy Biodiversity Study (the Biodiversity study) was commissioned by the Department of Planning, Industry and Environment in 2021. This study found that “Pyrmont has undergone extensive change with very little if any remnant habitat”. The study identifies potential direct and indirect impacts from development, however notes “the application of the City of Sydney Landscape Code and the strict controls applied during the construction phase, these impacts may not occur.” The study’s main finding is that habitats will continue to be managed in small public and private spaces, such as landscaped areas within development sites.

The majority of sites identified for change in this planning proposal have at least 15 per cent of site area identified for new deep soil area in the proposed built form outcomes. For sites unable to provide deep soil, equivalent areas of green roof have been identified and accounted for in the proposed built form outcomes. This approach ensures that development according to the proposed controls will contribute to urban greening and expand habitat provision with high quality landscaping within private sites, which will enhance urban biodiversity over time.

Future development applications in accordance with this planning proposal will also have to comply with any general biodiversity requirements in Sydney DCP 2012. Separate to this planning proposal, the City is developing an update to the urban ecology planning controls in the DCP, which involves new requirements such as the provision of habitat features and bird strike prevention treatments in certain areas, and a requirement for sites which have been vacant for longer than 5 years to undertake a biodiversity assessment.

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

One of the main environmental impacts associated with an intensification of development in a high-density urban environment is overshadowing. Appropriate height controls and building envelopes

have been developed for each site, expressed in both the LEP and DCP, to ensure that existing dwellings and relevant public open spaces receive an appropriate amount of sun.

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

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

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

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

5.6 State and Commonwealth interests

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

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

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

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

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

6. Mapping

The 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 LZN_007
- Tile 008
 - Sheet CL1_008
 - Sheet FSR_008
 - Sheet HOB_008
 - Sheet SAP_008
 - Sheet ASF_008

The following map tiles will be created

- Tile 007
 - Sheet AFH_007
 - Sheet AFSR_007
 - Sheet AHOB_007
- Tile 008
 - Sheet AFH_008
 - Sheet AFSR_008
 - Sheet AHOB_008

The above maps are included at Appendix 2.

7. Community Consultation

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

These community consultation sessions were held on:

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

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

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

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

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

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

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

~~The draft planning framework for Ultimo and Pyrmont was publicly exhibited from 1 October to 13 November 2024. This included a planning proposal to amend the Sydney LEP 2012, draft Sydney DCP 2012 amendment and Local Infrastructure Contributions Plan, along with supporting documentation including a detailed Urban Design Study. During this time a total of 254 submissions were made by email and survey response, including submissions from individuals, building representatives, NSW agencies and authorities and community groups and organisations.~~

8. Project Timeline

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

Stage	Timeframe
Gateway Determination	February –July 2024
Public exhibition and government agency consultation	February –October – March November 2024
Consideration of submissions	February December 2024 – May October 2024-2025
Post exhibition consideration of proposal by Council/CSPC	June 2024 October 2025
Drafting of LEP provisions	June 2024 November 2025
Finalisation of LEP and DCP and forwarding to Department of Planning and Environment for notification	July 2024 December 2025

Appendices

Appendix 1 – Example drafting

Division 6A Ultimo Pymont Opportunity Land

6.66A Ultimo Pymont Opportunity Land

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

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

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

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

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

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

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

6.66B Non-residential Development

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

- a) 46-48 Pymont Bridge Road Pymont
- b) 20-28 Bulwara Road Pymont
- c) 1-27 Murray Street Pymont
- d) 13A-29 Union Street Pymont
- e) 69-71 Edward Street Pymont
- f) 28-48 Wattle St Ultimo
- g) 50-54 Wattle St Ultimo
- h) 562-570 Harris Street, Ultimo
- i) 572 Harris Street, Ultimo
- j) 574 Harris Street, Ultimo
- k) 576 Harris Street, Ultimo

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

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

- d) to provide for commercial and retail opportunities in the Ultimo-Pyrmont Precinct
- (3) A building on land to which this clause applies may have either or both of the following—
 - a) a height not exceeding the maximum height shown for the land on the Alternative Height of Buildings Map,
 - b) a floor space ratio not exceeding the maximum floor space ratio shown for the land on the Alternative Floor Space Ratio Map.
- (4) Subclause (3) applies only if the building will be used for non-residential purposes.

Division 7 Blackwattle Bay Precinct

6.67 Preliminary

...

- (2) Clauses 6.17, 6.21D(3), 7.6, and 7.20 do not apply to development in the Blackwattle Bay Precinct.

...

6.72 Overshadowing of Wentworth Park

- (1) Development consent must not be granted to development in the Blackwattle Bay Precinct unless the consent authority is satisfied the buildings will not overshadow Wentworth Park between 10am and 2pm all year.

Small Lot Housing

7.34 Ultimo Pyrmont Precinct Small Lot Housing

- (1) This clause applies to land identified as Small Lot Housing on the Locality and Site Identification Map.
- (2) The objectives of this clause are to encourage a diverse range of housing options appropriate for the character of the precinct.
- (3) A single development consent may be granted for development on land to which this clause applies for the subdivision of land and erection of a detached dwelling where—
 - a) The subdivision of land is into 2 lots with the minimum private open space for the existing dwelling is 16m², and
 - b) the gross floor area of the detached dwelling does not exceed 35 m².
- (4) Development to which clause (3) applies may exceed the floor space ratio on the Floor Space Ratio Map by 35m².
- (5) The maximum gross floor area for the existing dwelling lot after subdivision is equal to the gross floor area prior to subdivision.

Schedule 1 - Additional Permitted Use

Use of certain land at Harris Street, Pyrmont

- (1) This clause applies to the following land at 231 – 241 Harris Street Pyrmont, 261 Harris Street Pyrmont, **26-38 Saunders Street, 14 Quarry Master Drive** and 313-369 Harris Street Pyrmont—
 - (a) Lot 1, DP847171,
 - (b) SP 51673,

- (c) Lot 1010 DP 850146,
- (c) SP 51507,
- (d) Lot 100, DP 613788,
- (e) SP 18021.

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

Sun access planes

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

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

Add new parts to Schedule 6A as follows:

Part 15 Wentworth Park sun access planes

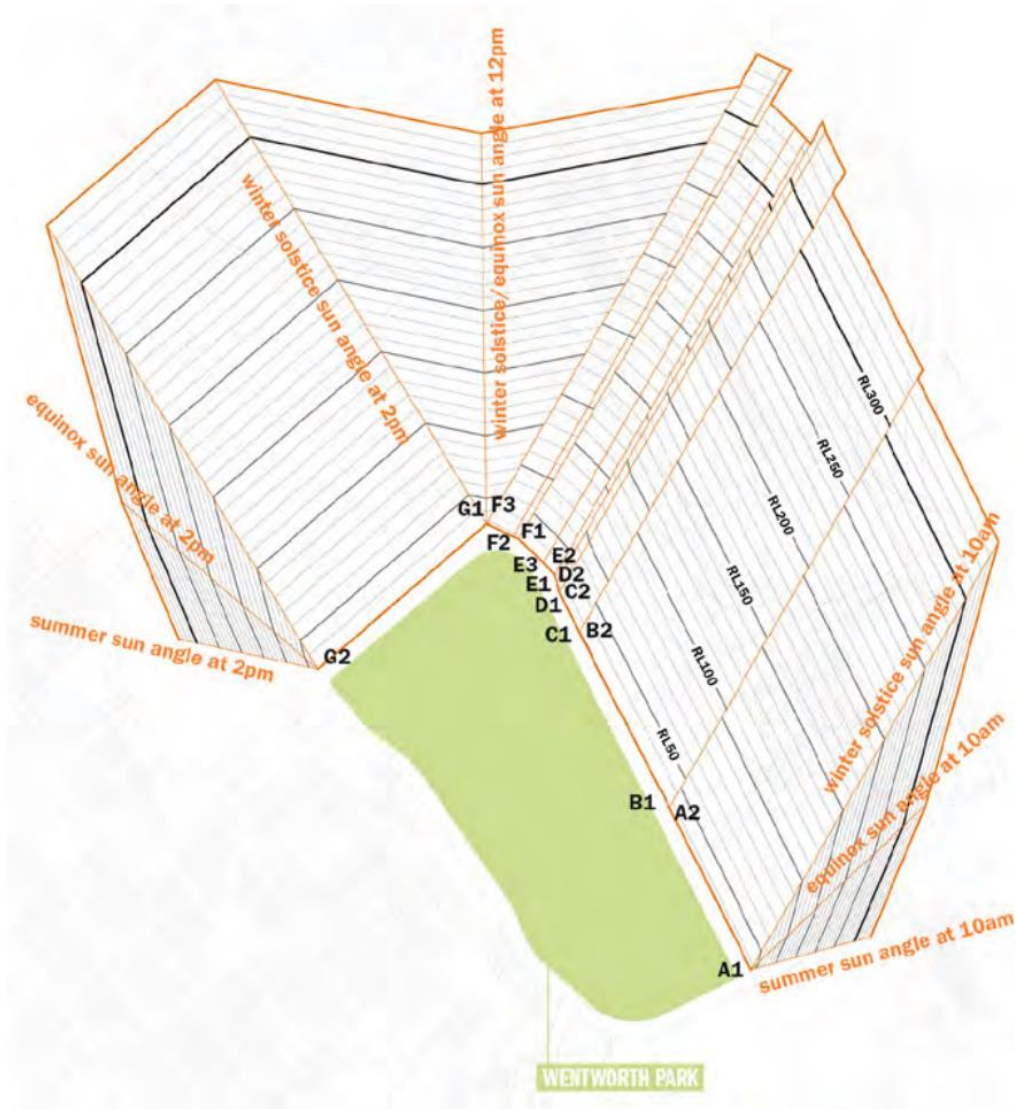
Note—

Regional open space for sporting, active and passive recreation and events. The eastern edge is defined by large format heritage warehouses which set the dominant street wall height and existing overshadowing to the park. Its amenity and future expansion will support the projected increase in worker and residential population throughout the Peninsula and in particular Blackwattle Bay.

Wentworth Park sun access plane

An exception to the proposed Wentworth Park SAP is required to allow the reinstatement of historical fabric at 28-48 Wattle Street as required by the supporting DCP. The exception should be limited to the reinstatement of historical fabric only.

Planning Proposal
Ultimo Pymont



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

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

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

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

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

Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
446 Wattle Street Ultimo	Lot 9 DP260374	1	2	3.75
448 Wattle Street Ultimo	Lot 10 DP260374	1	2	3.75
450 Wattle Street Ultimo	Lot 11 DP260374	1	2	3.75
452 Wattle Street Ultimo	Lot 12 DP260374	1	2	3.75
454 Wattle Street Ultimo	Lot 13 DP260374	1	2	3.75
456 Wattle Street Ultimo	Lot 14 DP260374	1	2	3.75
562-570 Harris Street Ultimo	Lot 44 DP868670	1	2	2
79 John Street Pyrmont	Lot 11 DP1007905	1.25	3	3
81 John Street Pyrmont	Lot 10 DP1007905	1.25	3	3
83 John Street Pyrmont	Lot 1 DP611040	1.25	3	2.75
85 John Street Pyrmont	Lot 301 DP232783	1.25	3	2.75
87 John Street Pyrmont	Lot 1 DP567806	1.25	3	2.5
89 John Street Pyrmont	Lot 21 DP1123226	1.25	3	2.5

Planning Proposal
Ultimo Pymont

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)
91 John Street Pymont	Lot 22 DP1123226	1.25	3	2
93 John Street Pymont	Lot 23 DP1123226	1.25	3	2
80 Harris Street Pymont	Lot D DP50010	1.25	3	2.75 3
82 Harris Street Pymont	Lot 1 DP131342	1.25	3	2.75 3
84 Harris Street Pymont	SP79258	1.25	3	2.75 3
469 Harris Street Ultimo	Lot 1 DP 69694	1.5	4	2.43 2.65
471 Harris Street Ultimo	Lot 1 DP 64212	1.5	4	2.4 2.65
473-475 Harris Street Ultimo	Lot 1 DP 64213	1.5	4	2.4 2.65
477 Harris Street Ultimo	Lot 1 DP 90991	1.5	4	2.4 2.65
479 Harris Street Ultimo	Lot 2 DP 90991	1.5	4	2.4 2.65
481 Harris Street Ultimo	Lot 3 DP 90991	1.5	4	1.6
483 Harris Street Ultimo	Lot 4 DP 90991	1.5	4	1.6
572 Harris Street Ultimo	Lot 45 DP868870	1.5	4	2
574 Harris Street Ultimo	Lot 46 DP868870	1.5	4	2
576 Harris Street Ultimo	Lot 47 DP868870	1.5	4	2
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	2	5	3
458-468 Wattle Street Ultimo	SP65741	2.5	6	3.75
470 Wattle Street Ultimo	Lot 1 DP209558	2.5	6	3.5
26-38 Saunders Street Pymont	SP61725	3	7	6.7 7.1
14 Quarry Master Drive Pymont	SP70798	3.5	8	4
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575	4	9	4.8
1-33 Saunders Street Pymont	Lot 102 DP853704		9	4.22
579-583 Harris Street Ultimo		6.3	10	6.5
1-27 Murray Street Pymont	SP60306	2.5	6	5:1
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148	2	5	3.41
13A-29 Union Street Pymont	Lot 1 DP 119654	3.5	8	3.73

Appendix 2 – Maps

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

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

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

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

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

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

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

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

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

Vision	Comment
	small lot housing which will have excellent access to sunlight and natural ventilation. The proposed planning controls which contribute towards accommodating up to 20,000 to 27,000 jobs in a range of building typologies in highly accessible locations and align with the types of commercial buildings industry have told us are in high demand.
People will use public transport, walk or cycle to get to and from the Peninsula.	Consistent Proximity to the future metro station has guided the City's land use approach. The City's planning proposal reflects a land use approach that seeks to: a) incentivise a critical mass of business floor space close to Pymont Metro Station to promote public transport use by workers and customers; b) plan for a middle ring of mixed-use developments with strong public transport accessibility to provide homes for people and good access to local shops and services for existing and future residents; and c) provide an outer ring of residential development, comprised of housing options ranging from higher density to small lot dwellings, located slightly further from public transport but still within walking distance of light rail, bus routes or the Pymont metro station. This planning proposal is accompanied with a Draft Ultimo Pymont Local Infrastructure Contributions Plan to fund public domain upgrades and dedicated cycleways to improve connectivity.
A diversity of housing, including new affordable and social housing.	Consistent The proposed planning controls contribute towards providing for up to 4,100 homes in a variety of building forms and scales, including residential flat buildings, mixed use developments and small lot housing. This planning proposal delivers more affordable housing with land subject to a height and FSR increase for residential development required to pay an additional contribution on the uplift. This planning proposal does not change the planning controls for social or affordable housing sites, thus ensuring social and affordable housing tenants remain in the Ultimo Pymont community.
A tapestry of publicly accessible open spaces	Consistent This planning proposal increases the quantum of open space across Ultimo Pymont and protects solar access to existing parks. This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not

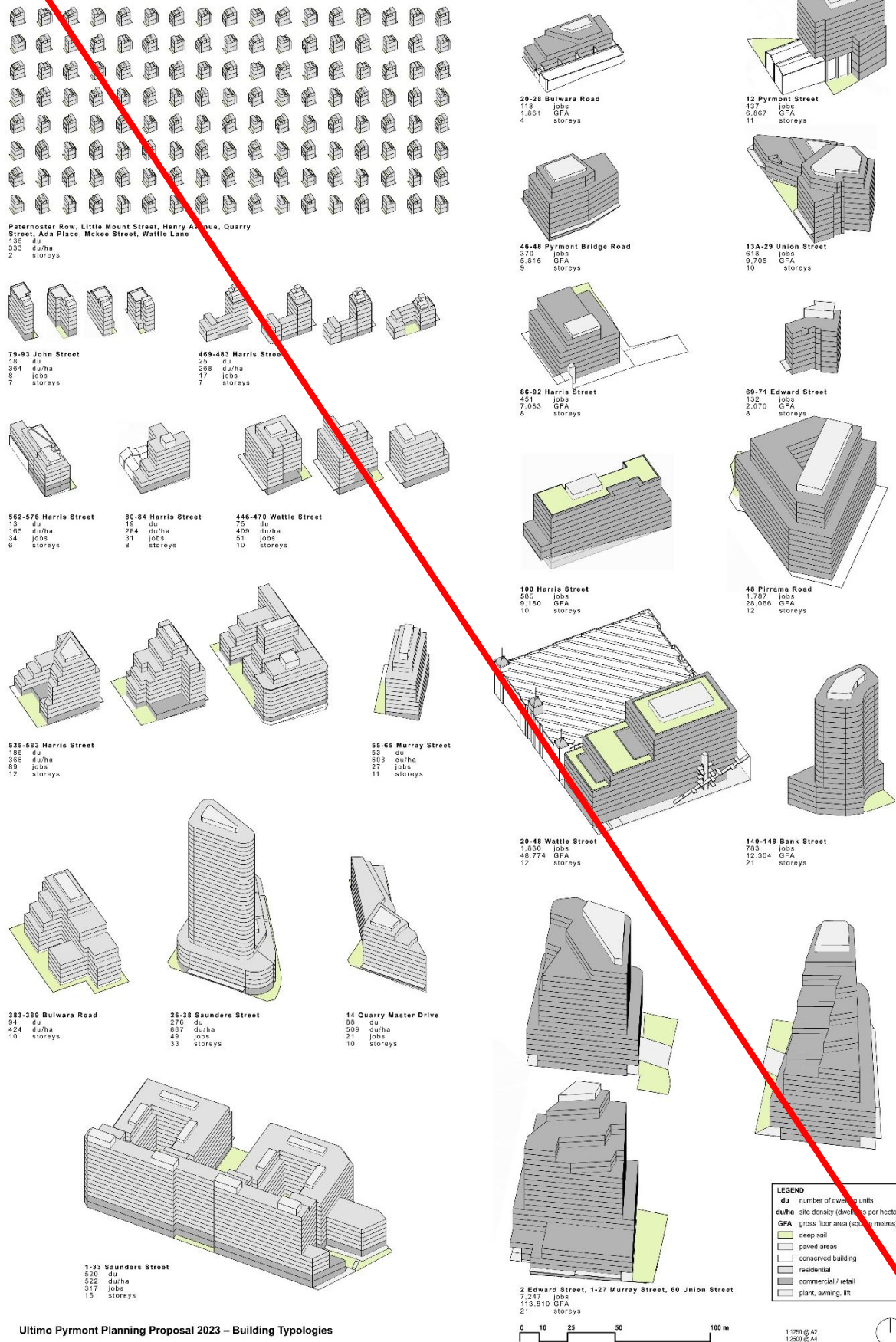
Planning Proposal
Ultimo Pyrmont

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

Planning Proposal Ultimo Pyrmont

Residential typologies

Commercial typologies



Ultimo Pyrmont Planning Proposal 2023 – Building Typologies

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

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

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

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

10 Directions	Comment
1. Jobs and industries of the future	Consistent This planning proposal provides capacity towards up to 20,000 to 27,000 jobs in a range of building typologies including low scale heritage buildings, large floorplate mid-rise buildings, and towers. This planning proposal provides for the type of office premises that industry has told us are in high demand in the area. A significant proportion of the commercial floorspace capacity is within close proximity of the new Metro Station to support the growth and clustering of creative media businesses. The amenity of the area for workers will be enhanced through new publicly accessible open spaces, through site links, and mixed use development with local retail and services.
2. Development that complements or enhances the area	Consistent The City's approach is place-led and people-focused. The urban design analysis which informed this planning proposal was guided by the following design considerations: 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; and 9. maximise development within constraints. The detailed planning controls proposed in this planning proposal and the draft DCP Ultimo Pymont have been developed with consideration to the site-specific matters listed above. Using these guiding considerations has ensured that the new planning controls facilitate development that fits within the Peninsula's evolving character and complements the area.

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

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

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

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

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

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

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

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

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

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.

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

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

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

Sub-precincts	Comment
	After discussions with the landowners, this planning proposal does not introduce new planning controls for the UTS Broadway Campus and the TAFE NSW Ultimo Campus. Site-specific controls for those sites can be implemented through a separate planning process in the future to support the place priorities for the Ultimo sub-precinct. Further detail is included in Attachment A3 Sites Reviewed but Not Changing. A range of other place priorities are not relevant to this planning proposal and have not been addressed.
Wentworth Park	Consistent This planning proposal introduces new solar access planes for Wentworth Park to ensure the existing open space is not overshadowed by new development during the hours of primary use. This planning proposal is accompanied with a Draft Ultimo Pyrmont Local Infrastructure Contributions Plan to fund capacity improvements to both the northern and southern sections of Wentworth Park, to enable this open space to continue to meet demand for active and passive recreation. This planning proposal responds to the heritage context of the area and preserves the industrial heritage of Ultimo Pyrmont. Targeted changes to the planning controls of heritage-listed warehouses at 28-48 Wattle Street and 50-54 Wattle Street require the preservation and restoration of significant heritage fabric while maximising floor space to ensure the warehouse buildings continue to provide for creative industries. A range of new and improved through site links are identified in the draft DCP Ultimo Pyrmont to improve connectivity and overcome the difficult topography. This includes an accessible through-site link at 28-48 Wattle Street to ensure all people can travel from east-west from the ridgeline to Wentworth Park. This planning proposal introduces planning controls to facilitate small lot housing on small streets at the rear of appropriate sites in the Ultimo conservation area. These controls encourage the retention and restoration of significant fabric and reinforce the character of the conservation area. A range of other place priorities are not relevant to this planning proposal and have not been addressed.
Blackwattle Bay	Consistent This planning proposal facilitates residential, mixed use and commercial development of sites within the Blackwattle Bay sub-precinct to complement the redevelopment of the existing fish market at Blackwattle Bay and adjoining sites to the west of the Western Distributor motorway. As outlined in Attachment A2 Urban Design Study, detailed design analysis has ensured any development facilitated

Sub-precincts	Comment
	through this planning proposal results in no reduction in the amount of area of the northern foreshore promenade receiving at least 2 hours of solar access. The planning controls for 1-33 Saunders Street and 140-148 Bank Street have been designed to maintain a view corridor from Glebe Foreshore to the Former CSR McCaffery's Building. The draft DCP Ultimo Pyrmont contains provisions requiring ground level setbacks, upper level setbacks, through site links and a public square to ensure development within Blackwattle Bay improves the amenity of the public domain. Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of that project is an update to the deep soil and landscaping requirements to specify minimum areas of deep soil and minimum tree planting requirements for different land uses and site areas. These controls will ensure all development over a minimum size, including in Blackwattle Bay, provide deep soil and tree planting, and where deep soil cannot be delivered, a green roof is substituted. A range of other place priorities are not relevant to this planning proposal and have not been addressed.
Pirrama	Not applicable This planning proposal does not apply to any sites within the Pirrama sub-precinct.
Pyrmont Village	Consistent This planning proposal provides for a mix of uses along Harris Street, with commercial uses encouraged near the Metro station and mixed use or residential uses located further from the station. Union square is protected as an important place, with no change to its solar access as part of this planning proposal. View corridors to the foreshore, to parks and to landmarks have informed the proposed areas of pedestrianised streets, through-site links, widened footpaths, deep soil areas and upper level setbacks. The proposed planning controls for 46-48 Pyrmont Bridge Road require a 6.5 metre setback to Pyrmont Bridge Road at a crucial pinch point on the main walking path between Pyrmont Metro and Blackwattle Bay/Sydney Fish Markets. Combined with reallocating the disused bus bay for footpath widening, the community will have more space to walk and gather. The proposed planning controls for 100 Harris Street preserve the form of the recently restored and refurbished heritage-listed former woolstore and allow for the demolition and construction of a new 10 storey commercial building to the

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

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

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

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

Big Moves	Comment
	This planning proposal includes incentive planning controls for commercial floor space to encourage job creation in Pyrmont Ultimo and support the creative and entertainment industries. This planning proposal and draft DCP Ultimo Pyrmont do not introduce any changes to hours of operation, retaining the existing controls which enable cultural and creative uses at night.
Connect to Metro	Consistent This planning proposal supports connections to the Pyrmont Metro station through: a) incentivising a critical mass of business floor space close to the station to promote public transport use by workers and customers, support a self-sustaining workplace precinct in a diversity of building typologies while also continuing to support the growth and clustering of creative media businesses; b) planning for a middle ring of mixed-use developments with strong public transport accessibility to provide homes for people and good access to local shops and services for existing and future residents; and c) provide an outer ring of residential development, comprised of housing options ranging from higher density to small lot dwellings, located slightly further from public transport but still within walking distance of light rail, bus routes or the Pyrmont metro station. The proposed planning controls also introduce a series of open spaces and through site links radiating from the metro station to improve wayfinding and pedestrian connections to the Metro station. These are detailed below in Section 1.5.
Low carbon, high performance precinct	Consistent The City has a target of net zero emissions in the Council area by 2035. The City's existing planning controls require office buildings, shopping centres and hotels to meet certain minimum energy efficiency performance standards and to demonstrate net zero emissions from energy use from 1 January 2026. The City is unable to introduce higher energy efficiency requirements on residential buildings which are covered by the Sustainable Buildings SEPP 2022. Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the parking requirements. Maximum parking rates for certain sites are proposed to be reduced in Pyrmont Ultimo to reflect the improved accessibility context due to the Pyrmont Metro. The requirements for bicycle parking are proposed to be updated to ensure easy access to bicycles for regular trips.

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

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

2.1 Country

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

2.2 Movement

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

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

Through-site links and footpath widening

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

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

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

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

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

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

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

NSW Government plans

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

Planning Proposal Ultimo Pyrmont

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

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

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

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

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

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

2.3 Open space network

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

Planning Proposal
Ultimo Pyrmont

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

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

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

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

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

2.3 Open space network objectives	Comment
amenity, safety and use throughout the day and night.	The proposed planning controls seek to protect public views from public places and protect solar access to important parks and places so they remain pleasant places for people to spend time. Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to requirements for any new public open space delivered as part of development. 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.	Not applicable This planning proposal does not locate any new community facilities or public open space.
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.	Not applicable Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the deep soil and tree planting requirements in new development. This planning proposal has been developed incorporating the proposed requirements.
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.	Not applicable Separate to this planning proposal, the City is exhibiting an update to its general planning controls. Part of this project is an update to the water efficiency, rainwater capture and stormwater management controls. The City's existing planning controls require new development to connect to any existing recycled water network.
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.	Not applicable Delivery of telecommunications infrastructure is governed by the Telecommunications Act 1997. This Commonwealth legislation overrides any local planning controls that would seek to ensure service infrastructure is concealed.

2.4 Views

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

Planning Proposal
Ultimo Pyrmont

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

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

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

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

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

2.2 Views objectives	Comment
as defined within the Central Sydney Planning Framework.	The Martin Place view corridor in the Central Sydney Planning Strategy is intended to preserve sky view looking west from Martin Place. This planning proposal does not propose any built form that impacts this view corridor. 48 Pirrama Road is within the identified view corridor in the Urban Design Report, however in the City's analysis the proposed RL 55m built form does not impact sky view from Martin Place.
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 View corridors into and out of the Pyrmont peninsula have been considered in designing built form in this planning proposal. Existing view corridors established in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct have been identified and protected. View corridors to the foreshore, to parks and to landmarks have informed the proposed areas of pedestrianised streets, through-site links, widened footpaths, deep soil areas and upper level setbacks. Multiple angles of view analysis has been provided for every site with proposed changes to built form controls.
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 proposed built form outcomes in this planning proposal have been developed with the priority of providing sky view to existing open space and new open space provided by through-site links, widened footpaths and pedestrianised areas, and deep soil areas. Prevailing street wall heights are maintained with any additional height set back from the street, protecting sky view from key streets. View analysis from key streets and existing open space is provided for every site with proposed changes to built form controls.
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 view corridors provided in the proposed built form play an important role in revealing the waterfront character of the peninsula. Protected views ensure the waterfront on both sides are visible from the middle of the peninsula, and that heritage structures on top of the clifftop are visible from the bay below.

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

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

Alignment to relevant provisions is provided at Table 8.

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

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

3.1 Height strategy	Comment
	space is not overshadowed by new development during the hours of primary use. 46-48 Pyrmont Bridge Road: Delivers a net increase in solar access to Paradise Reserve 2 Edward Street, 60 Union Street and 1-27 Murray Street: Solar access to Harwood Place is maximised, and Pyrmont Bay Park is not affected. 1-33 Saunders Street & 140-148 Bank Street, and 26-38 Saunders Street: Overshadowing to new public space at Blackwattle Bay has been minimised, and there is no loss of solar access to the foreshore promenade. 48 Pirrama Road: Overshadowing to Pyrmont Bay Park and Metcalfe Park has been considered and minimised. 28-48 Wattle Street and 50-54 Wattle Street: No additional overshadowing to Wentworth Park. 383-389 Bulwara Road: Overshadowing to Mary Ann Street Park has been considered and minimised. 446-456 Wattle Street: Overshadowing to McKee Street Reserve has been considered and minimised.
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 proposed built form outcomes on sites along Harris Street are sympathetic to the street wall heights in each vicinity, and have modest additional height respecting that it is the highly visible ridgeline of the Pyrmont peninsula. Additional height is located on sites in the low lying parts of the peninsula.
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 Reinforcing the street wall form of most buildings, and responding to the prevailing street wall height of different streets and character areas, is a guiding principle for the proposed built form controls. Additional height is typically located behind upper level setbacks where a street wall is established, allowing views and light to the street level.
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 proposed built form controls have been thoroughly tested against prevailing wind conditions in order to minimise the impacts of any additional height on ground level amenity. Stepped upper level setbacks are used for taller buildings to interrupt downdraft, and curved corners are proposed on sites that experience high winds to divert wind around the building.

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

3.1 Height strategy	Comment
	Pirrama Road will also act as an effective extension of Metcalfe Park. The terraces at 79-93 John Street have been identified for change. The 5-7 storey proposed built form matches the height context established by existing built form on the other side of John Street, and forms an alignment with 12 Pyrmont Street, the state-approved tall building at The Star and 48 Pirrama Road along the John Street view corridor.
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.	Not applicable This planning proposal does not include sites in the Harbour Interface Zone that are visible against sandstone escarpments. Sites in the Transition Zone that are close to the cliff walk have built form proposed that responds to the topography of the surrounding sites.
<i>Within the Transition Zone</i>	
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 Urban Design Report envisages heights transitioning smoothly from RL90m up to a SAP level at the edge of the transition zone. The proposed heights of buildings near Pyrmont Metro cluster transition from RL94m at Union Street down towards Pyrmont Bay. 26-38 Saunders Street, 1-33 Saunders Street, 140-148 Bank Street and 14 Quarry Master Drive have been identified for change, with heights up to RL 120m to match the Anzac Bridge pylons. The proposed built form of this group of buildings has been carefully designed to respond to the topography of the site and proximity to the escarpment, noise and wind impacts of the Western Distributor, view corridors, the heights of Blackwattle Bay, and overshadowing of neighbouring properties. The heights are consistent with the overall vision of the Transition Zone, as the sites are closer to the SAP control zone boundary.
<i>Within the Bay Interface Zone</i>	
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.	Not applicable This planning proposal does not include any sites in the Bay Interface Zone.

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

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

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

Alignment to relevant provisions is provided at Table 9.

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

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

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

Sub-precinct master plan objectives	Comment
<i>Pyrmont Village sub-precinct</i>	
This planning proposal has identified some sites capable of change in the Pyrmont Village sub-precinct.	
Intensified public space at intersections of key routes	Not applicable
Unlock a community infrastructure spine	Not applicable
Revitalise High Street	Consistent This planning proposal reinforces the “high street” character of Harris Street by identifying underused sites suitable for uplift and renewal so they may better contribute to the liveliness of the street. Where change is proposed the built form controls reflect the prevailing street wall height, typically established by a corner heritage building, in order to preserve the positive elements of the existing streetscape character.
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 Through-site links proposed on 100 Harris Street and 86-92 Harris Street will increase the permeability of Harris Street at this location and improve access across the area. The proposed freestanding street wall for 86-92 Harris Street will improve the setting for heritage items on either side of Harris Street, including the former CSR Manager’s house opposite.
Character area: Elizabeth Healey Reserve 2. Upgrade of Pyrmont Bridge Road to facilitate pedestrian access between Pyrmont Metro Station, Blackwattle Bay and Darling Harbour including dedicated cycle link, increased footpaths and improved crossings.	Consistent The proposed controls for 46-48 Pyrmont Bridge Road include a footpath widening setback to remove a pinch point at Little Mount Street. This along with the reallocation of a disused bus stop bay for footpath widening will facilitate better pedestrian access between Pyrmont Metro and Blackwattle Bay.
<i>Tumbalong Park sub-precinct</i>	
This planning proposal has not included any within the Tumbalong Park sub-precinct. This area is largely under the responsibility of the NSW Government.	
Expanded and connected public domain	Not applicable

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

Ultimo sub-precinct

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

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

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

Wentworth Park sub-precinct

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

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

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

Sub-precinct master plan objectives	Comment
	The proposed through-site link alignment includes a path between Carmichael Park via Quarry Master Drive and onto Bank Street.

Appendix 4 - Consistency with Ministerial Direction 4.1 Flooding

Flood planning at the City of Sydney

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

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

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

Flood planning for Planning Proposal: Ultimo Pyrmont

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

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

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

Appendix 5 - Consistency with Ministerial Direction 5.1 Transport and Infrastructure

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

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

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

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

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

Pyrmont Peninsula Place Strategy

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

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

Pyrmont Ultimo Transport Plan

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

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

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

Traffic Modelling

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

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

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

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



Attachment C2

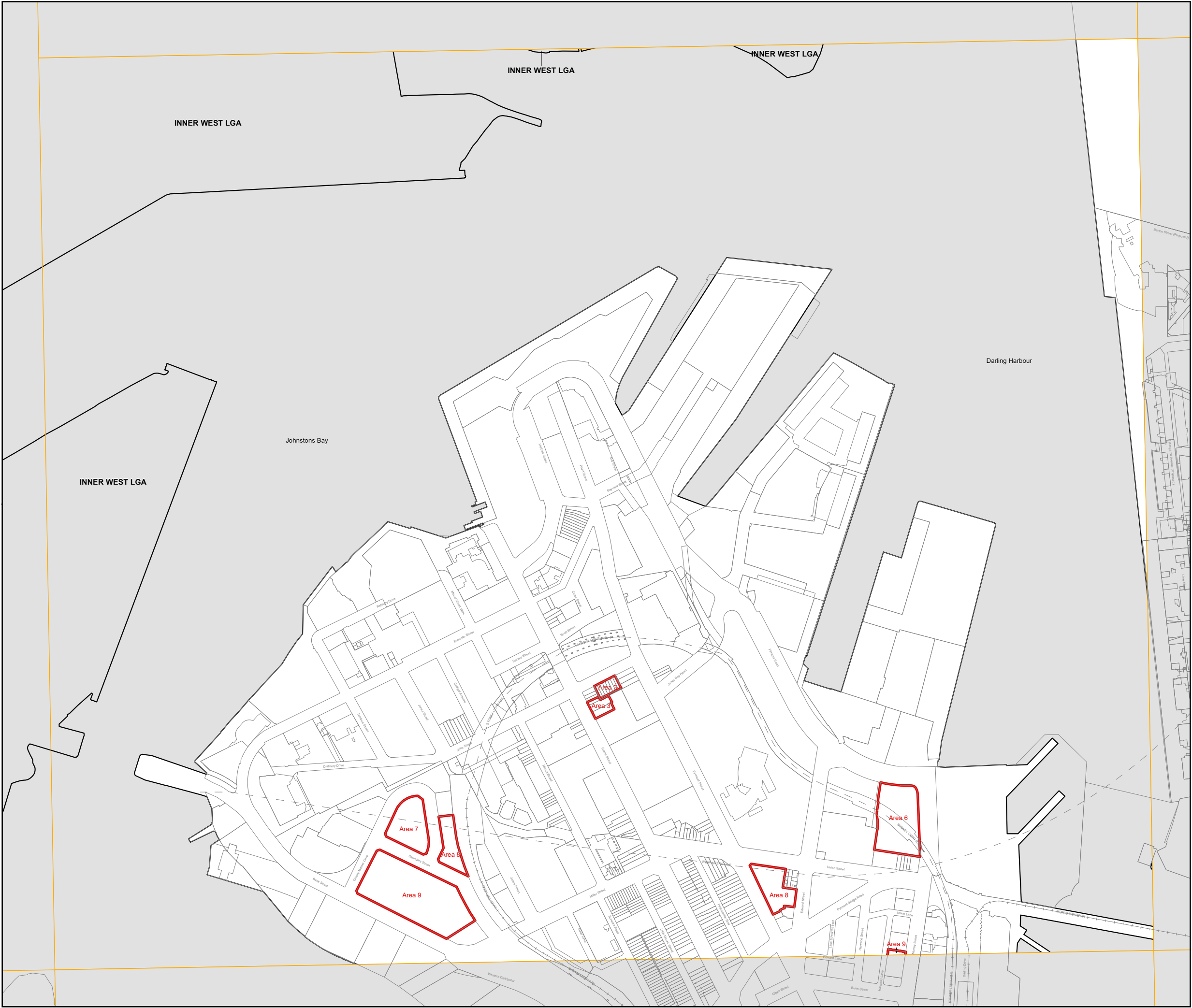
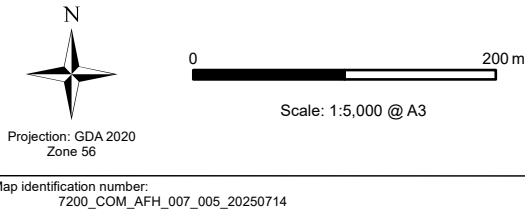
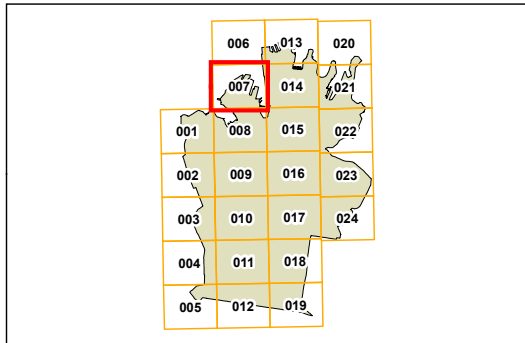
**Amended Planning Proposal – Ultimo
Pyrmont – LEP Maps**

Affordable Housing Map
- Sheet AFH_007

Affordable Housing
Refer to clause 7.13B

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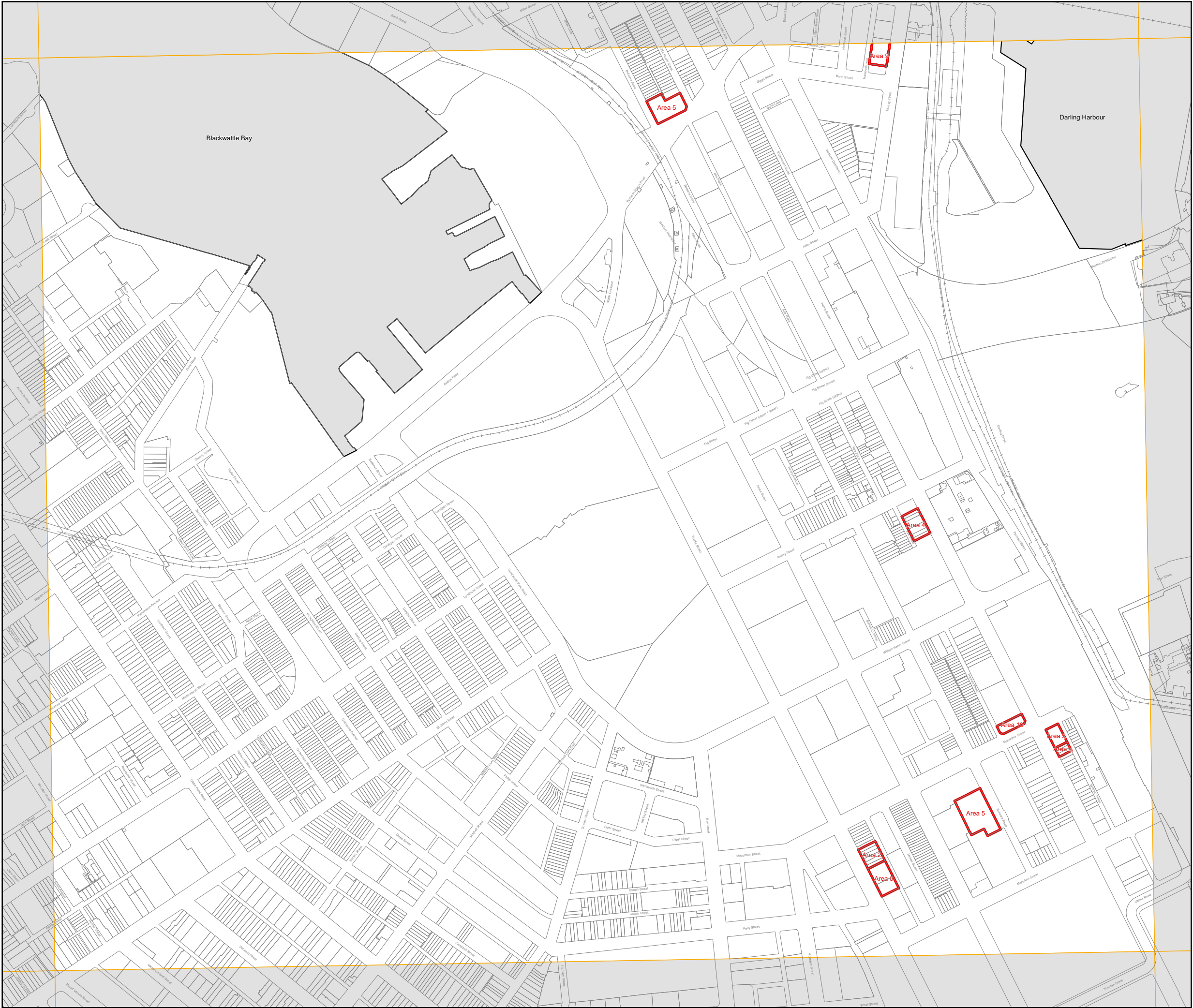
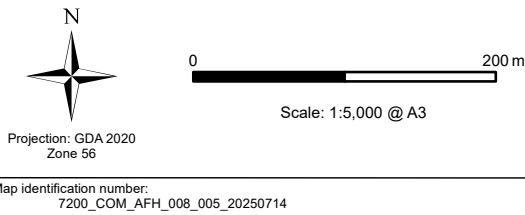
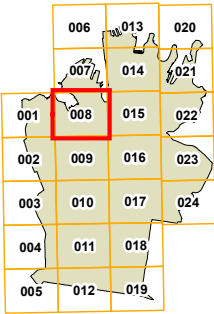
Affordable Housing Map
- Sheet AFH_008

Affordable Housing
Refer to clause 7.13B

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Post-Exhibition



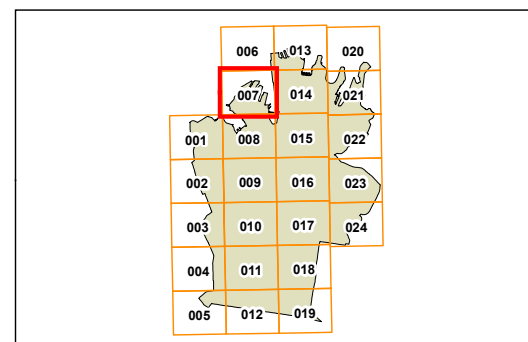
Floor Space Ratio Map -
Sheet FSR_007

Maximum Floor Space Ratio (n:1)

S2	1.6
T1	2
U1	2.5
U5	2.65
U6	2.75
V1	3
V4	3.3
V5	3.41
W1	3.5
W3	3.61
W4	3.73
W5	3.75
X1	4
X4	4.22
Y5	4.83
Z1	5
AA3	6.5
AB1	7
AB3	7.7
AF	11

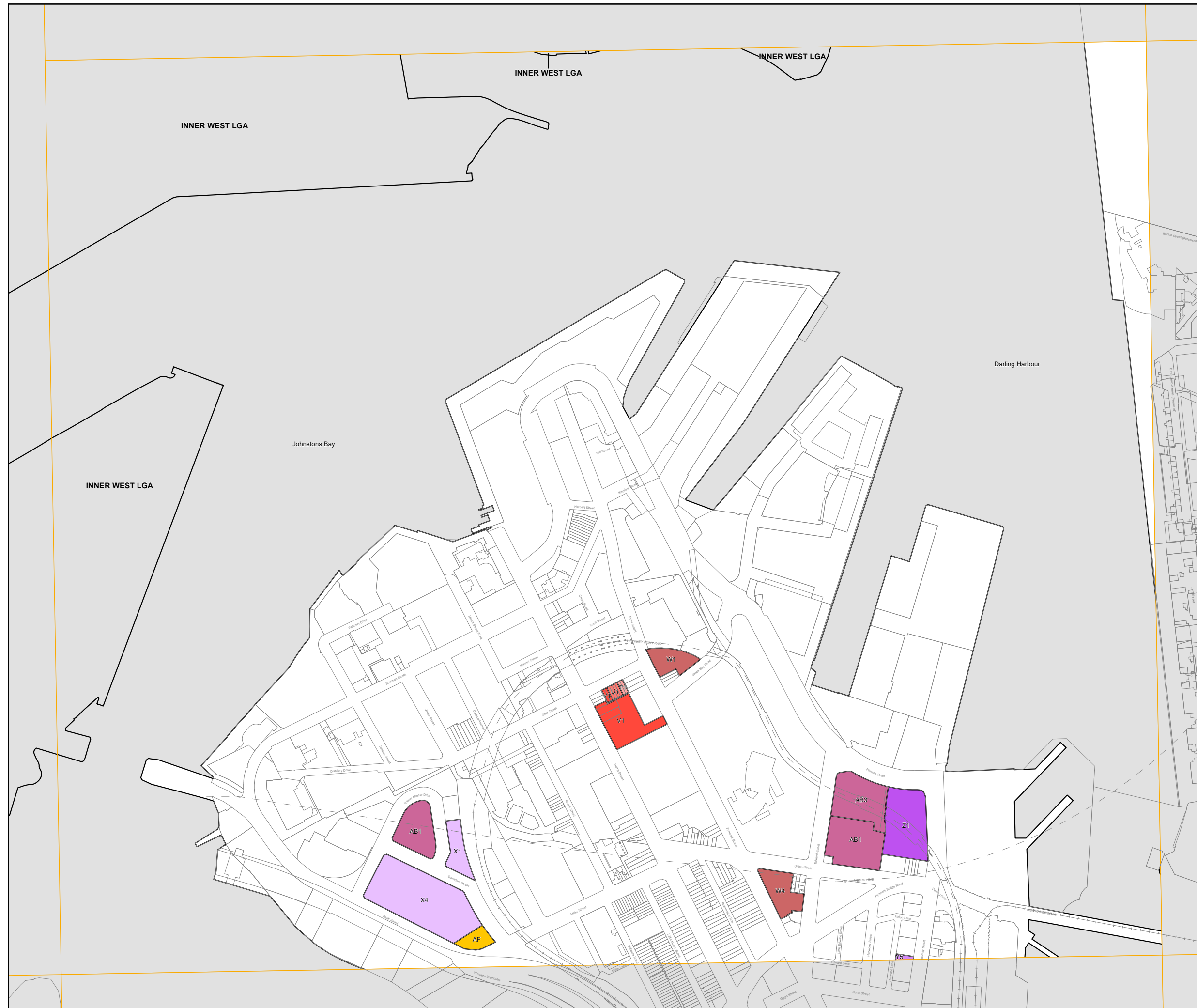
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Scale: 1:5,000 @ A3

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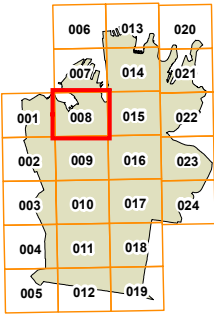
Floor Space Ratio Map -
Sheet FSR_008

Maximum Floor Space Ratio (n:1)

- 188
- S2 1.6
 - T1 2
 - U1 2.5
 - U5 2.65
 - U6 2.75
 - V1 3
 - V4 3.3
 - V5 3.41
 - W1 3.5
 - W3 3.61
 - W4 3.73
 - W5 3.75
 - X1 4
 - X4 4.22
 - Y5 4.83
 - Z1 5
 - AA3 6.5
 - AB1 7
 - AB3 7.7
 - AF 11

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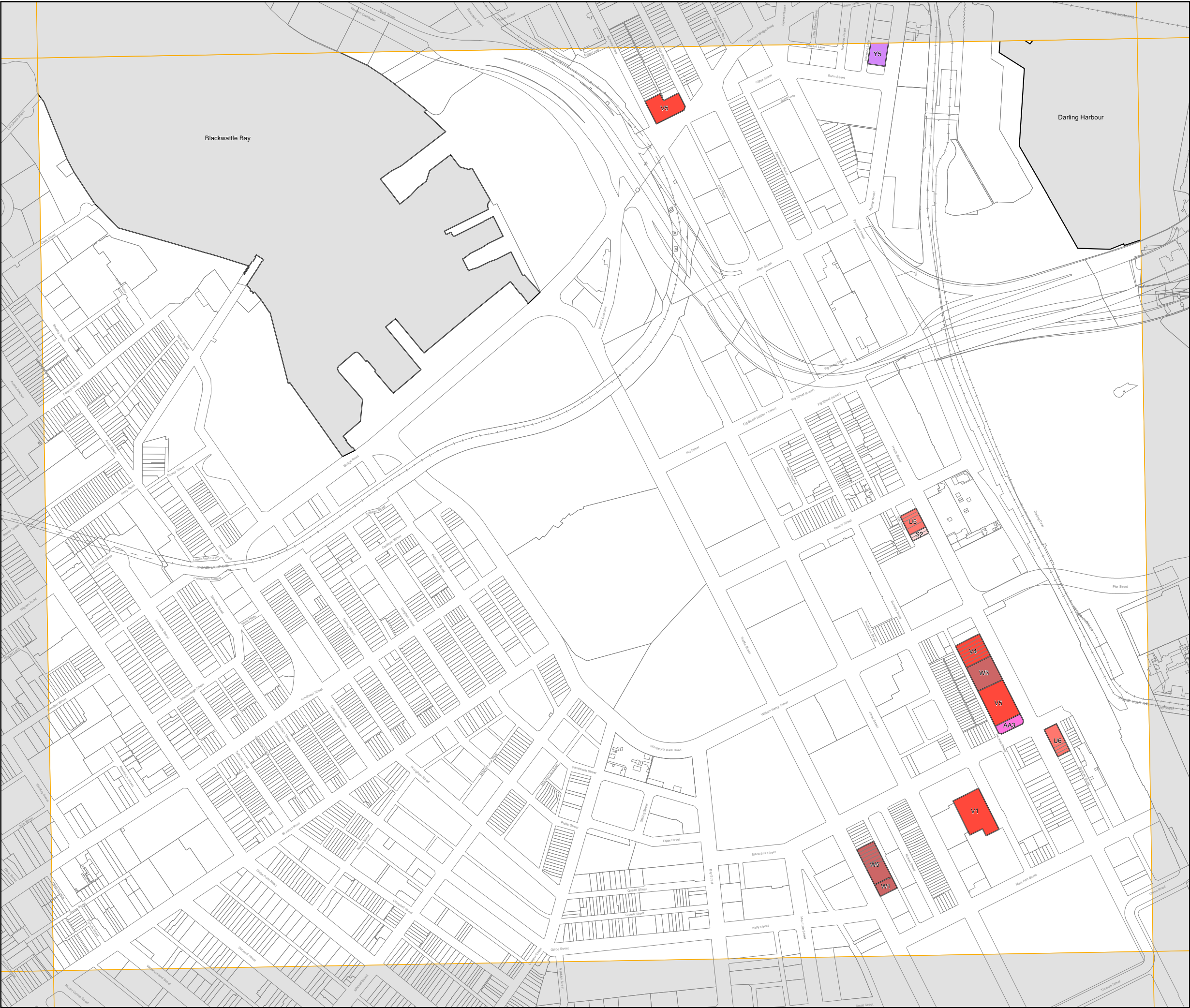


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Projection: GDA 2020
Zone 56

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Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_007

Maximum Building Height (m)

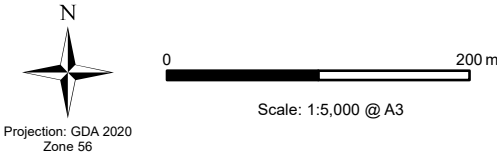
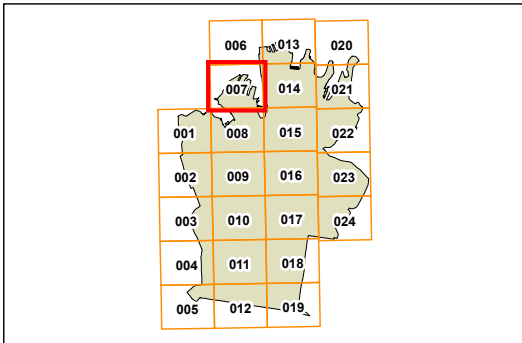
- P 18
- R 22
- S2 24
- T2 27
- T3 28
- U1 30
- U2 33
- V1 35
- V2 38
- W1 40
- W2 42
- X 45
- Y 50
- Z 55
- AB2 85

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

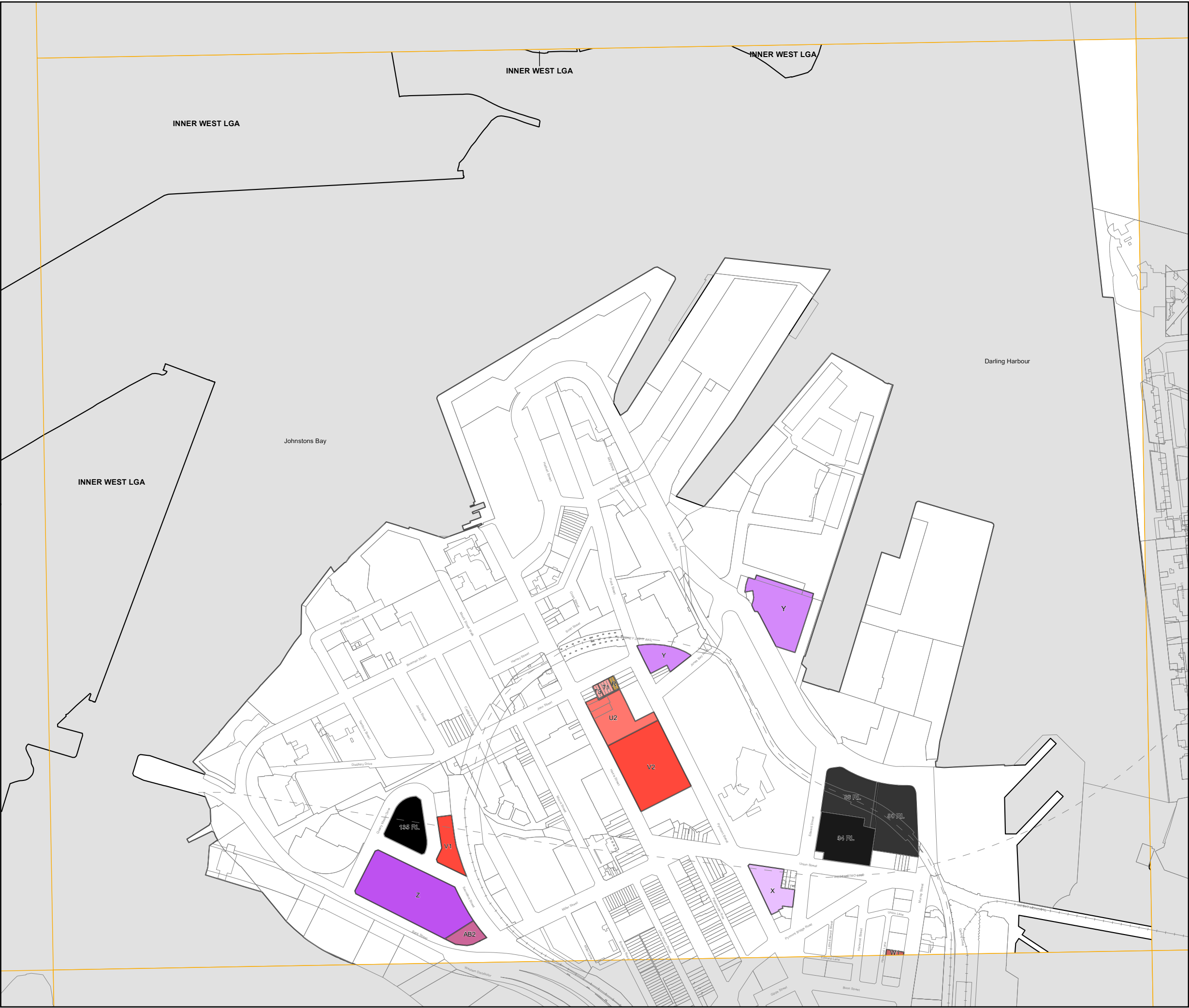
- 80 - 90
- 90 - 100
- 130 - 140 RL

Cadastre

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Map identification number:
7200_COM_HOB_007_005_20250708



Sydney Local Environmental Plan 2012

Height of Buildings Map - Sheet HOB_008

Maximum Building Height (m)

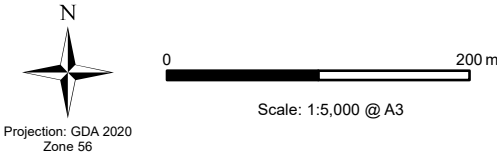
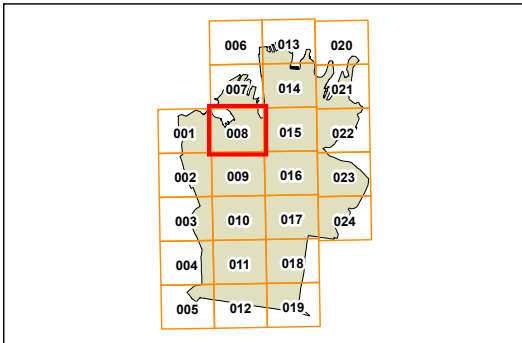
- P 18
- R 22
- S2 24
- T2 27
- T3 28
- U1 30
- U2 33
- V1 35
- V2 38
- W1 40
- W2 42
- X 45
- Y 50
- Z 55
- AB2 85

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

- 80 - 90
- 90 - 100
- 130 - 140 RL

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Map identification number:
7200_COM_HOB_008_005_20250708



Alternative Floor Space Ratio Map
- Sheet AFSR_007

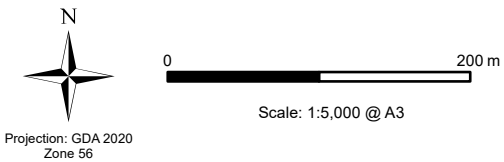
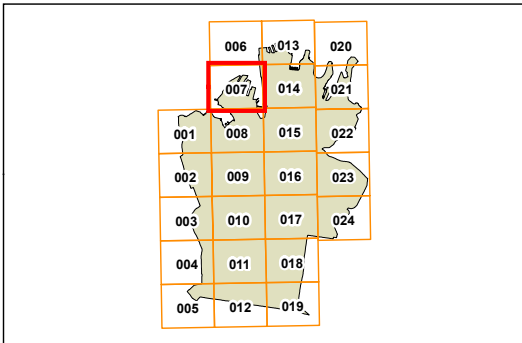
Alternative Maximum Floor Space Ratio (n:1)

- R1 1.4
- U1 2.5
- W5 3.75
- W6 3.9
- X1 4
- X2 4.1
- Y1 4.5
- Z3 5.7
- AA3 6.5

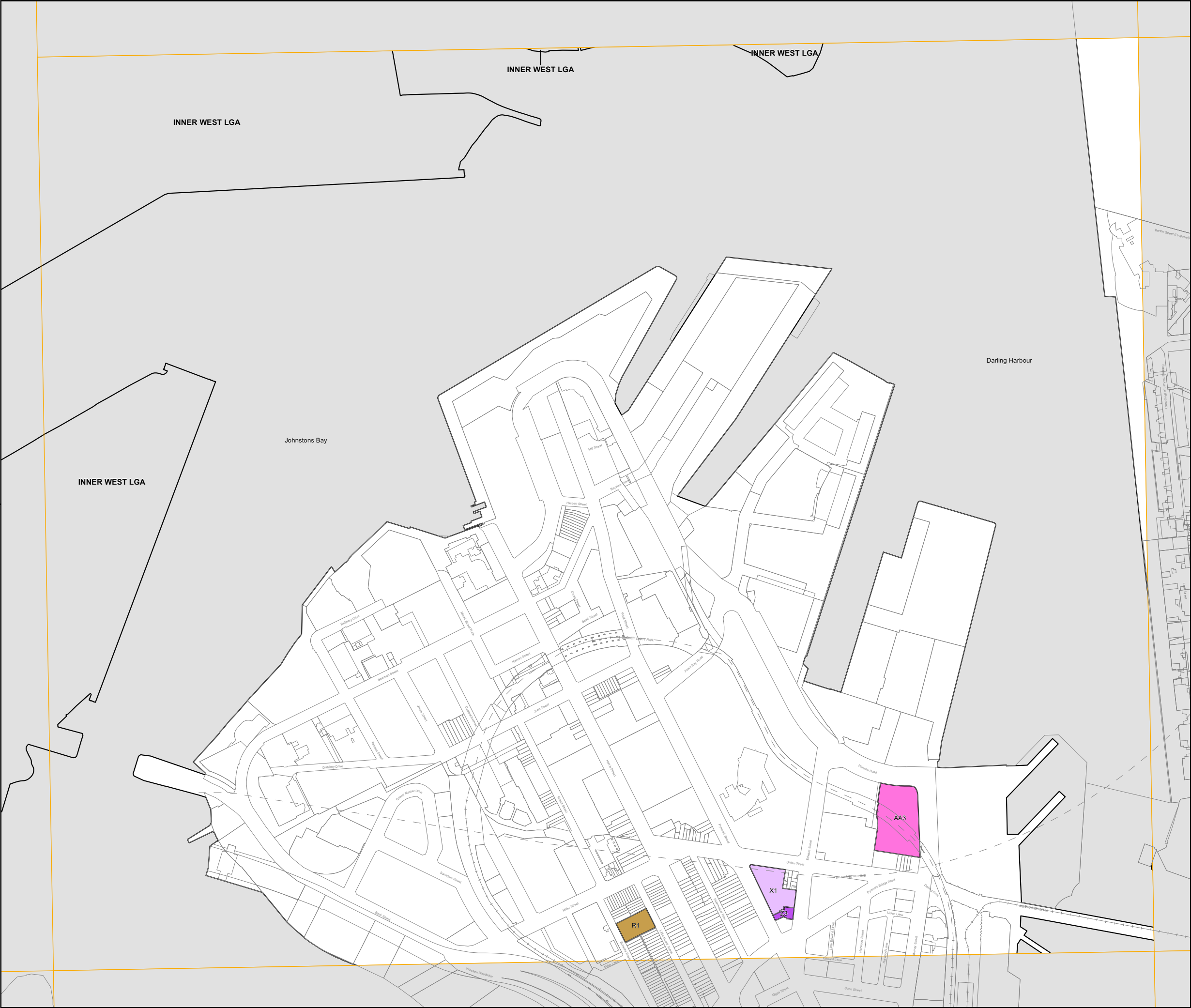
Cadastre

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Map identification number:
7200_COM_AFSR_007_005_20250714



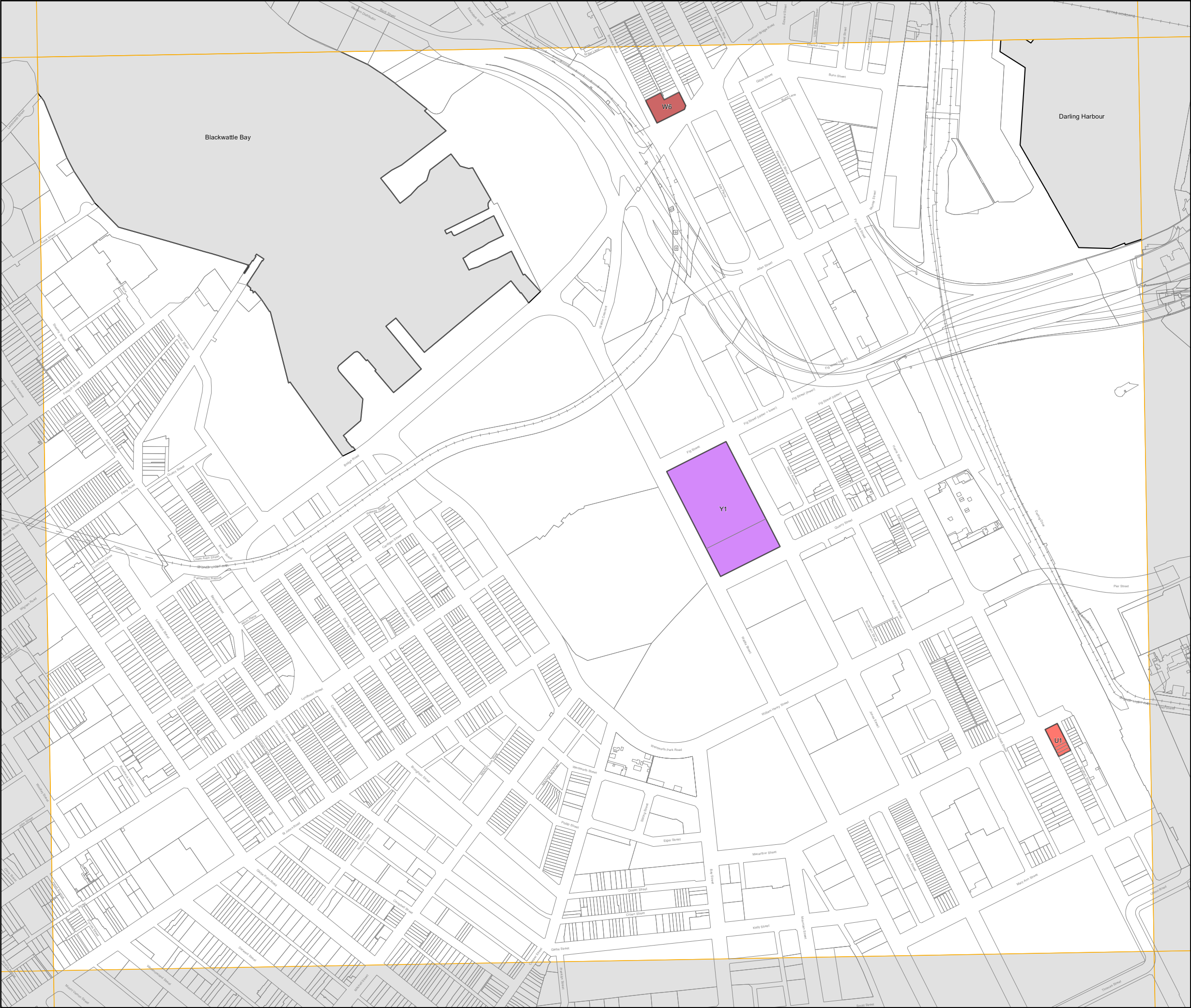
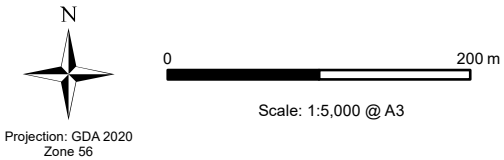
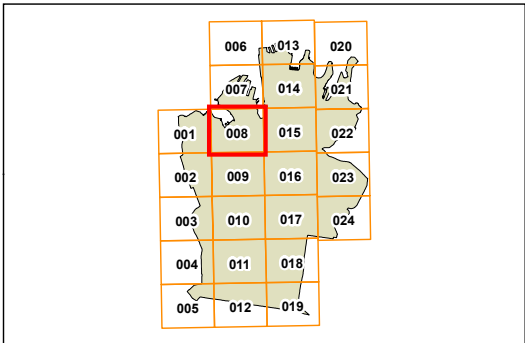
Alternative Floor Space Ratio Map
- Sheet AFSR_008

Alternative Maximum Floor Space Ratio (n:1)

- R1 1.4
- U1 2.5
- W5 3.75
- W6 3.9
- X1 4
- X2 4.1
- Y1 4.5
- Z3 5.7
- AA3 6.5

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Sydney Local Environmental Plan 2012

Alternative Height of Buildings Map - Sheet AHOB_007

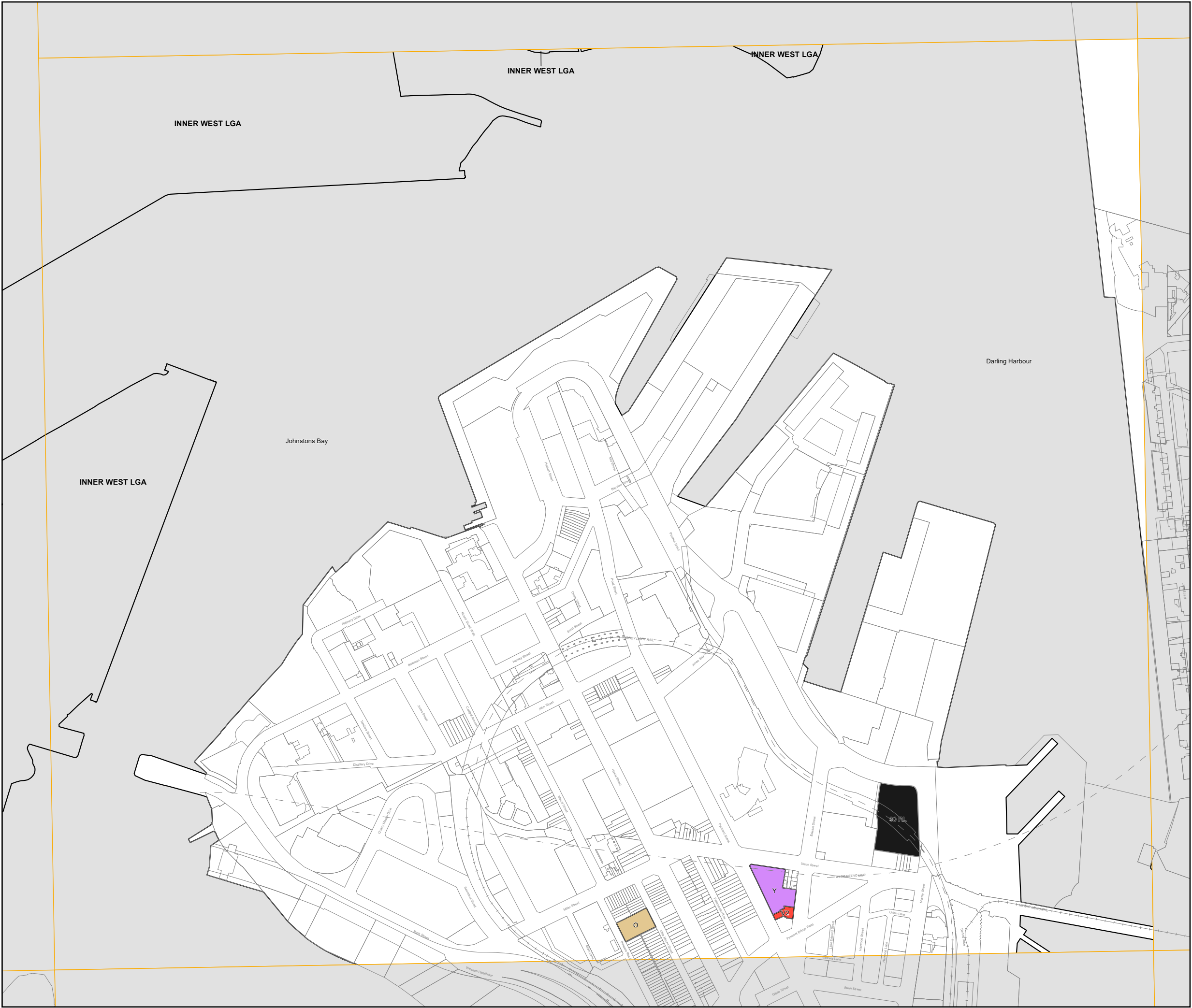
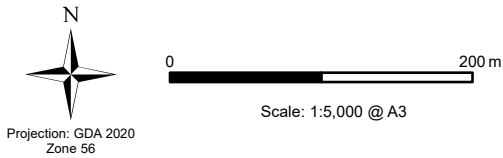
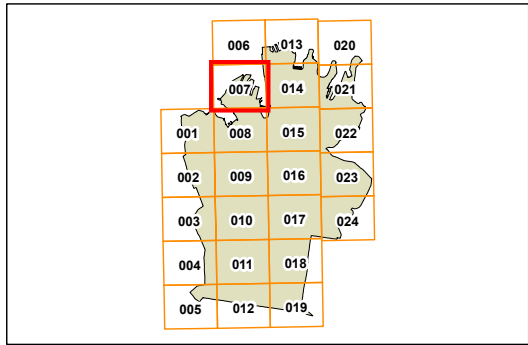
Maximum Building Height (m)

15
38
50

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

50 - 60
90 - 100

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Sydney Local Environmental Plan 2012

Alternative Height of Buildings Map - Sheet AHOB_008

Maximum Building Height (m)

O 15

V2 38

Y 50

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

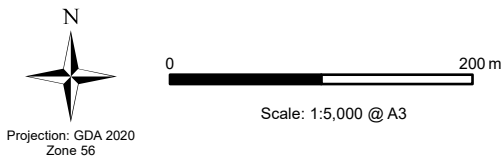
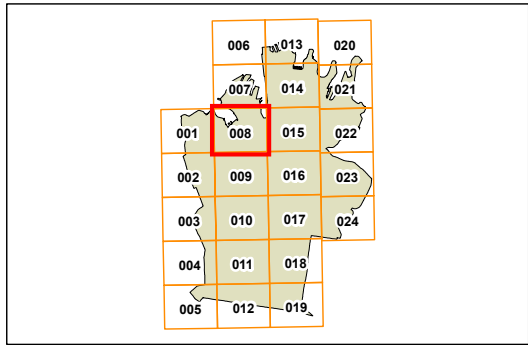
50 - 60

90 - 100

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194



Map identification number:
7200_COM_AHOB_008_005_20250714



Active Street Frontages
- Sheet ASF_007

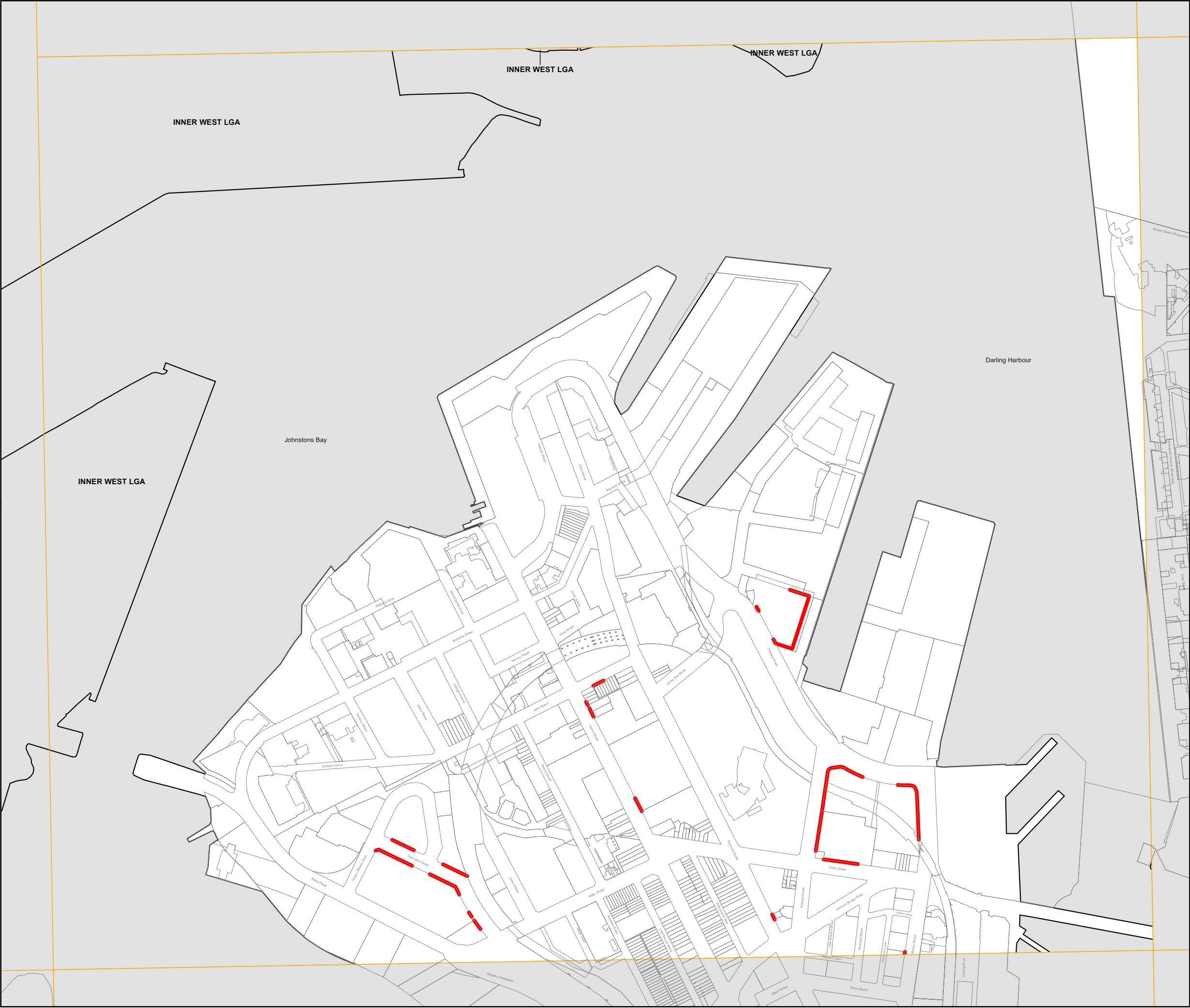
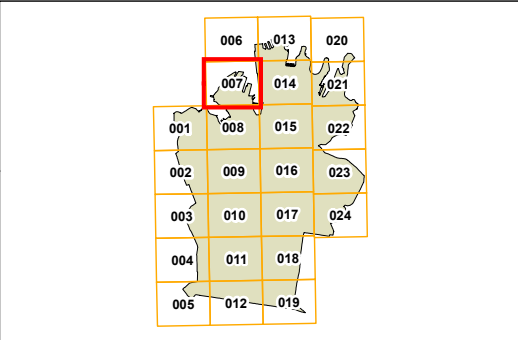
Active Street Frontages

Active Street Frontage

Cadastre

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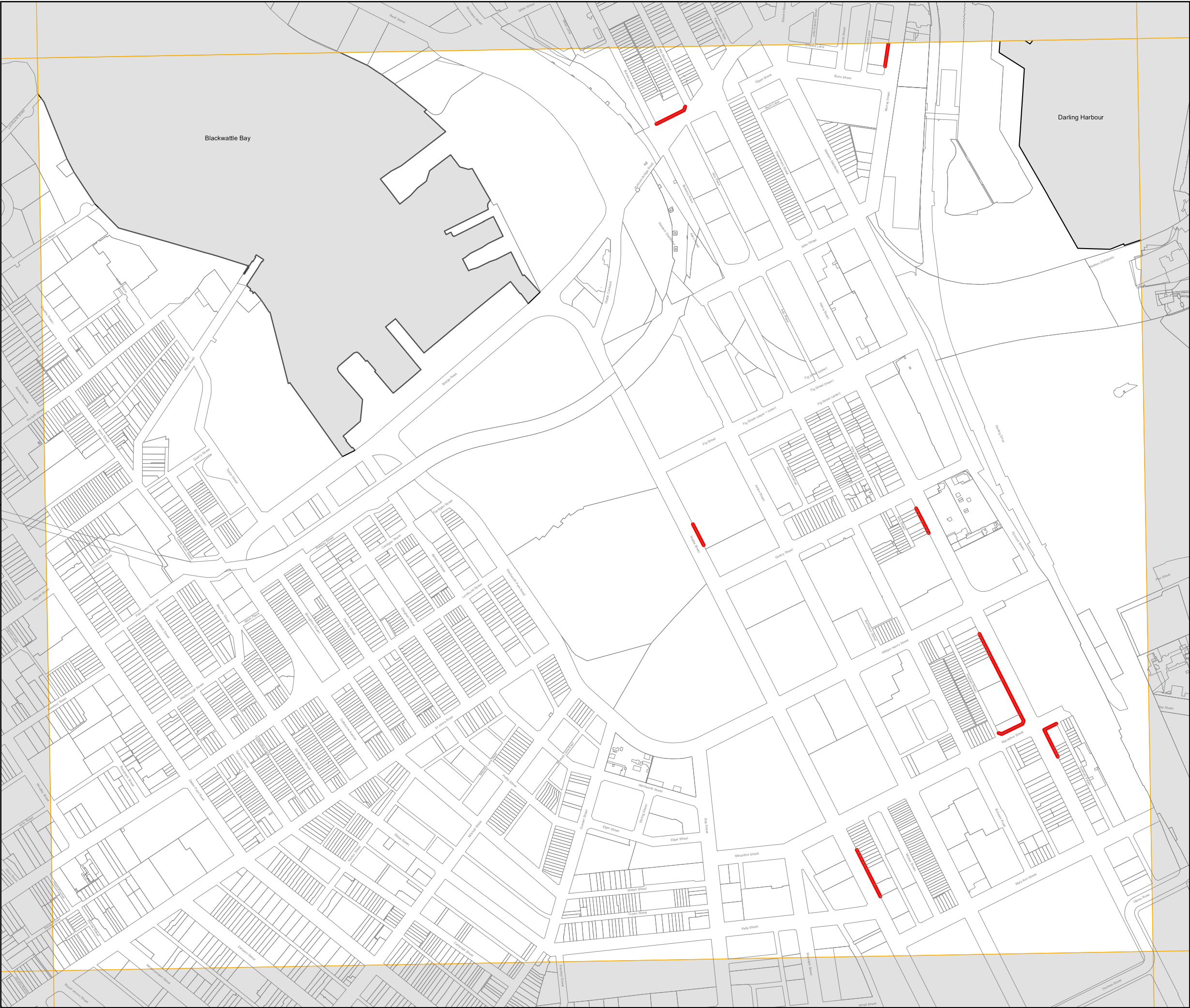
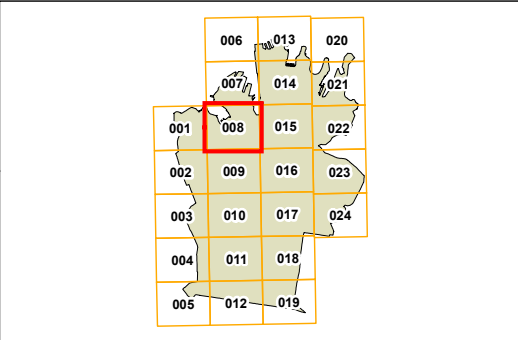
Active Street Frontages
- Sheet ASF_008

Active Street Frontages

Active Street Frontage

Cadastre

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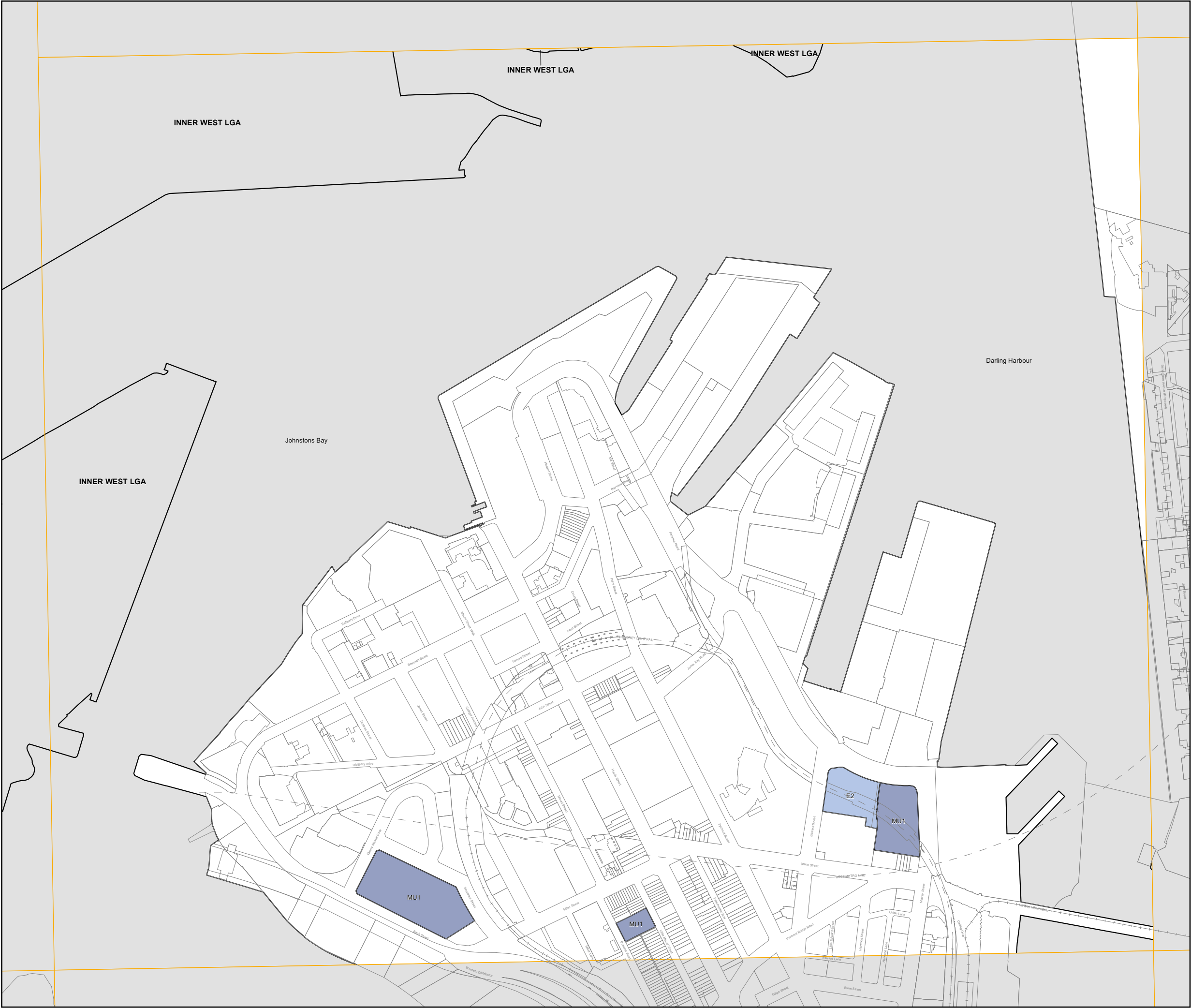
Zone

E2 Commercial Centre

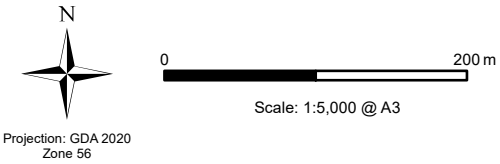
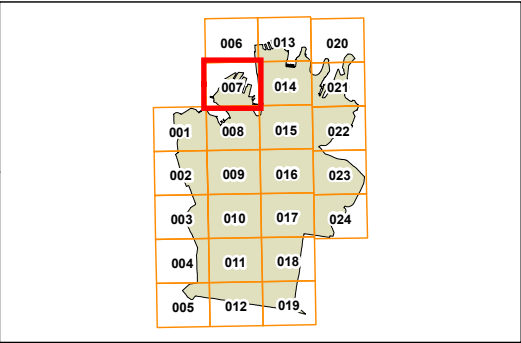
MU1 Mixed Use

Cadastre

Cadastre 14/07/2025 © City of Sydney



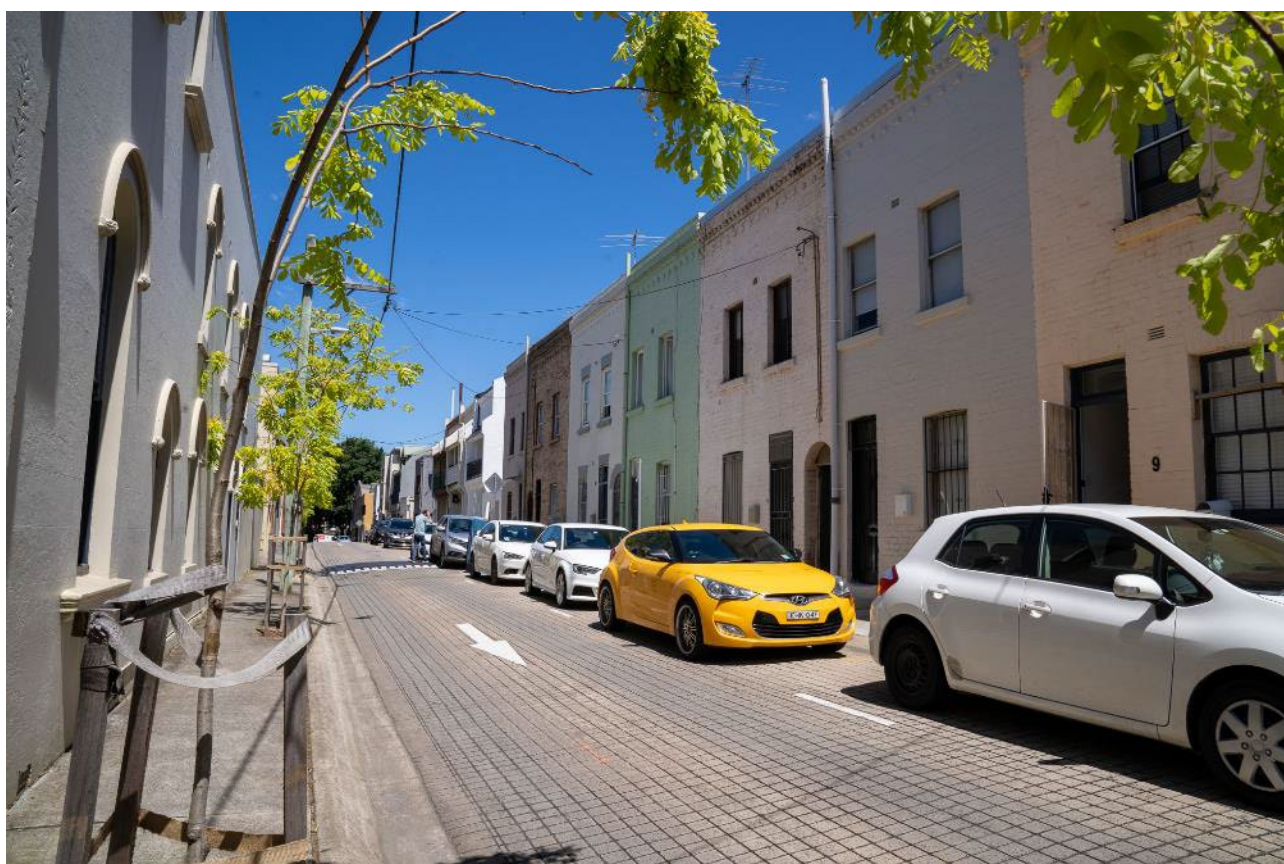
Post-Exhibition



Attachment D

**Amended Draft Sydney Development
Control Plan – Ultimo Pyrmont**

Draft Sydney Development Control Plan 2012 – Ultimo-Pymont



Post-exhibition amendments – explanatory note

This version has been amended in response to public exhibition.

Amendments are indicated throughout the document as follows:

- Red text indicates added text
- ~~Red strikethrough~~ indicates deleted text
- Red frame indicates a newly added map or diagram 
- Yellow frame indicates post-exhibition changes to a map or diagram 

Post-exhibition changes include:

- For clarity, DCP provisions and maps now differentiate where development does and does not utilise incentive building heights or FSR available under clause 6.60B of Sydney LEP 2012. This is largely a restructure of exhibited materials. This has resulted in:
 - o Separate maps and provisions relating to height in storeys and upper-level setbacks for sites with alternative height or FSR.
 - o Separate maps and provisions relating to publicly accessible open space, through-site links, deep soil, ground floor use, active frontage, and awnings and colonnades for 13A-29 Union Street.
- Site specific changes were made, including:
 - o **26-38 Saunders Street:** amendments to the provisions and mapping to better manage wind impacts.
 - o **86-92 Harris Street and 28-48 Wattle Street:** amendments to the mapping to accommodate a different built form.
 - o **1-27 Murray Street, 46-48 Pyrmont Street and 13A-29 Union Street:** amendments to the provisions and mapping to support a mixed-use option, where development does not utilise incentive building heights or FSR available under clause 6.60B of Sydney LEP 2012.
 - o **562-576 Harris Street:** amendments to the provisions and mapping to support a commercial option, where development does utilise incentive building heights or FSR available under clause 6.60B of Sydney LEP 2012.

Please see the report to Council for further explanation of these amendments.

Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont Precinct

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.

Land covered by this plan

This plan applies to all land identified in the Ultimo-Pyrmont, shown in Figure 5.1 Specific Areas.

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. Replace Figure 5.1 Specific areas map in accordance with the new map provided at Appendix 1.
 2. Insert a new sub-section at the end of Section 5 in accordance with Appendix 2.
 3. Amend DCP map sheets 7 and 8 in accordance with Figures provided in Appendix 2.
-

Appendix 1

Update Figure 5.1 to show the Figure provided below:

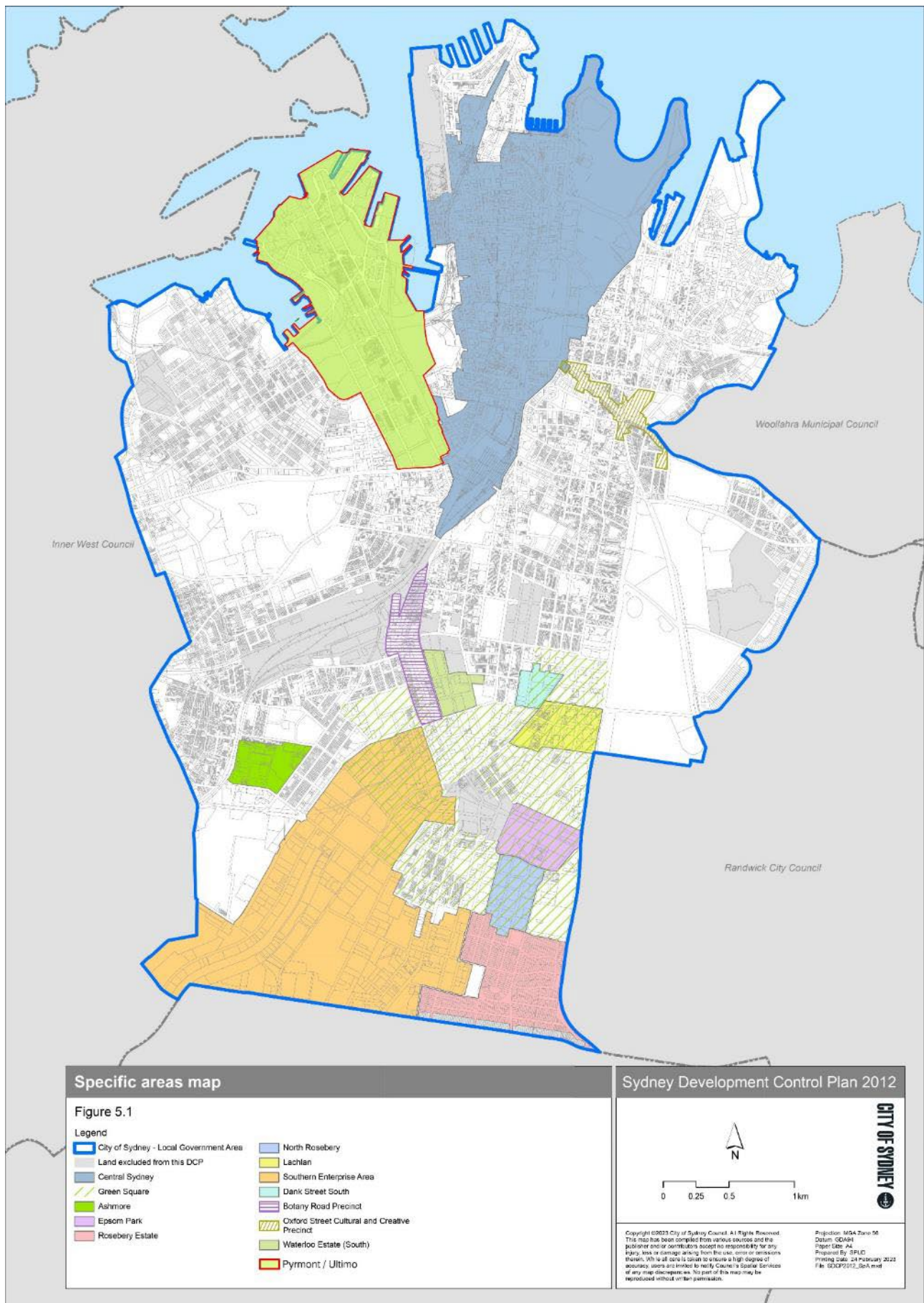


Figure 1 Specific Areas Map

Appendix 2

5.X Ultimo-Pyrmont

This section applies to the land identified as the Ultimo-Pyrmont in Figure 5.1 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.

The Ultimo-Pyrmont area has been divided into six groups for the purposes of this DCP, as outlined in Table 1 Sites included and

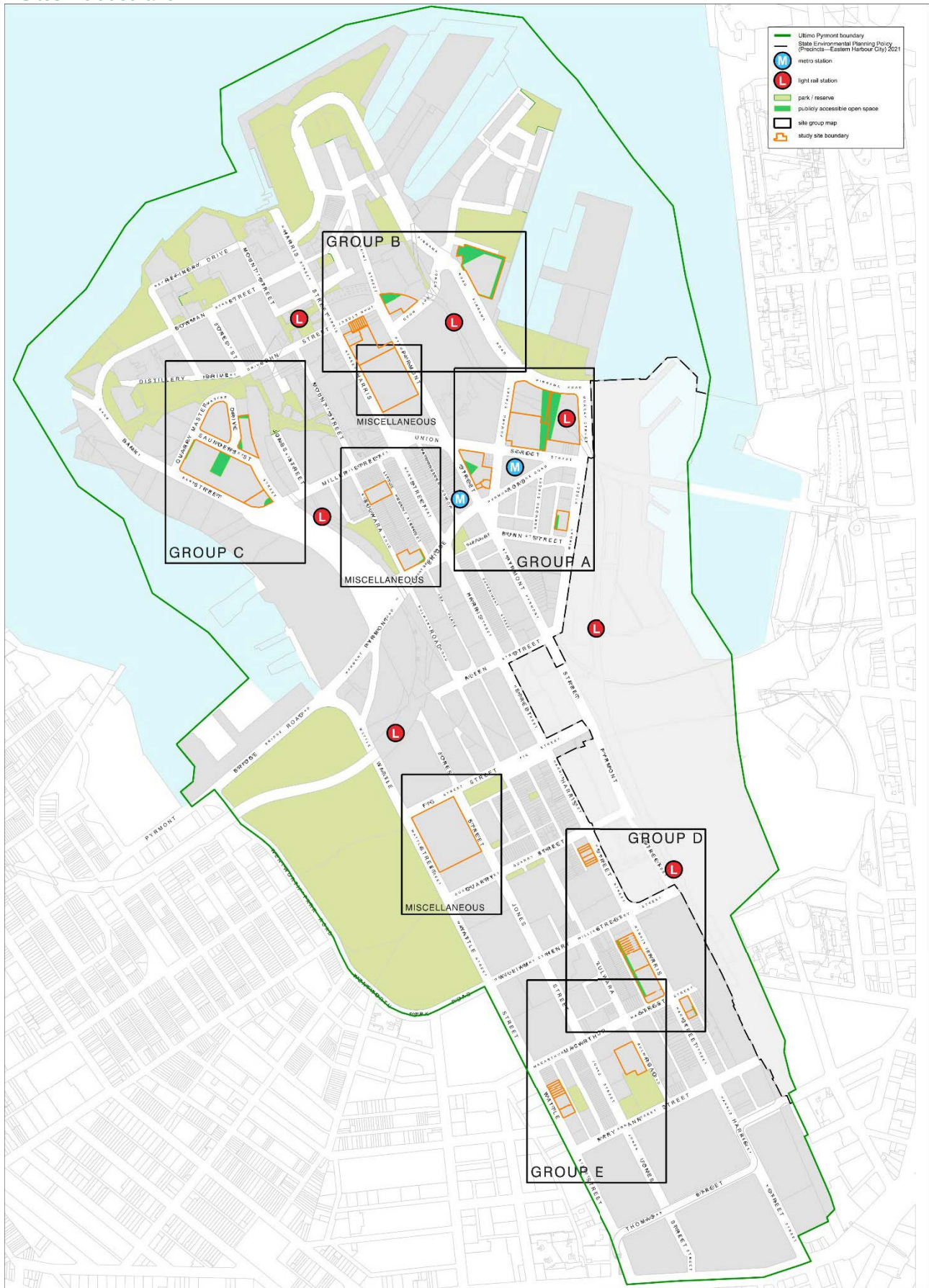


Figure 2 Groups of sites included

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. 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 which does not utilise incentive planning controls available under Clause XX of the Sydney LEP 2012.

Table 1 Sites included

Area	Sites
Group A – Metro Station	13A-29 Union Street Pyrmont 69-71 Edward Street Pyrmont 2 Edward Street Pyrmont 60 Union Street Pyrmont 1-27 Murray Street Pyrmont 55 Murray Street Pyrmont 102 Pyrmont Street Pyrmont
Group B - John Street	79-93 John Street Pyrmont 12 Pyrmont Street Pyrmont 14-18 Pyrmont Street Pyrmont 48 Pirrama Road Pyrmont 80-84 Harris Street Pyrmont 86-92 Harris Street Pyrmont
Group C - Saunders Street	26-38 Saunders Street Pyrmont 14 Quarry Master Drive Pyrmont 1-33 Saunders Street Pyrmont 140-148 Bank Street Pyrmont 20-28 Bulwara Road Pyrmont 46-48 Pyrmont Bridge Road Pyrmont
Group D - Harris Street Ultimo	469-471 Harris Street Ultimo 473-475 Harris Street Ultimo 477-479 Harris Street Ultimo 481-483 Harris Street Ultimo 535-547 Harris Street Ultimo 549-559 Harris Street Ultimo 561-577 Harris Street Ultimo 562-576 Harris Street Ultimo 383 -389 Bulwara Road Ultimo
Group E - Wattle Street	446-456 Wattle Street Ultimo 458-468 Wattle Street Ultimo 470 Wattle Street Ultimo
Miscellaneous sites	100 Harris Street Pyrmont 46-48 Pyrmont Bridge Road Pyrmont 20-28 Bulwara Road Pyrmont 28-48 Wattle Street Ultimo 50-54 Wattle Street Ultimo

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 3 Ultimo-Pyrmont Urban Strategy Map

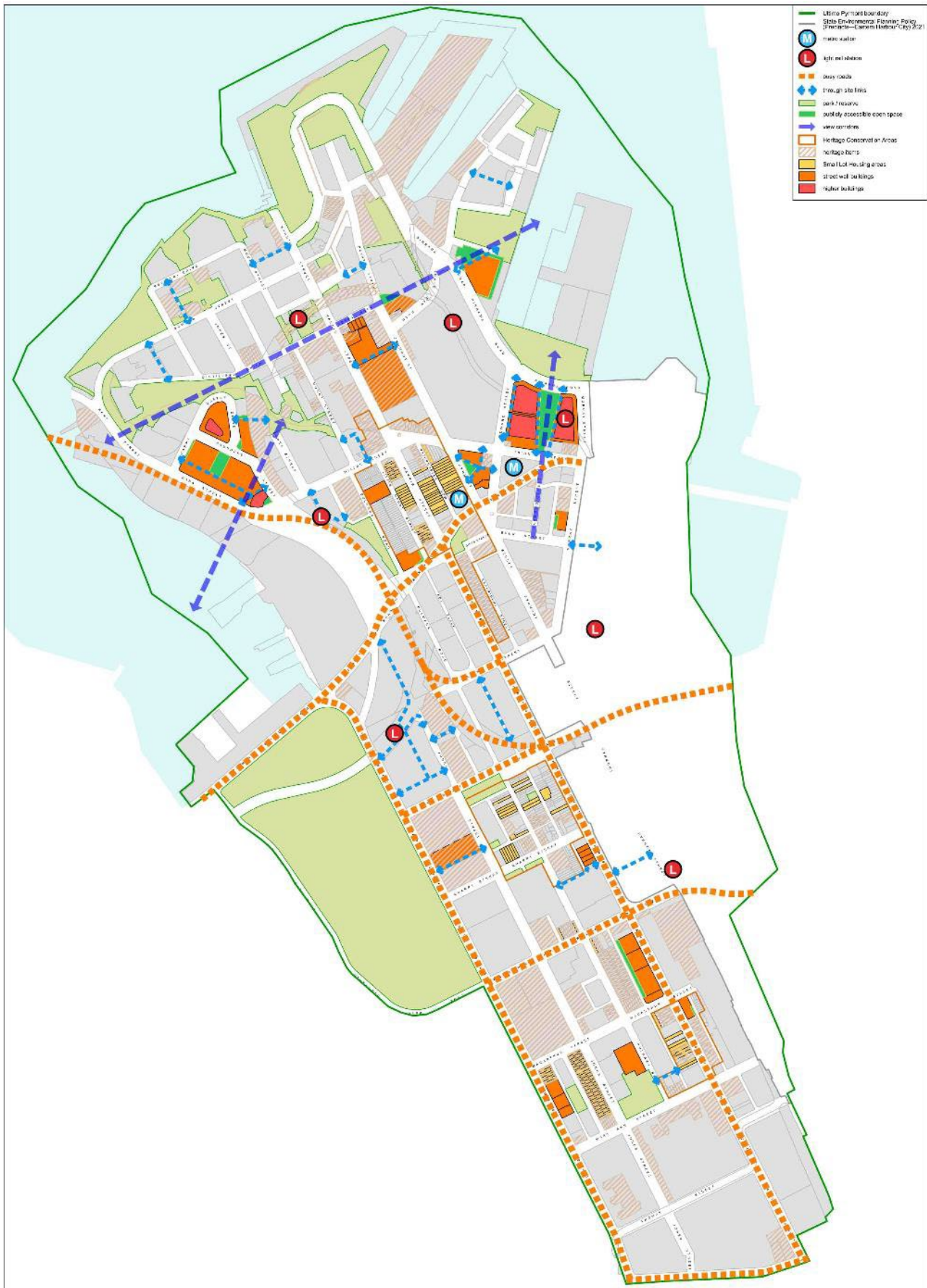


Figure 3 Ultimo-Pyrmont Urban Strategy Map

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 Pymont 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 Figures 4 to 9, buildings are to be set back to increase pedestrian safety and amenity.
- (2) Development is to provide publicly accessible open space in accordance with Figures 10 to 15.
- (3) Despite 5.X.2(2) where 13A-29 Union Street Pymont 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 75
- (4) Where identified by Figures 10 to 15, accessible through-site links are to be provided to ensure unencumbered public pedestrian accessibility across Ultimo Pymont and surrounds.
- (5) Despite 5.X.2(4) where 13A-29 Union Street Pymont 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 75.
- (6) Where through-site links require a lift, the lift provided is to be exclusively for the through-site link.
- (7) The through-site link at 60 Union Street Pymont and 2 Edward Street Pymont is to be in accordance with the elevations at Figures 16A and 16B.
- (8) Building arrangement and through-site link at 28-48 Wattle Street Ultimo is to be in accordance with the sections at Figures 17A and 17B.
- (9) Driveways and vehicle access points are only to be provided where shown on Figures 18 to 23.



Figure 4 Group A – Metro Sites - Street Level Setbacks map

[Public exhibition note: Figure 5 Group B - John Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]

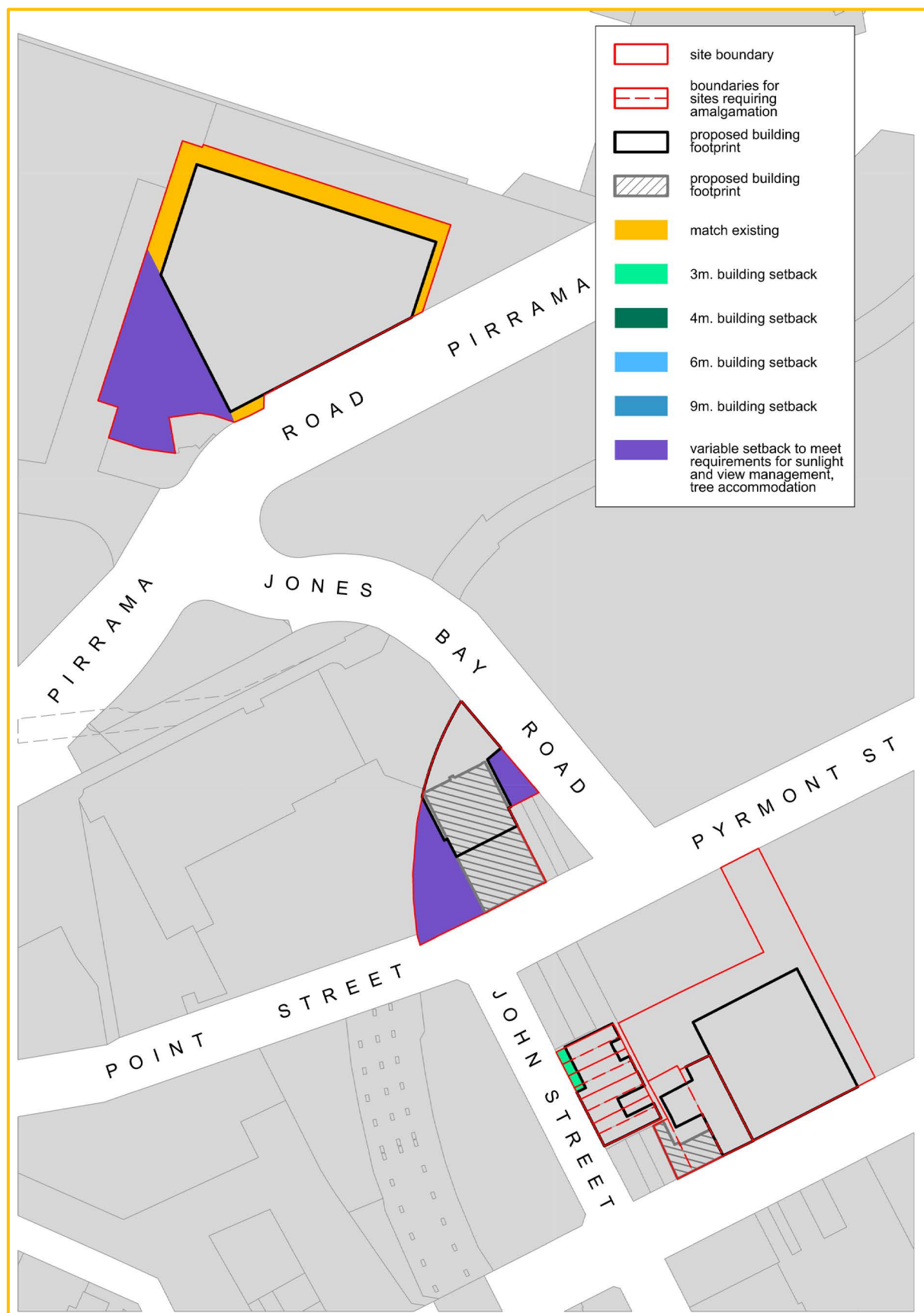


Figure 5 Group B - John Street - Street Level Setbacks map

[Public exhibition note: Figure 5 Group B - John Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]

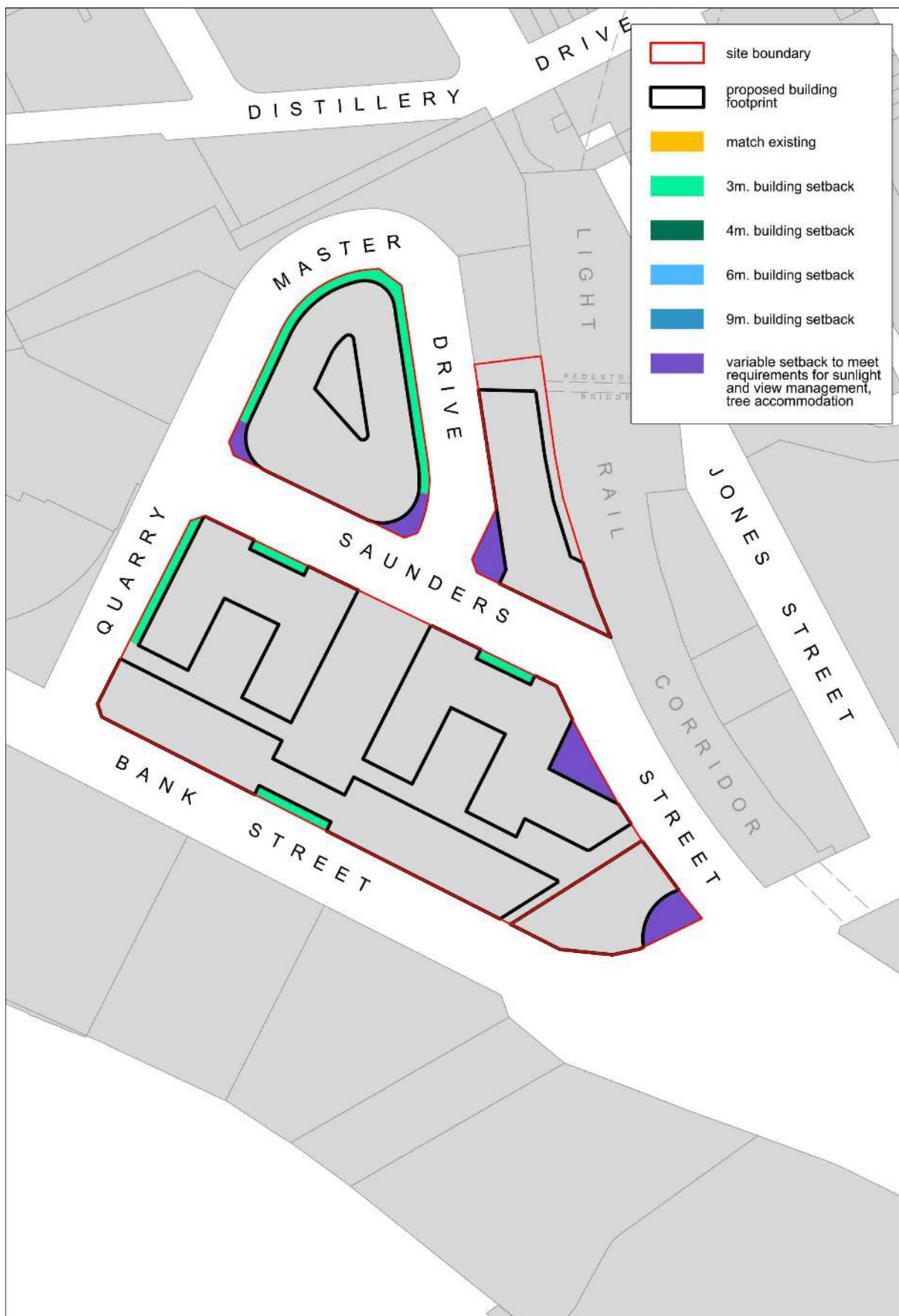


Figure 6 Group C - Saunders Street - Street Level Setbacks map

[Public exhibition note: Figure 6 Group C - Saunders Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]



Figure 7 Group D - Harris Street Ultimo - Street Level Setbacks map

[Public exhibition note: Figure 7 Group D - Harris Street Ultimo - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Building Setback and Alignment map.]



Figure 8 Group E - Wattle Street - Street Level Setbacks map

[Public exhibition note: Figure 8 Group E - Wattle Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]



Figure 9 Miscellaneous Sites - Street Level Setbacks map

Public exhibition note: Figure 9 Miscellaneous Sites - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]



Figure 10 Group A – Metro Sites - Pedestrian Accessibility Map

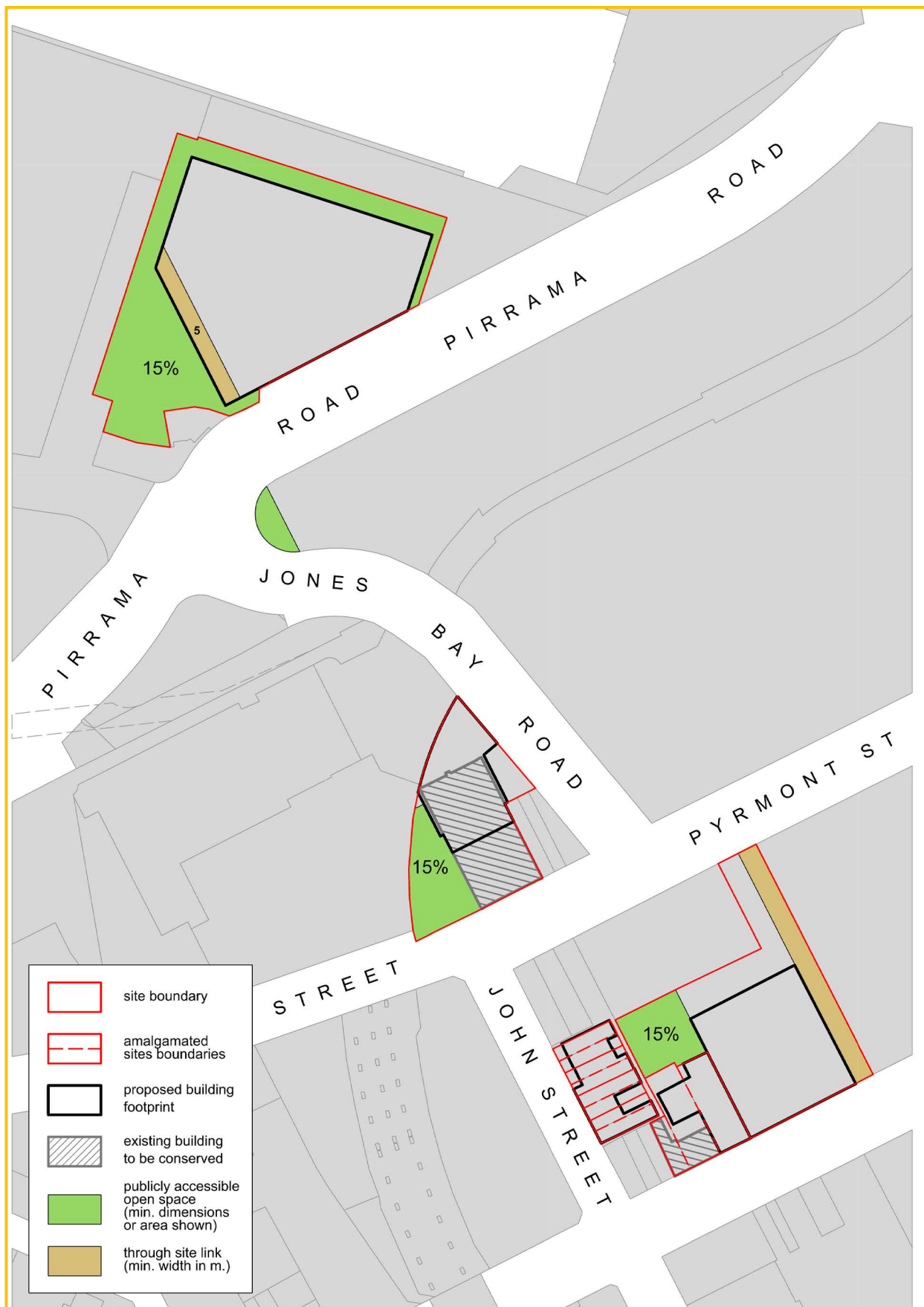
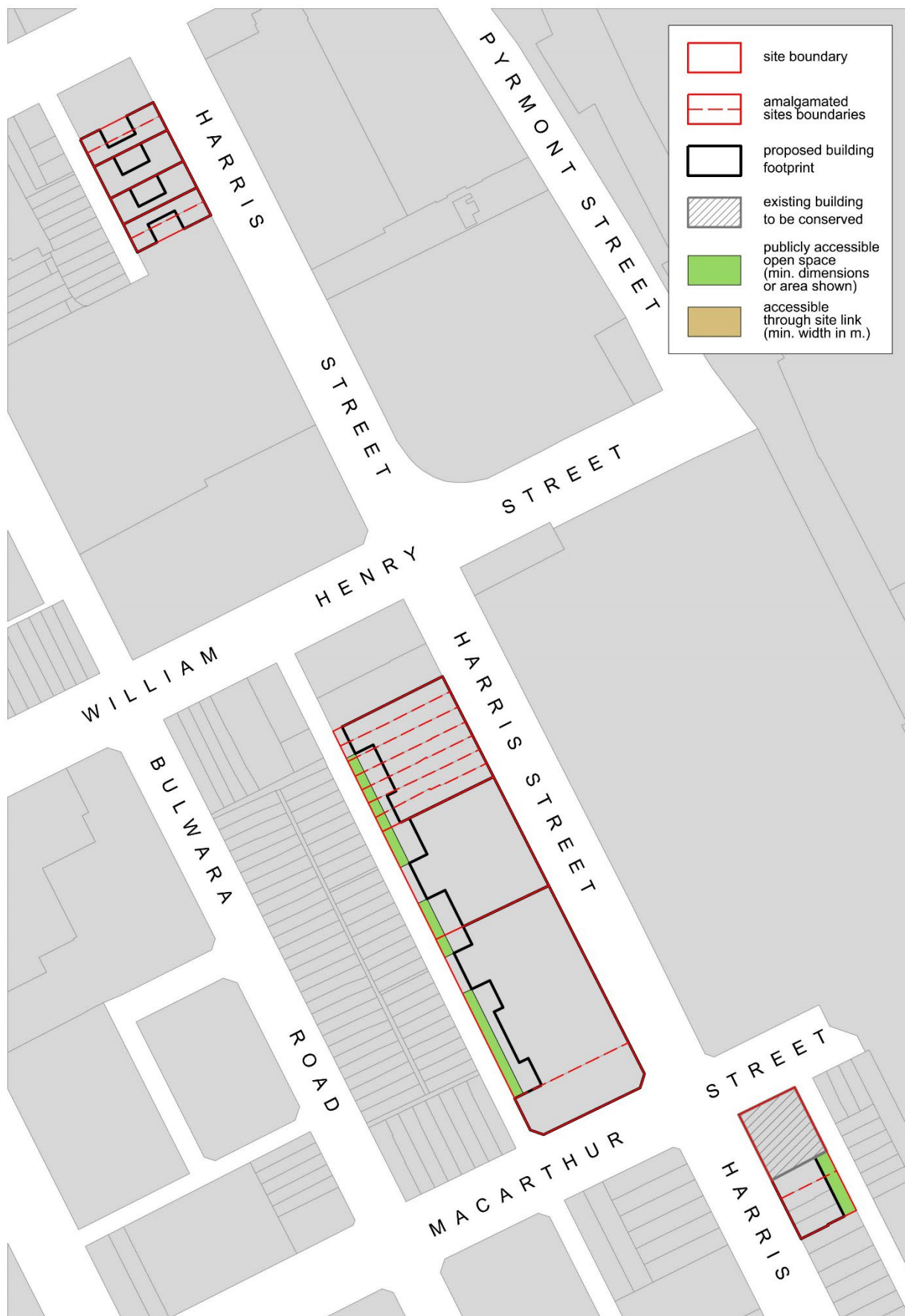


Figure 11 Group B - John Street - Pedestrian Accessibility Map



Figure 12 Group C - Saunders Street - Pedestrian Accessibility Map



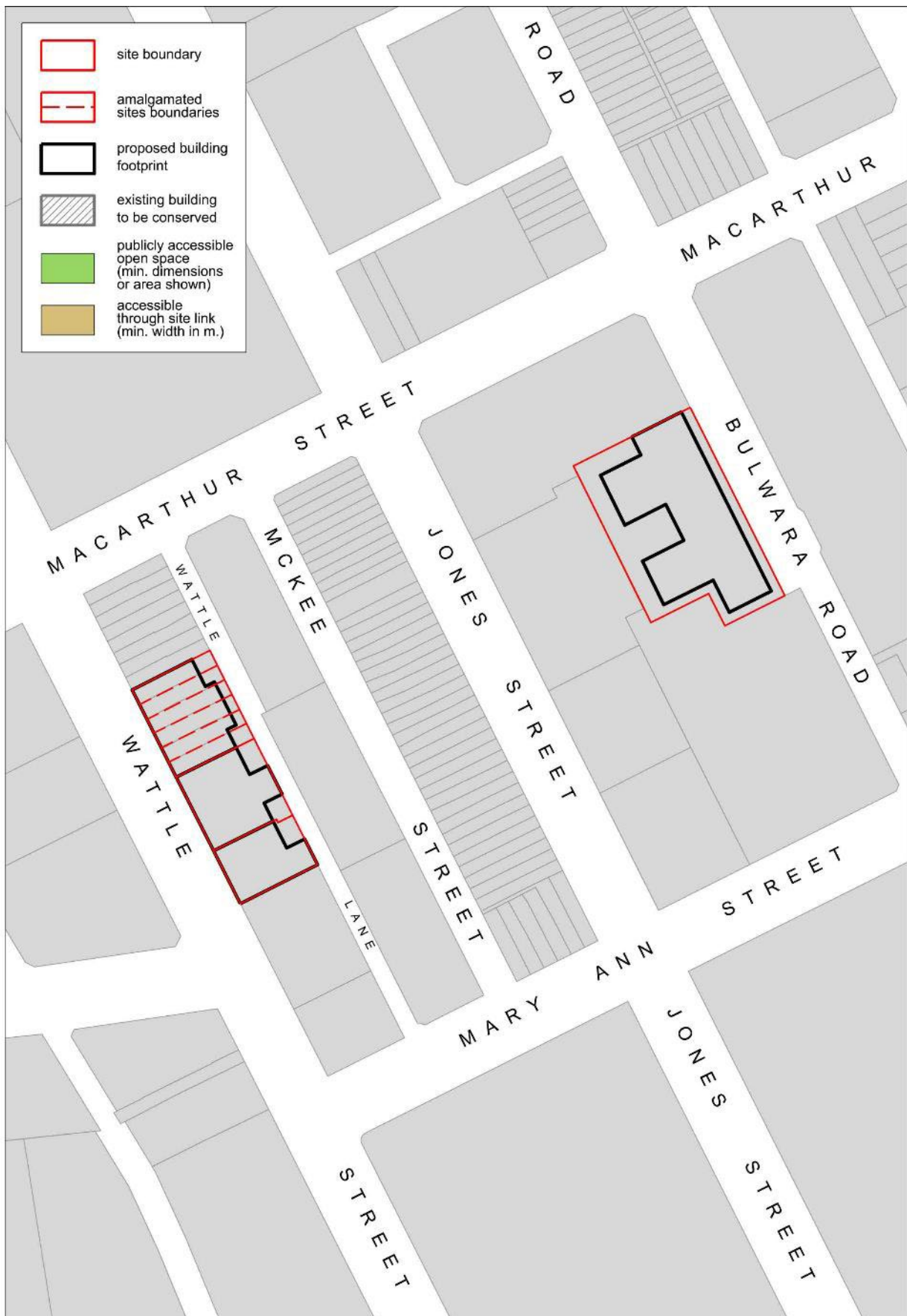


Figure 14 Group E - Wattle Street - Pedestrian Accessibility Map

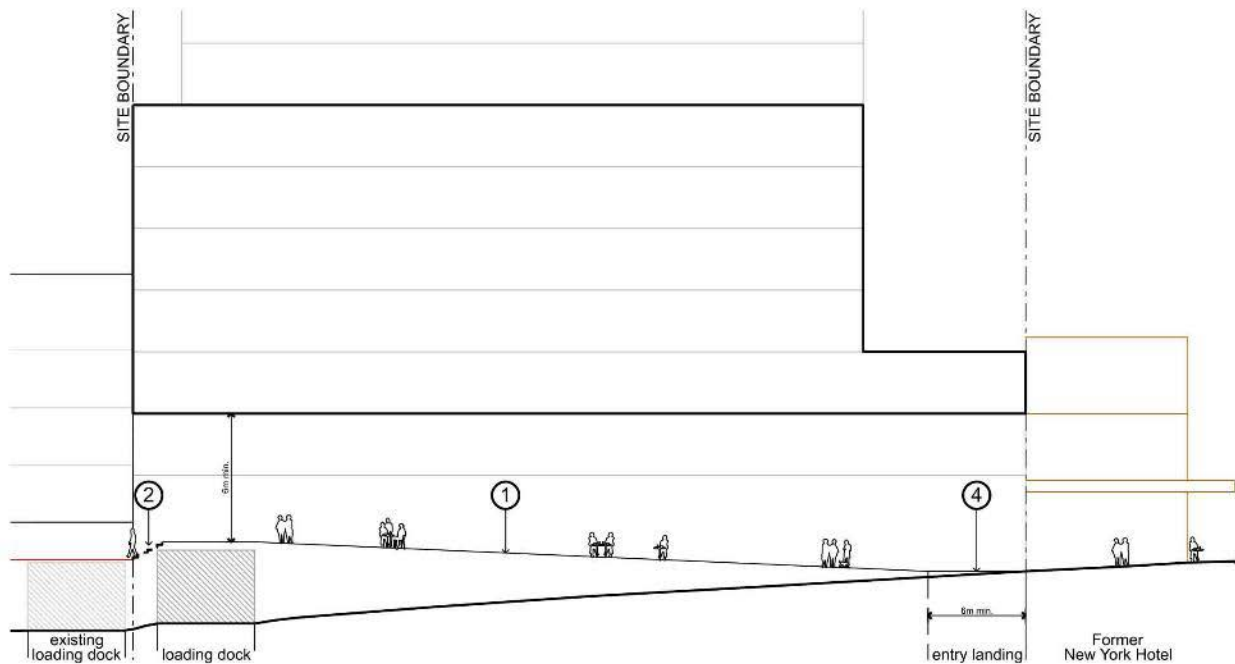


Figure 15 Miscellaneous Sites - Pedestrian Accessibility Map

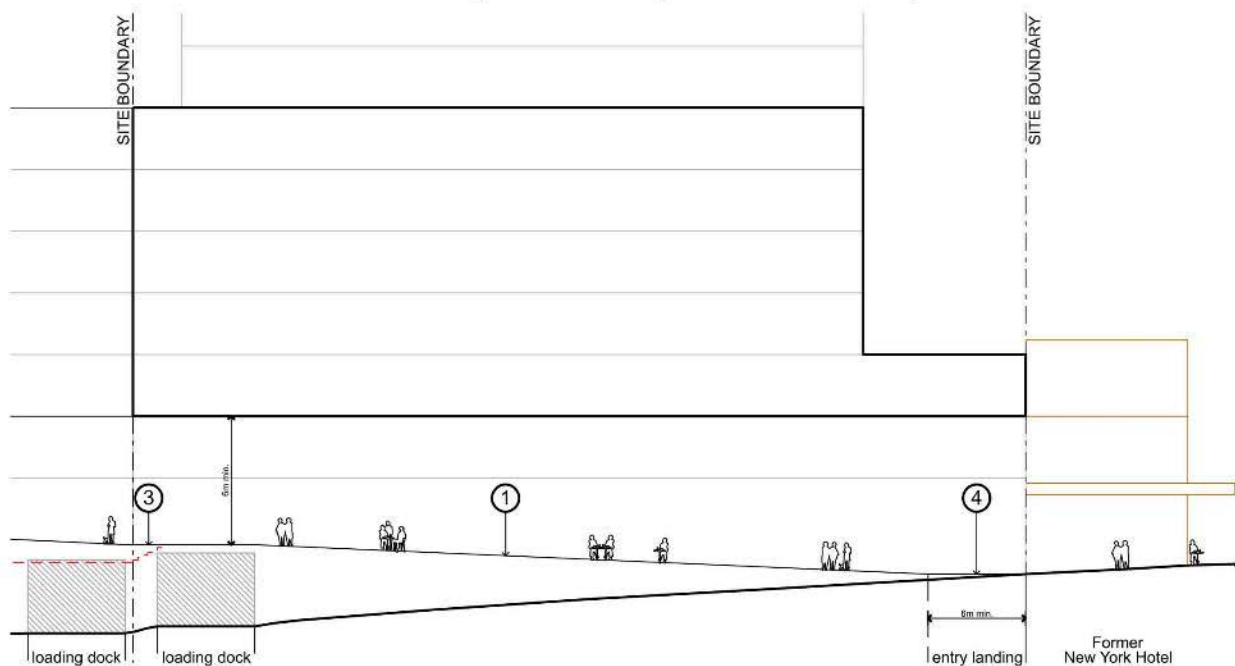
LEGEND

- ① public accessible light rail over bridge (min. min 6m width and fully covered for weather protection), provides a connection for all people from Union Street to Pirrama Road
- ② stairs provides an interim solution to connect to existing 2 Edward Street pedestrian link
- ③ connection future-proofed for integration with redevelopment of 2 Edward Street
- ④ pedestrian link meets Edward Street next to heritage listed New York Hotel building (min. 6m entry width)

NOTE: all ramps, stairs, lifts, handrails, etc., are to comply with AS 1428 .1, .2, .3, and .4



**Edward Street light rail crossing at 60 Union Street –
interim integration with existing 2 Edward Street development**



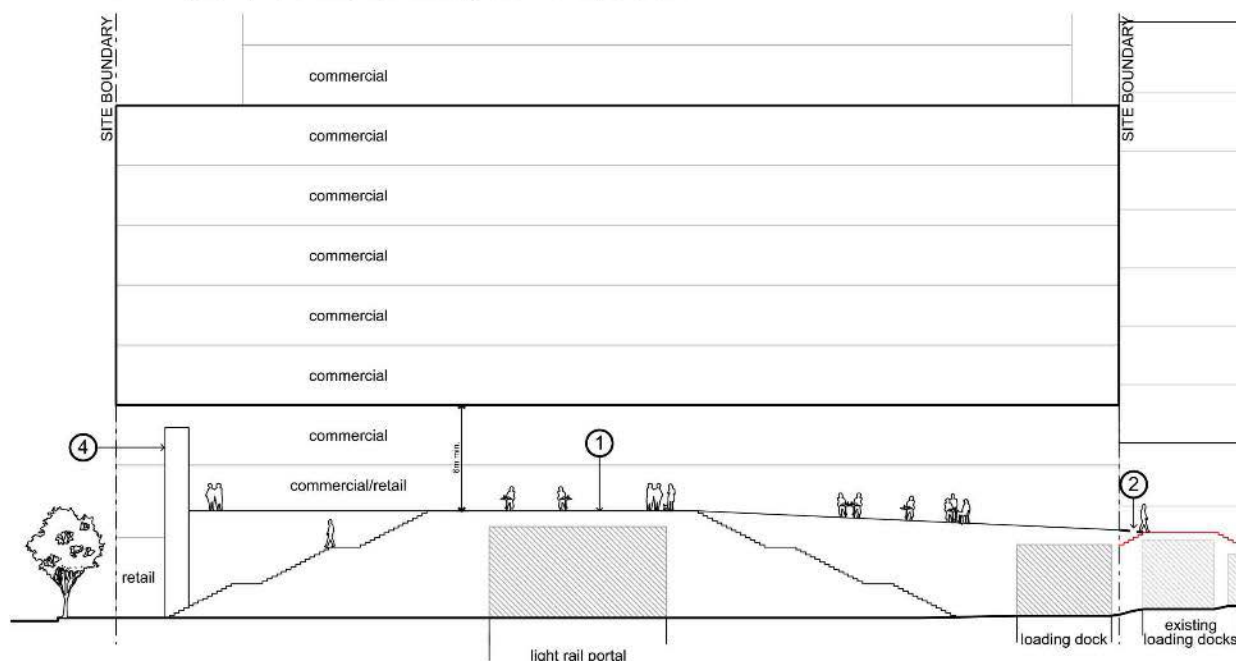
**Edward Street light rail crossing at 60 Union Street –
future integration with 2 Edward Street when redevelopment**

Figure 16A Elevation showing Edward Street light rail crossing at 60 Union Street – interim and future integration with 60 Union Street

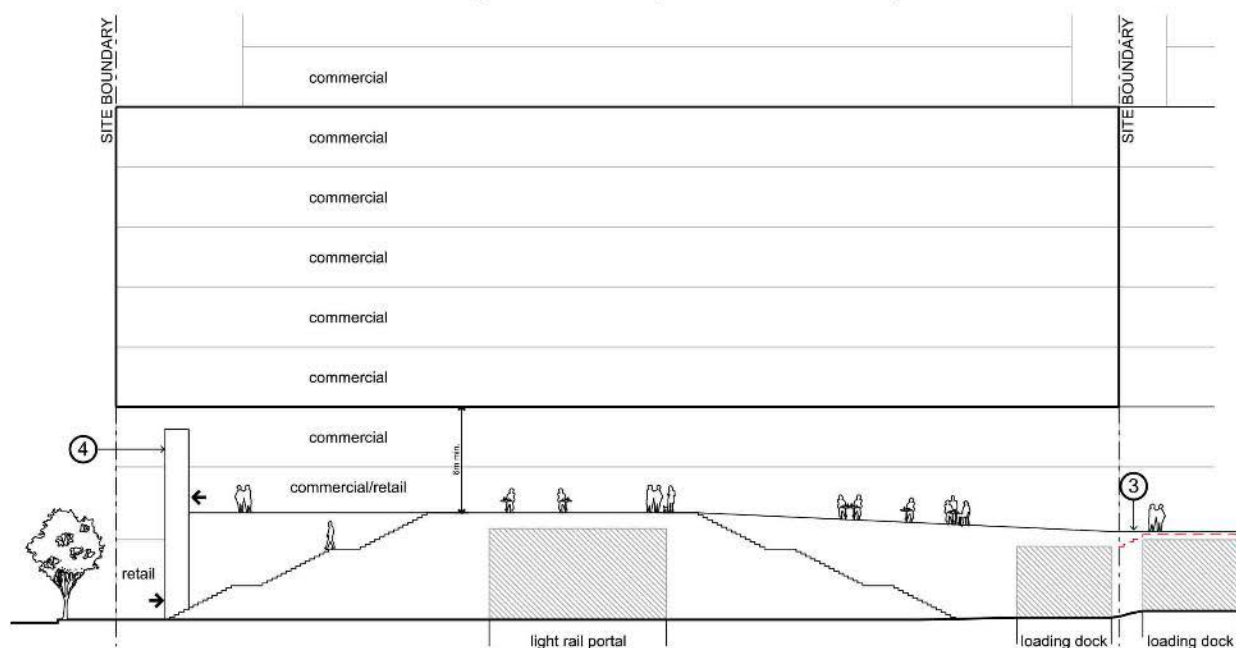
LEGEND

- ① public accessible light rail over bridge (min. min 6m width and fully covered for weather protection), provides a connection for all people from Union Street to Pirrama Road
- ② step ramp provides an interim solution to connect to existing 60 Union Street pedestrian link
- ③ connection future-proofed for integration with redevelopment of 60 Union Street
- ④ new through-lift provides public access from Pirrama Road to light rail over bridge

NOTE: all ramps, stairs, lifts, handrails, etc., are to comply with AS 1428 .1, .2, .3, and .4



**Edward Street light rail crossing at 2 Edward Street –
interim integration with existing 60 Union Street development**



**Edward Street light rail crossing at 2 Edward Street –
future integration with 60 Union Street when redevelopment**

Figure 16B Elevation showing Edward Street light rail crossing at 2 Edward Street – interim and future integration with 60 Union Street

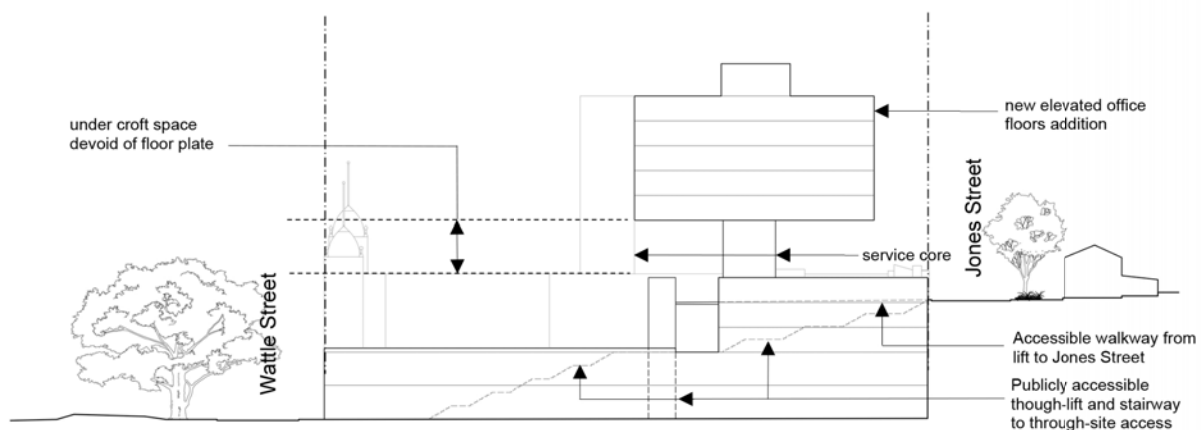


Figure 17A Section of the building arrangement and through-site link at 28-48 Wattle Street Ultimo.

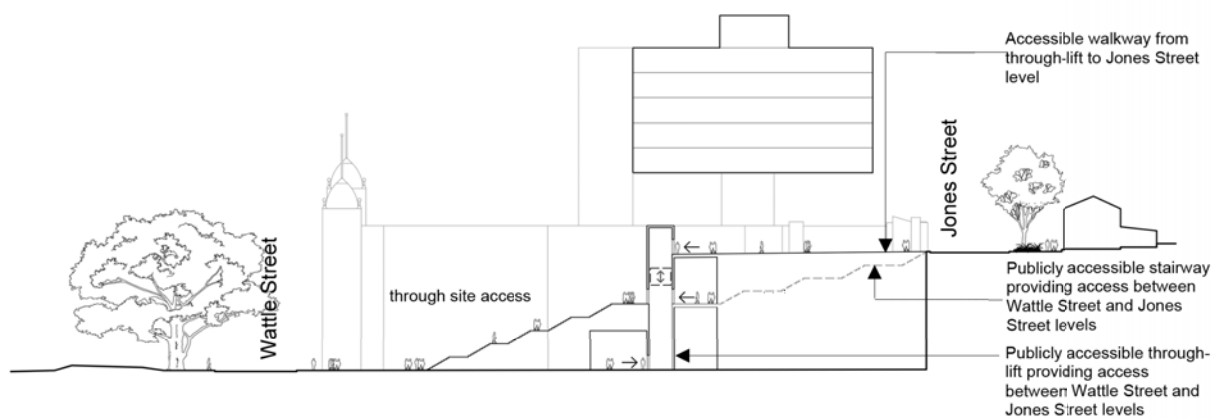


Figure 17B Section of the through-site link at 28-48 Wattle Street Ultimo.

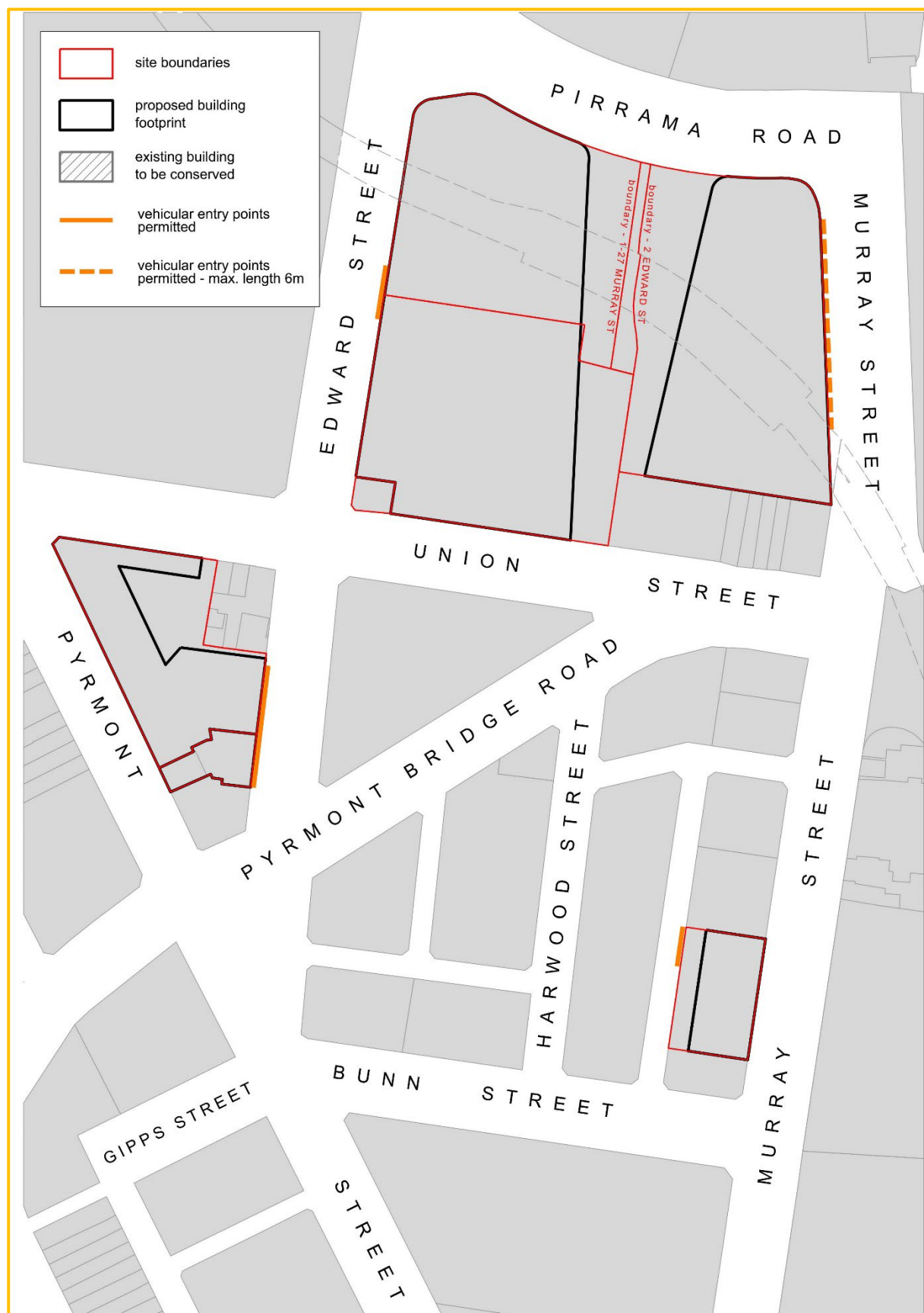


Figure 18 Group A - Metro Station Vehicle Entry Locations Map

[Public exhibition note: Figure 19 Group B - John Street Vehicle Entry Locations Map is provided for public exhibition purposes only, and shows where this draft DCP will amend the *Pedestrian Priority map*.]

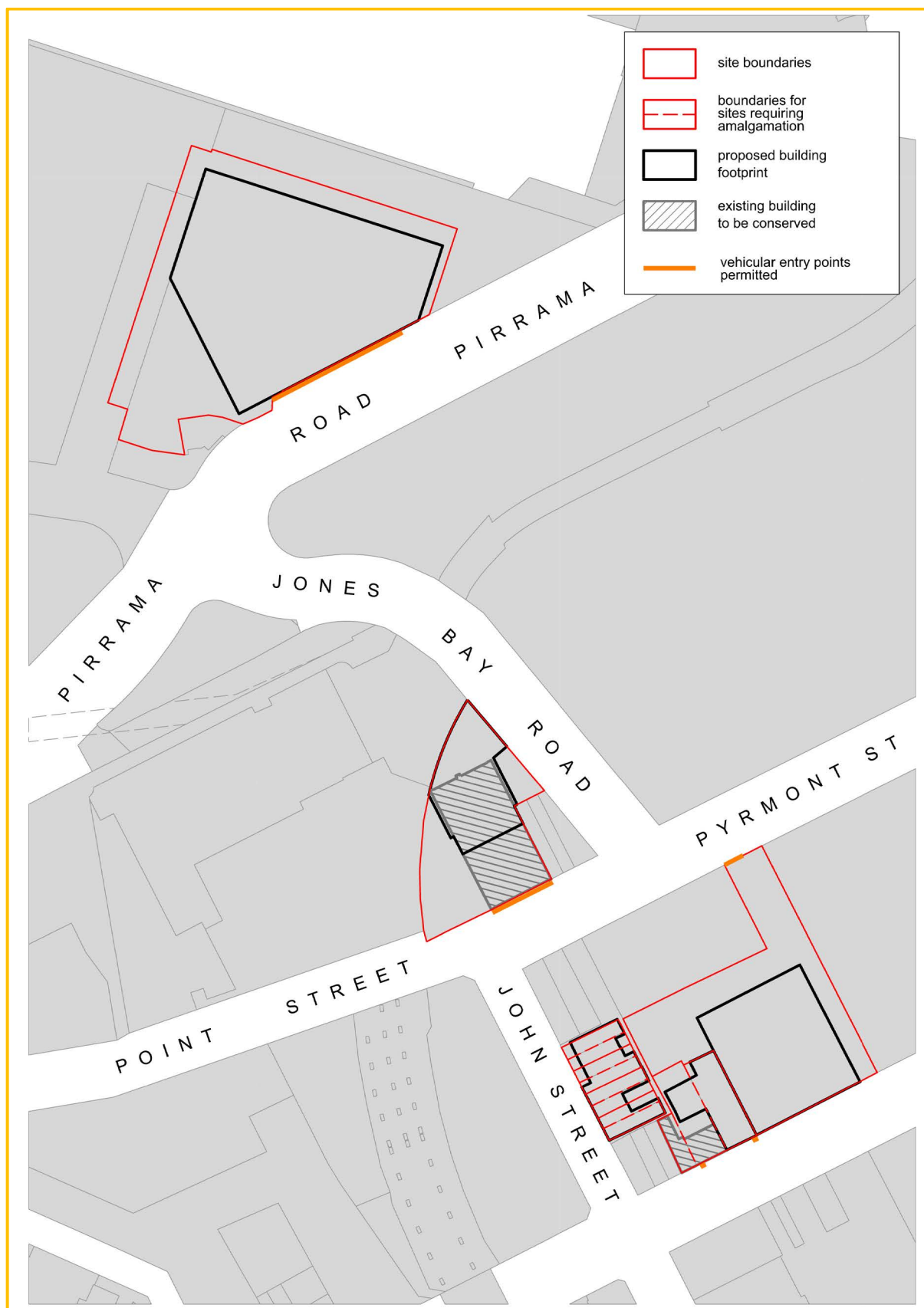


Figure 19 Group B - John Street Vehicle Entry Locations Map

[Public exhibition note: Figure 19 Group B - John Street Vehicle Entry Locations Map is provided for public exhibition purposes only, and shows where this draft DCP will amend the *Pedestrian Priority map*.]

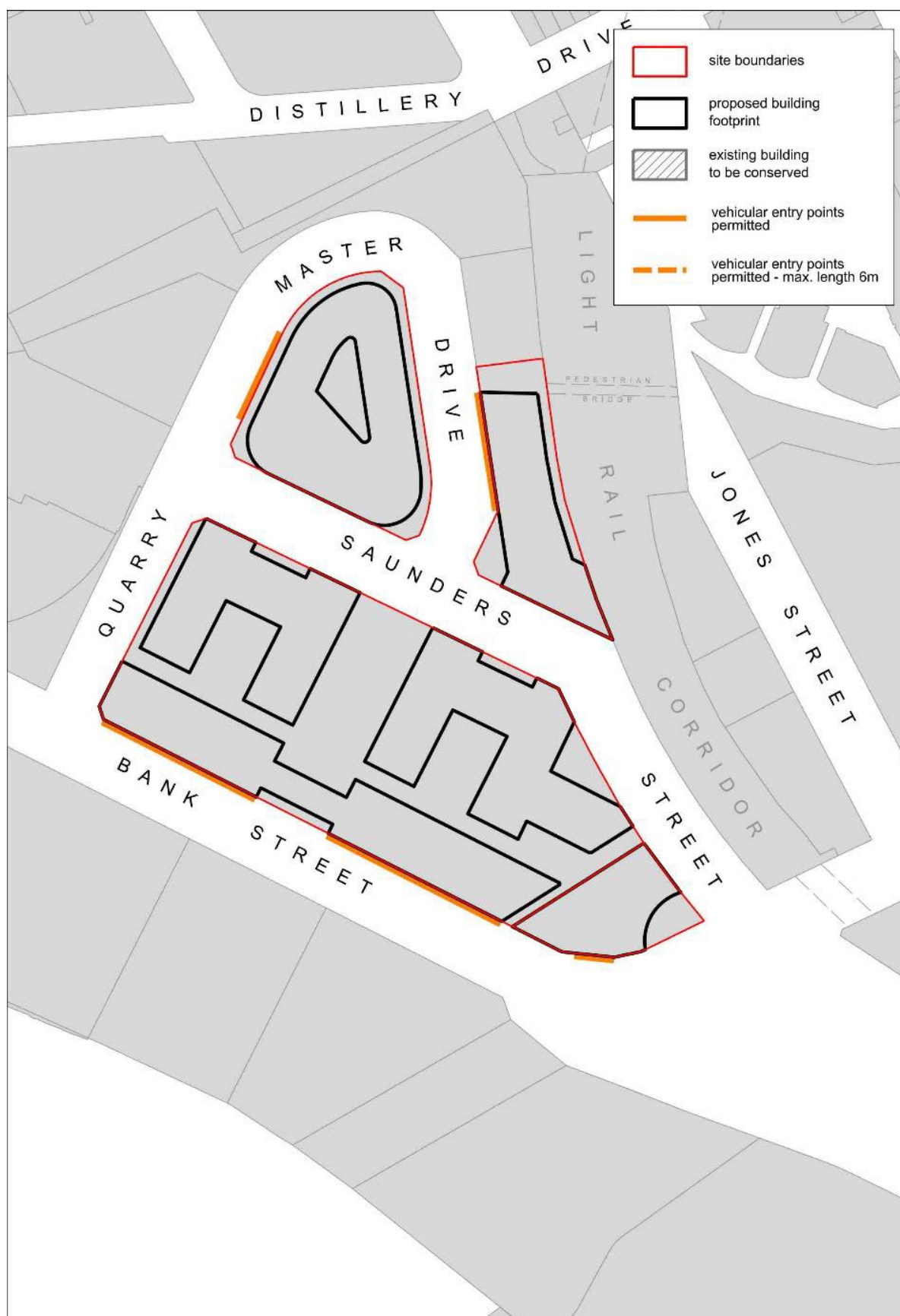


Figure 20 Group C - Saunders Street Vehicle Entry Locations Map

[Public exhibition note: Figure 20 Group C - Saunders Street Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the Pedestrian Priority map.]

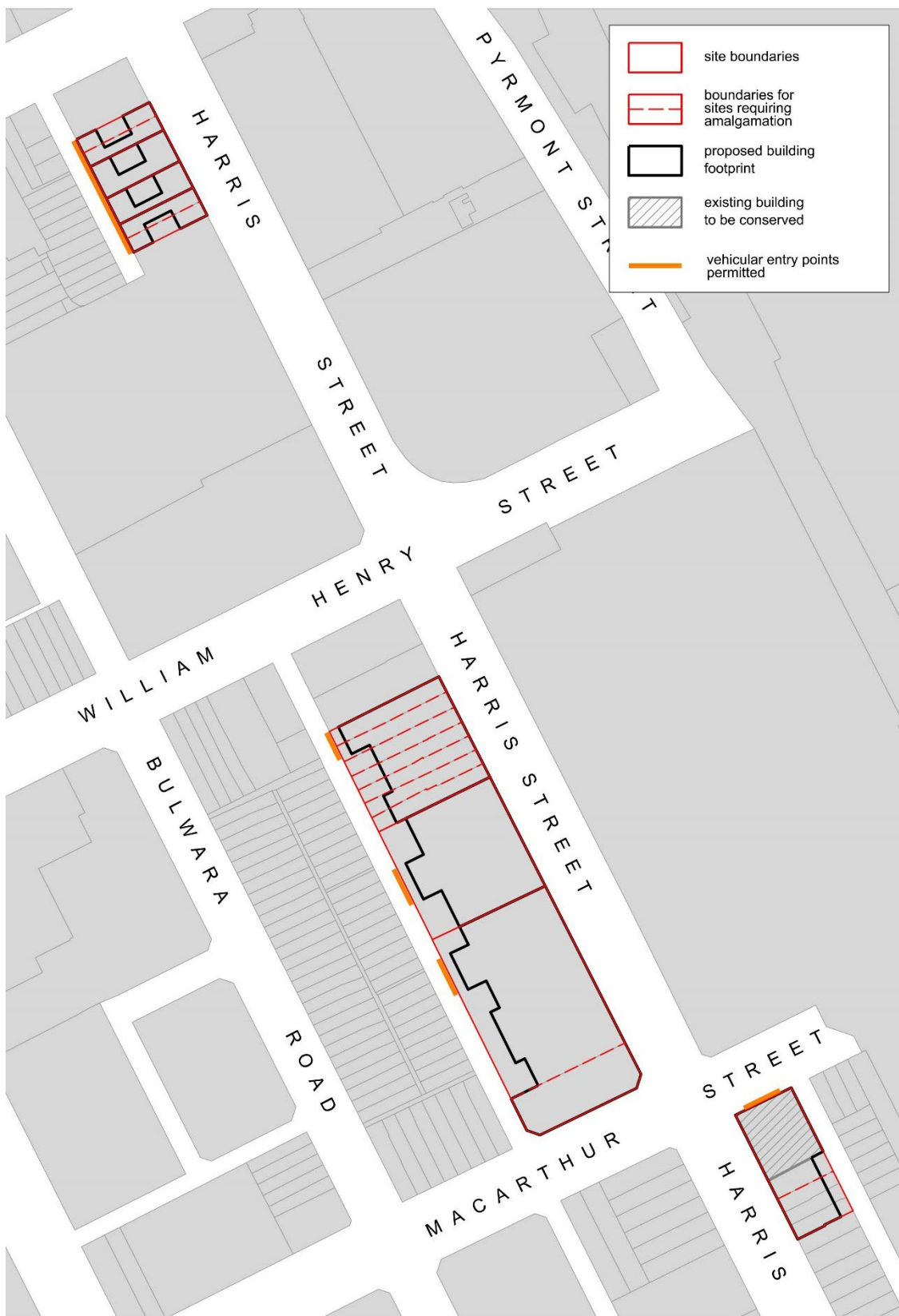


Figure 21 Group D - Harris Street Ultimo Vehicle Entry Locations Map

[Public exhibition note: Figure 21 Group D - Harris Street Ultimo Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the Pedestrian Priority map.]

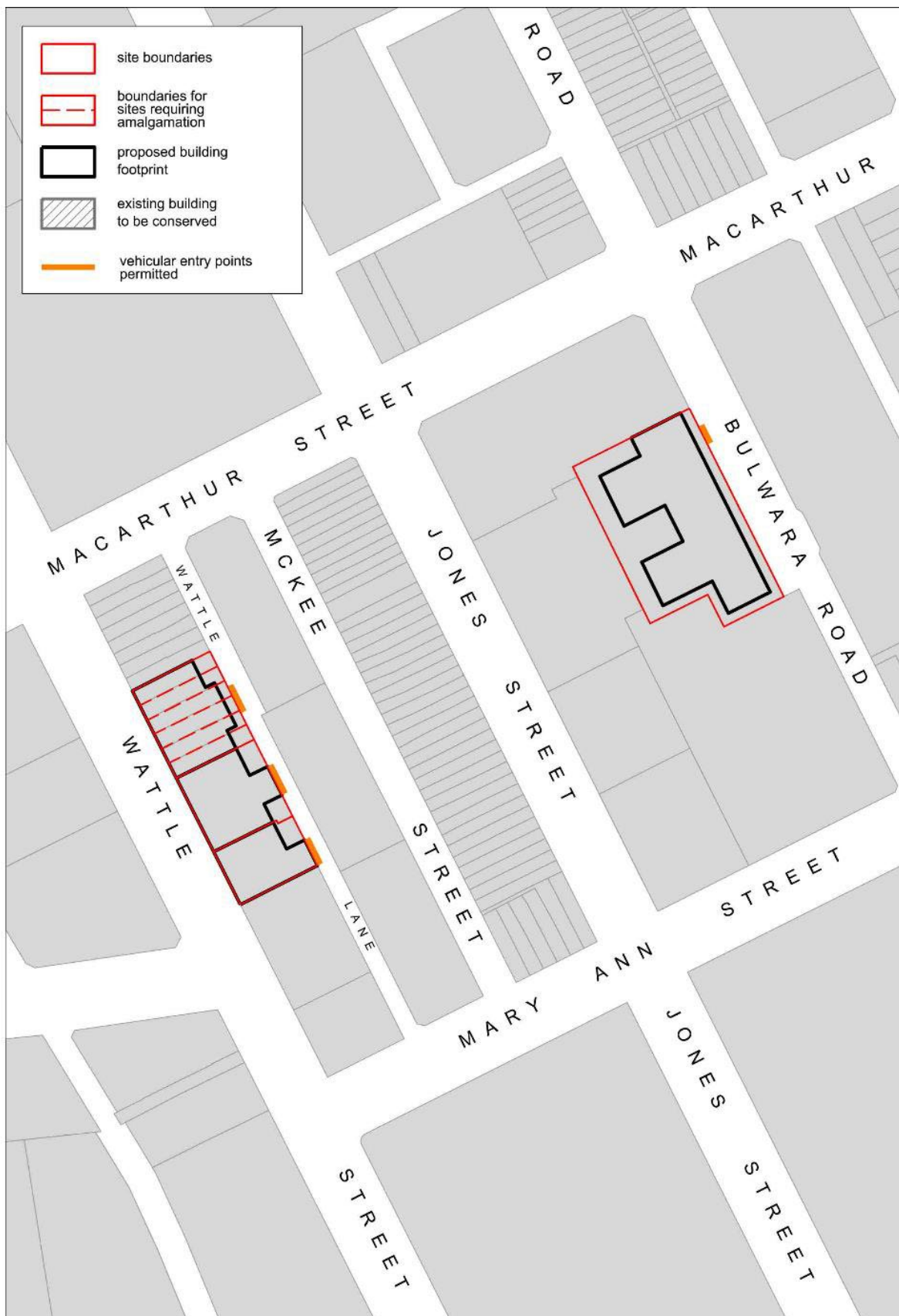


Figure 22 Group E - Wattle Street Vehicle Entry Locations Map

[Public exhibition note: Figure 22 Group E - Wattle Street Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the *Pedestrian Priority map*.



Figure 23 Miscellaneous Sites - Vehicle Entry Locations Map

[Public exhibition note: Figure 23 Miscellaneous Sites - Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the *Pedestrian Priority map*.

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 Figures 24 to 29.
- (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 75.
- (4) Street tree plantings to be provided in accordance with the City of Sydney Street Tree Planting Masterplan.



Figure 24 Group A - Metro Station - Deep Soil Areas Map

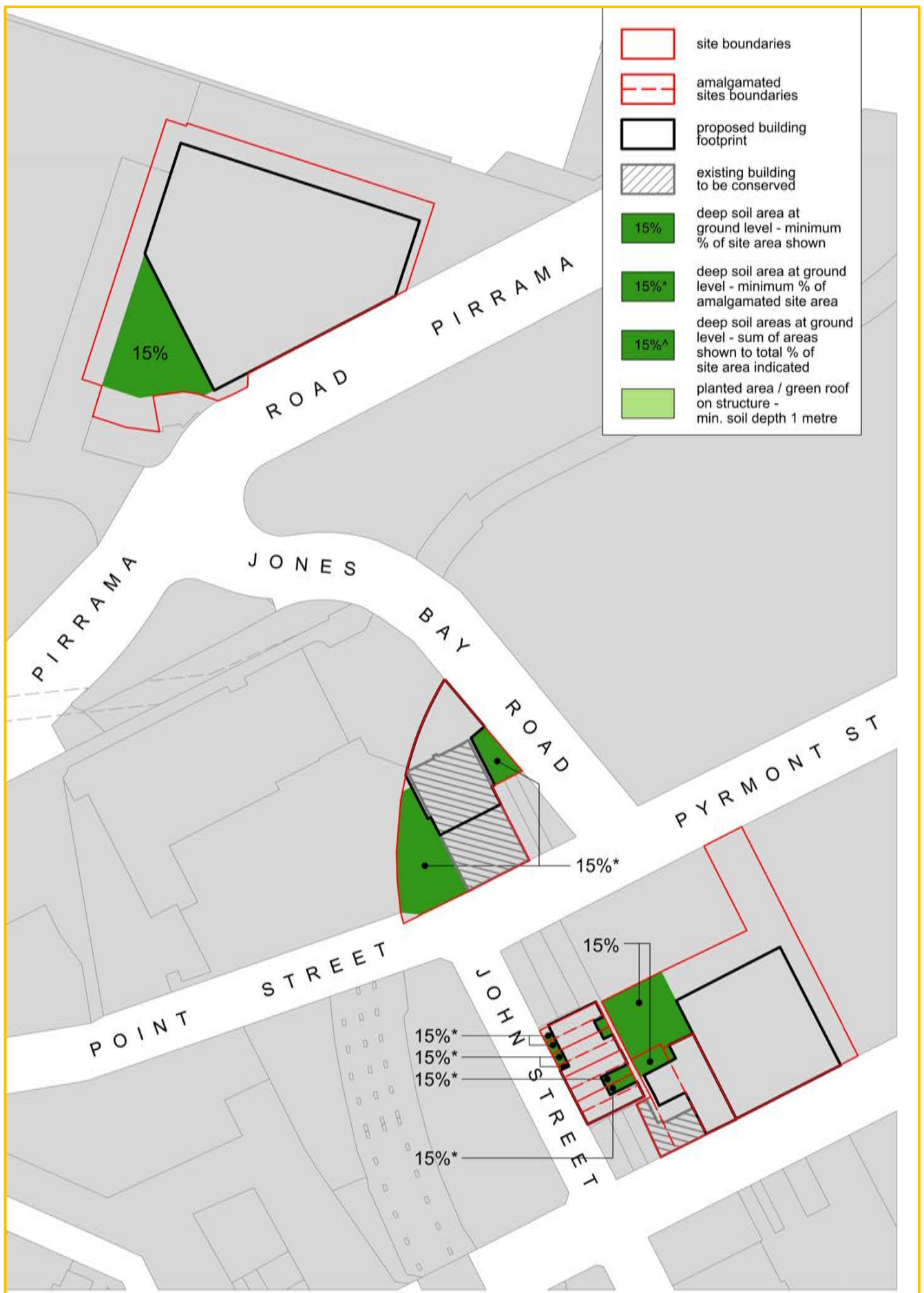


Figure 25 Group B - John Street - Deep Soil Areas Map

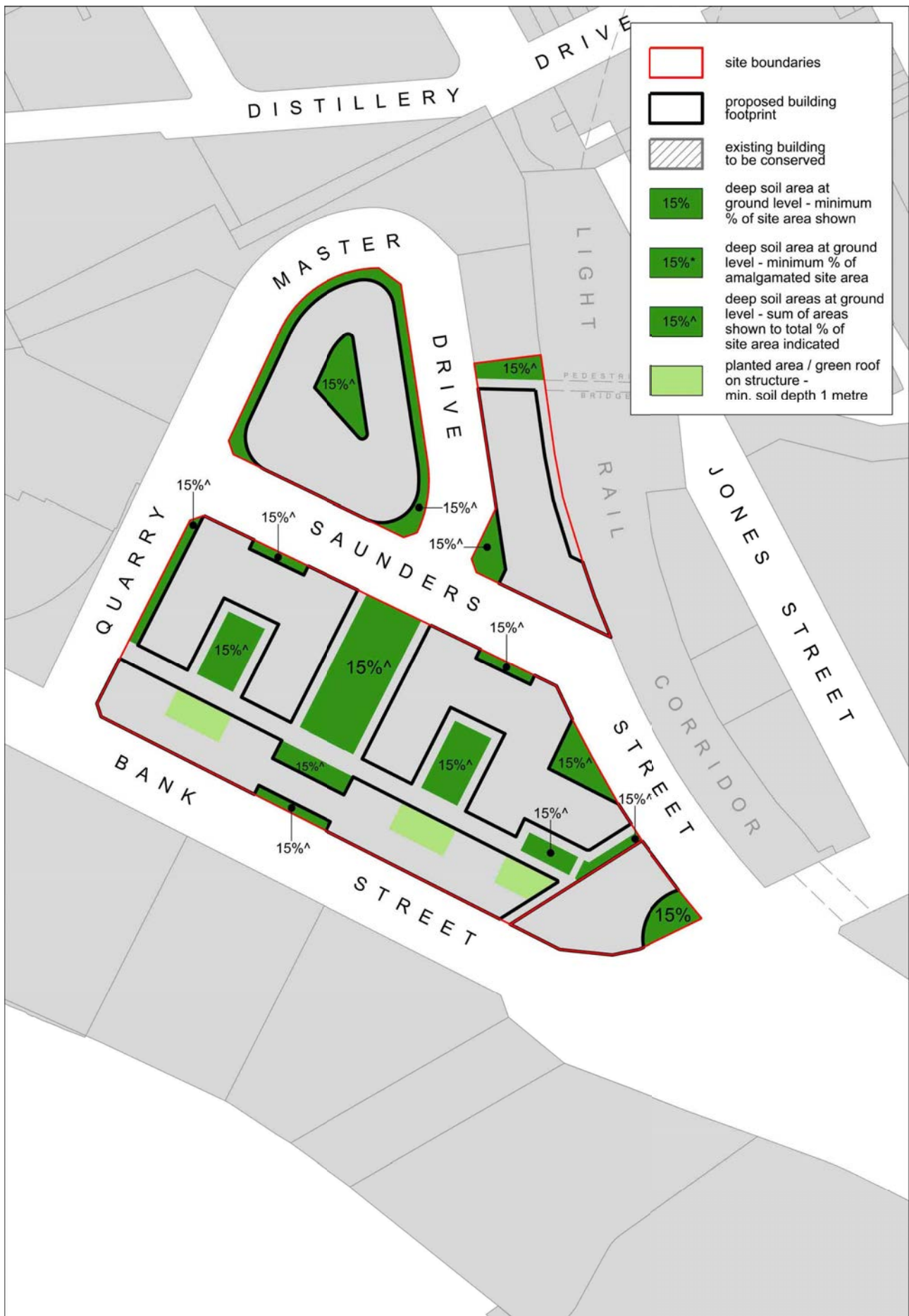


Figure 26 Group C - Saunders Street - Deep Soil Areas Map



Figure 27 Group D - Harris Street Ultimo - Deep Soil Areas Map



Figure 28 Group E - Wattle Street - Deep Soil Areas Map



Figure 29 Miscellaneous Sites - Deep Soil Areas Map

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 6.60B of Sydney LEP 2012 the maximum height in storeys of development is to be in accordance with Figures 30 to 35
- (2) Where development does not utilise incentive building heights available under clause 6.60B of Sydney LEP 2012 upper level setbacks are to be provided in accordance with Figures 36 to 41.
- (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 6.60B of Sydney LEP 2012 maximum height in storeys are to be in accordance with Figure 42 to 44 Alternative Height in Storeys.
- (5) Where development utilises incentive building heights or FSR available under clause 6.60B of Sydney LEP 2012 upper level setback to the street frontage are to be in accordance with Figures 45 to 46 Alternative Upper Level Setbacks.
- (6) Buildings are to preserve view corridors in accordance with Figures 427 to 4651.
- (7) Street cross sections, including building depth and arrangement of internal spaces to attenuate noise, are to be generally in accordance with Figures 4752 to 4954.
- (8) Buildings elevations are to be generally in accordance with Figures 505 to 516.
- (9) Further to (1), (2) and (57), 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.

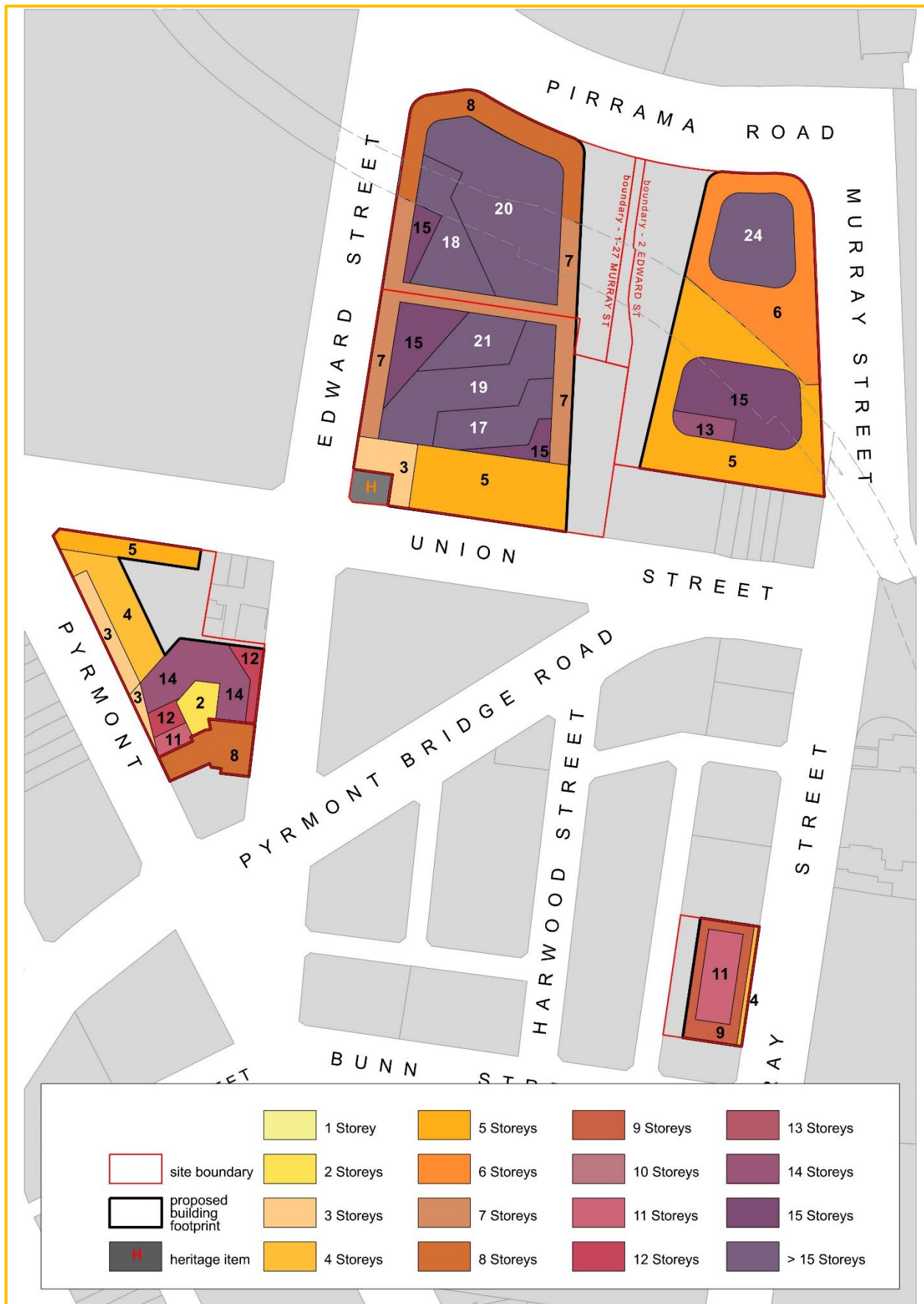


Figure 30 Group A - Metro Station - Height in Storeys Map

[Public exhibition note: Figure 31 Group B - John Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]

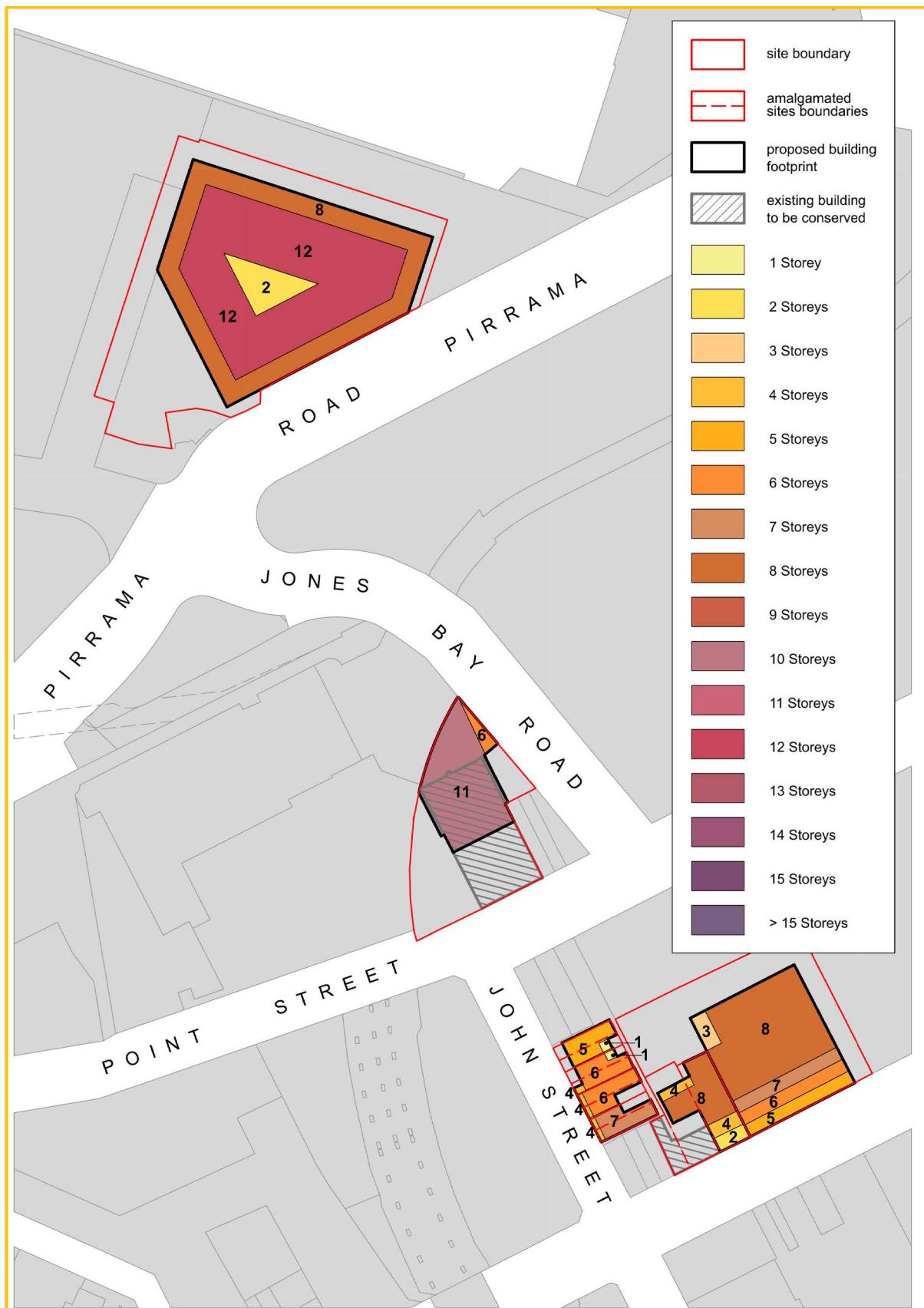


Figure 31 Group B - John Street - Height in Storeys Map

[Public exhibition note: Figure 31 Group B - John Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]

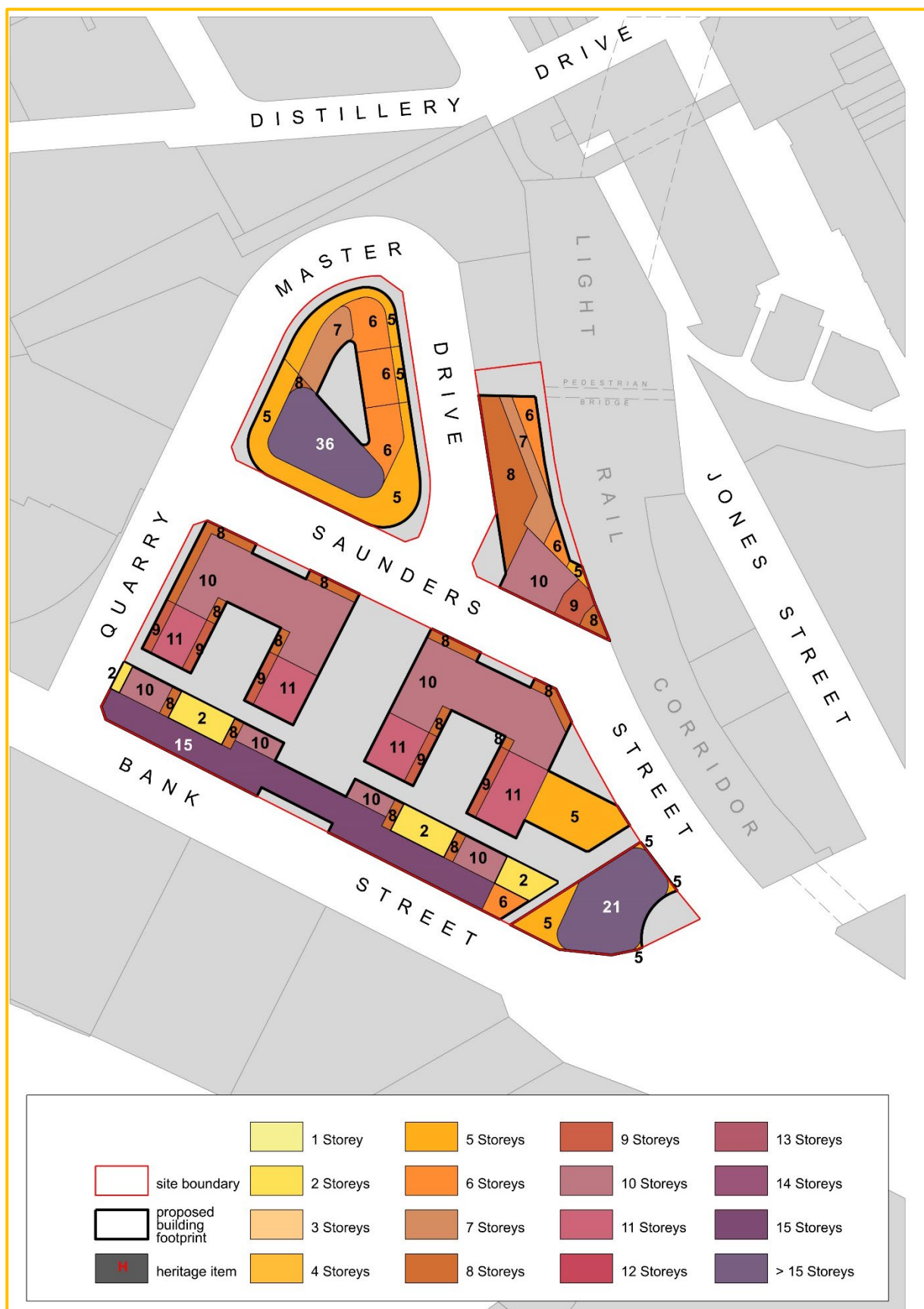


Figure 32 Group C - Saunders Street - Height in Storeys Map

[Public exhibition note: Figure 32 Group C - Saunders Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]

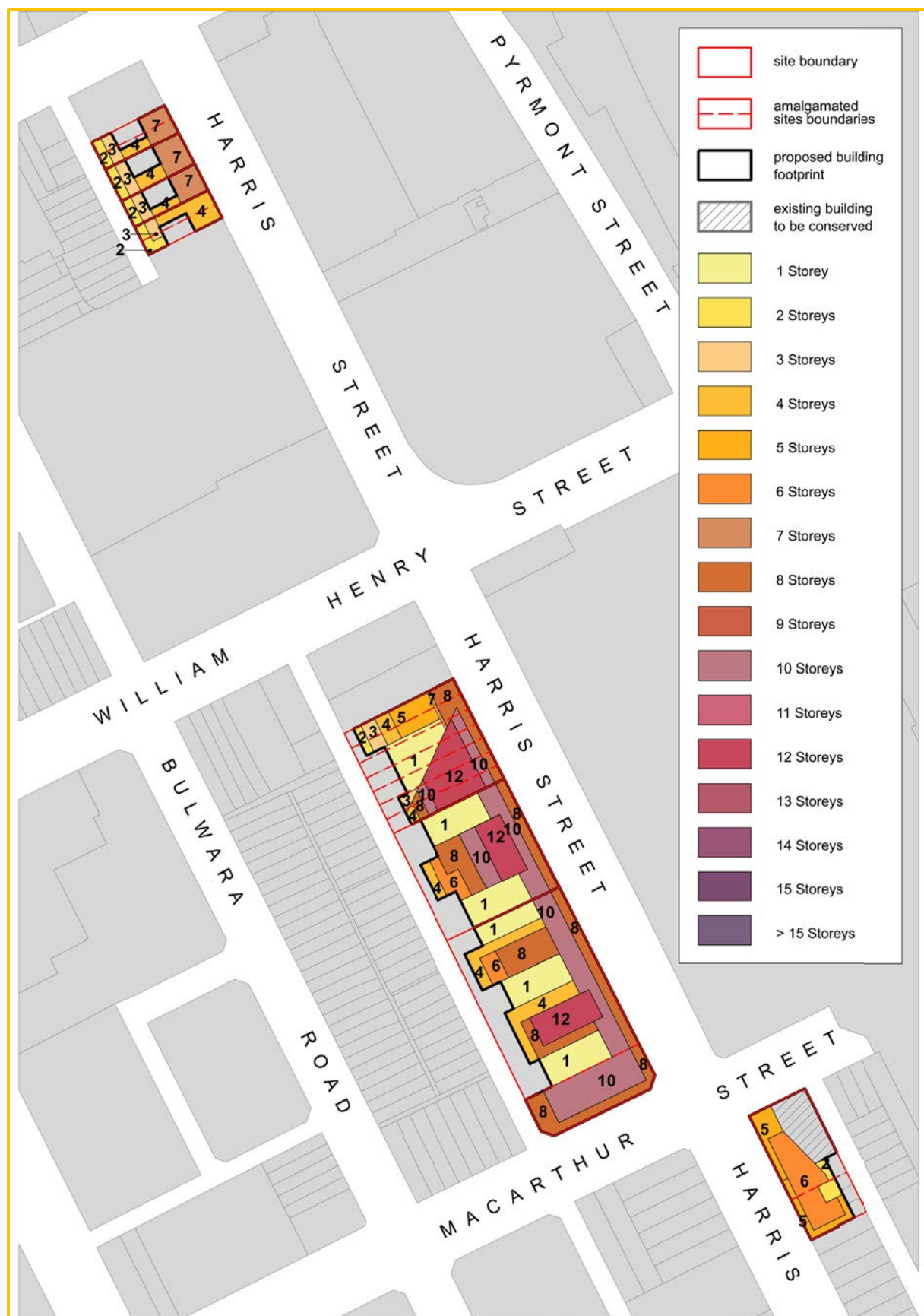


Figure 33 Group D - Harris Street Ultimo - Height in Storeys Map

[Public exhibition note: Figure 33 Group D - Harris Street Ultimo - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Building Height in Storeys map.]



Figure 34 Group E - Wattle Street - Height in Storeys Map

[Public exhibition note: Figure 34 Group E - Wattle Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]



Figure 35 Miscellaneous Sites Height in Storeys Map

[Public exhibition note: Figure 35 Miscellaneous Sites Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]

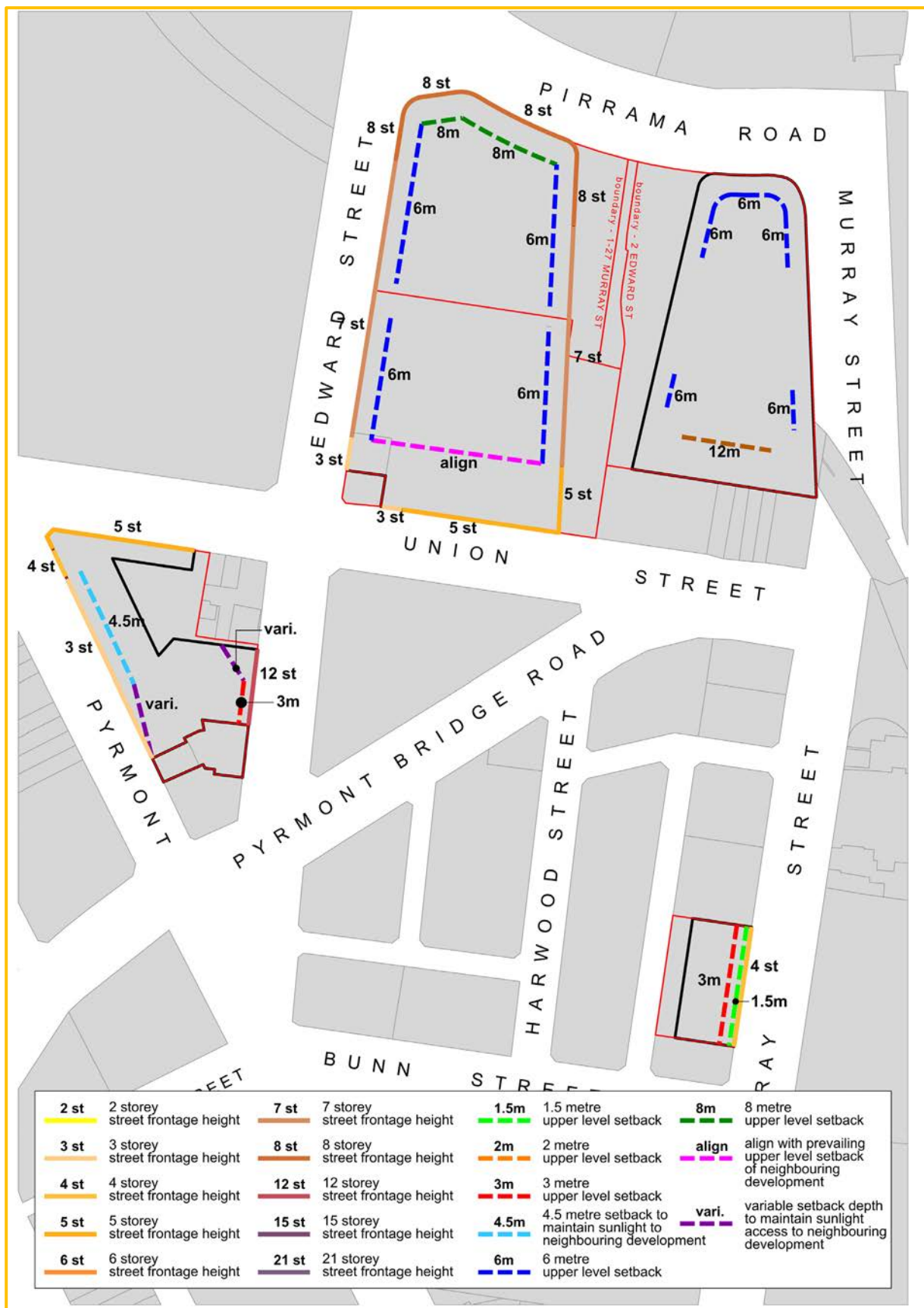


Figure 36 Group A - Metro Station Upper Level Setbacks Map

[Public exhibition note: Figure 37 Group B - John Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

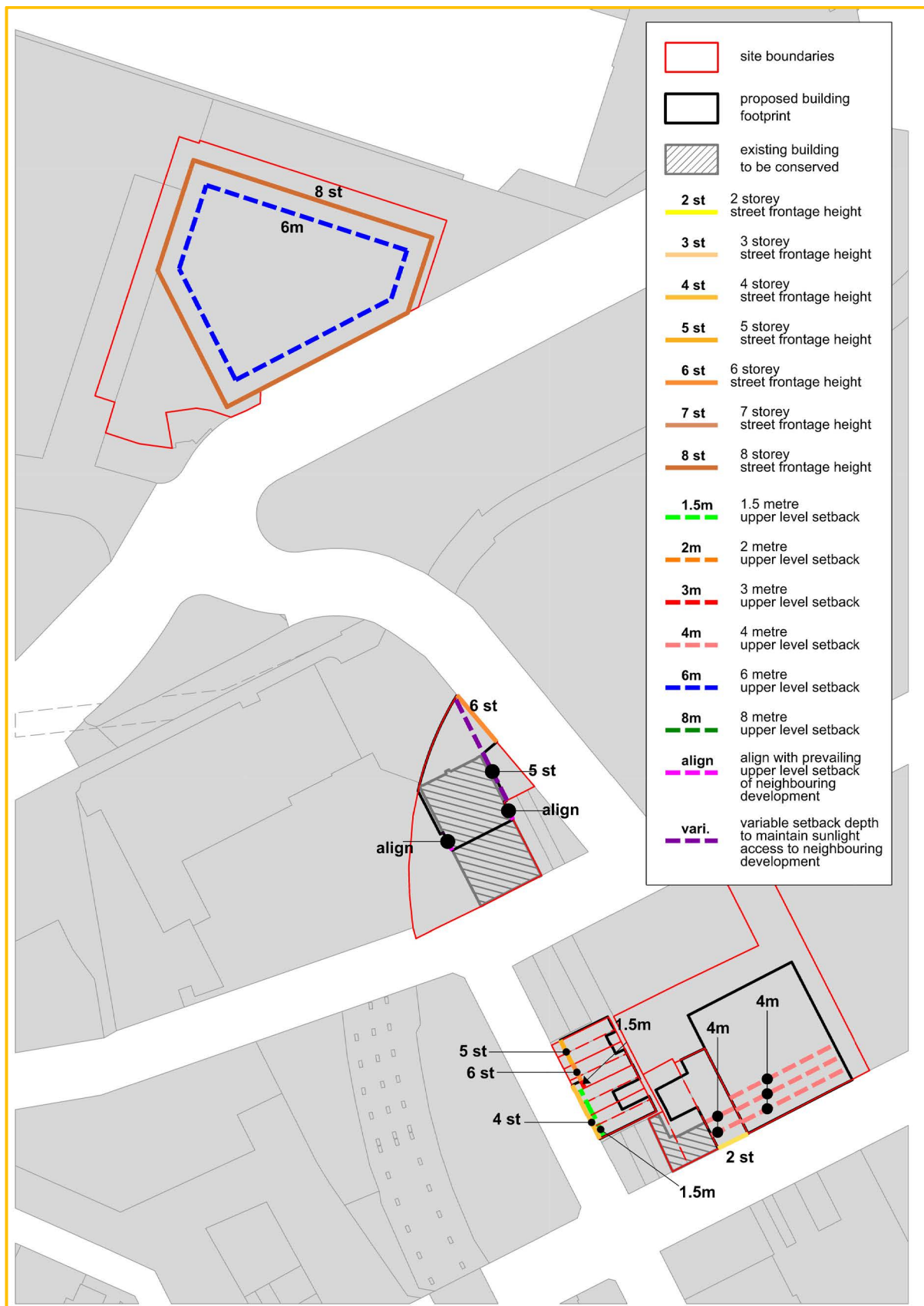


Figure 37 Group B - John Street - Upper Level Setbacks Map

[Public exhibition note: Figure 37 Group B - John Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

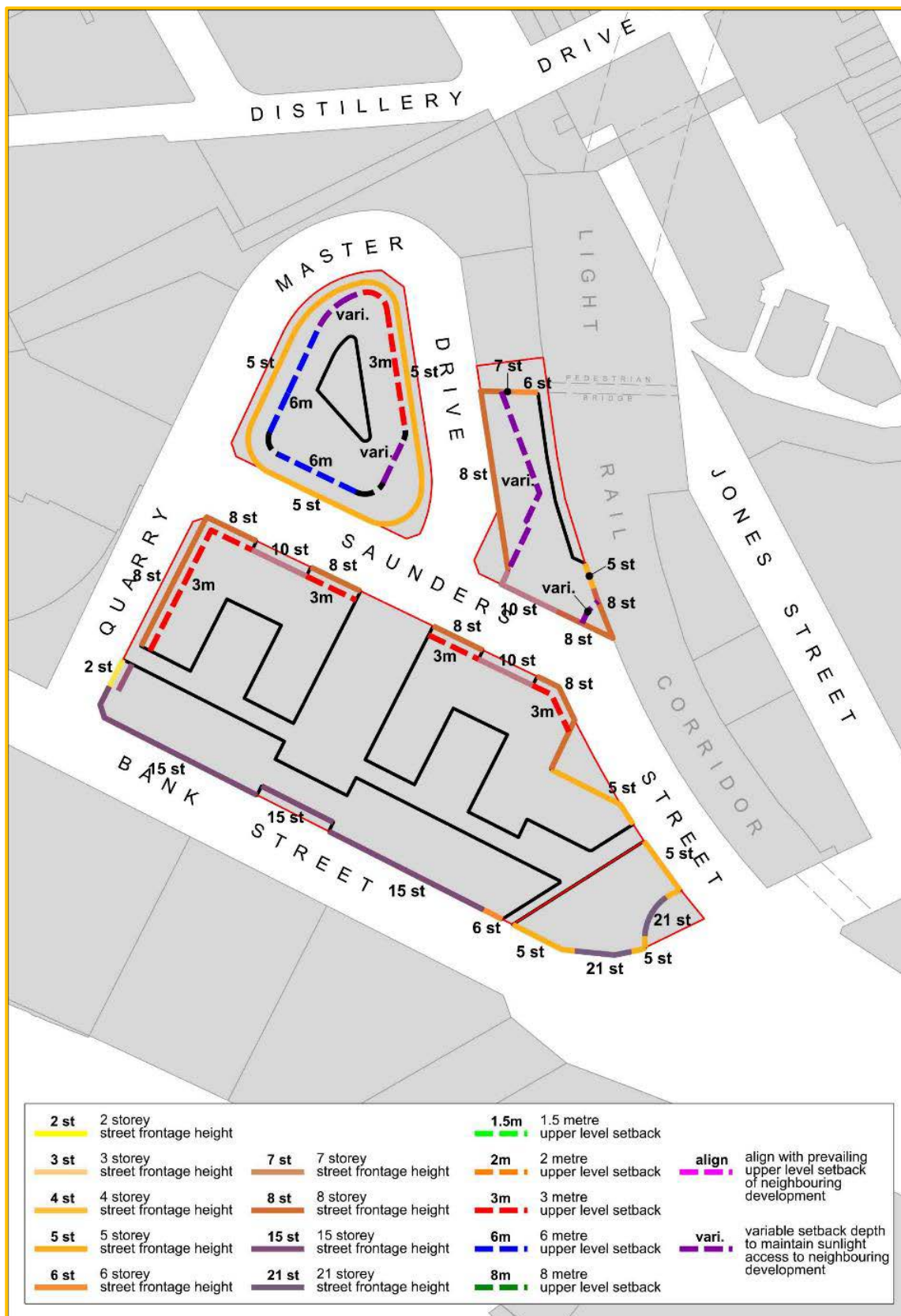


Figure 38 Group C - Saunders Street - Upper Level Setbacks Map

[Public exhibition note: Figure 38 Group C - Saunders Street - Upper Level Setbacks Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Building Setback and Alignment map and Building Street Frontage Height in Storeys map.]

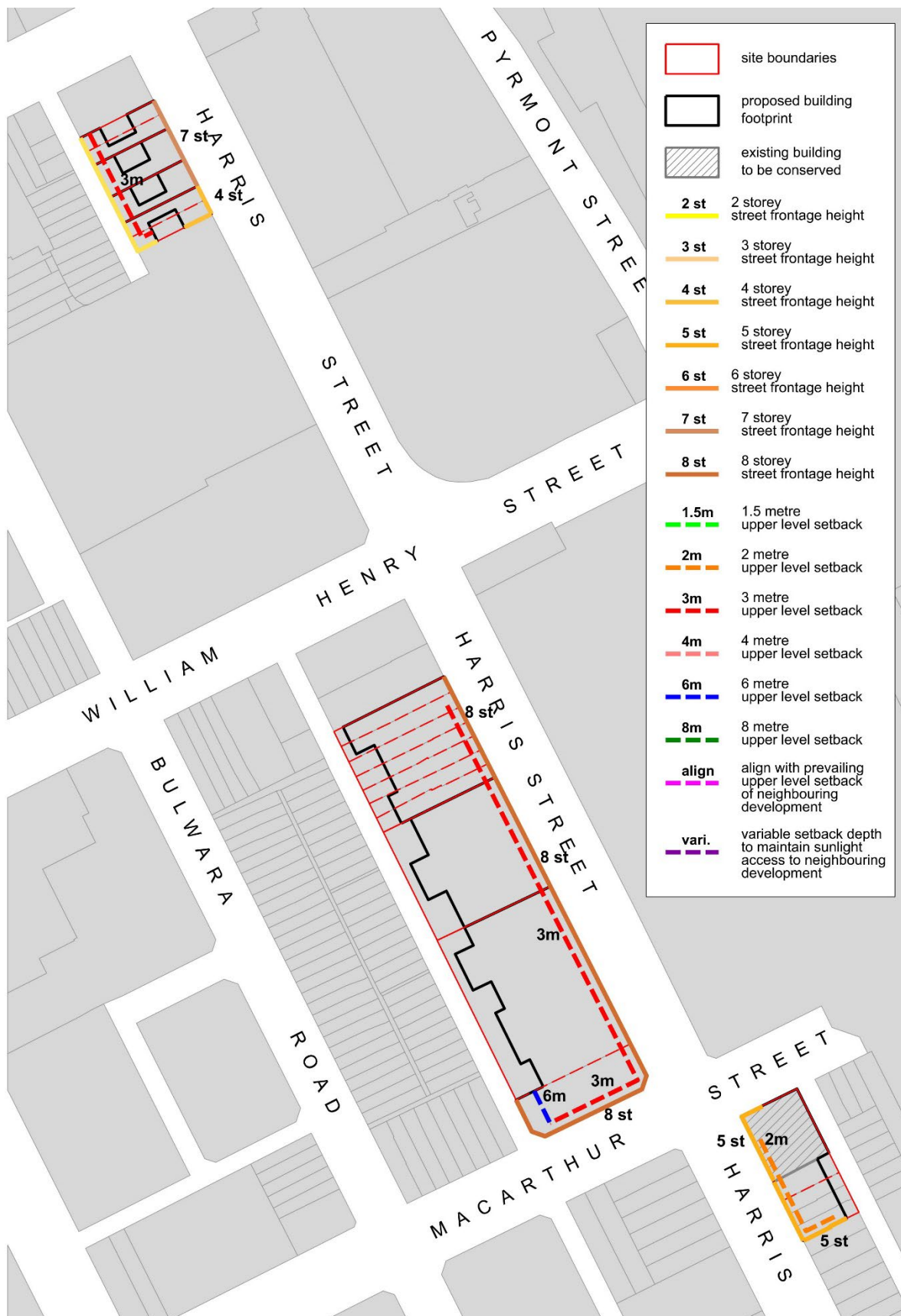


Figure 39 Group D - Harris Street Ultimo - Upper Level Setbacks Map

[Public exhibition note: Figure 39 Group D - Harris Street Ultimo - Upper Level Setbacks Map is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the Building Setback and Alignment map and Building Street Frontage Height in Storeys map.]

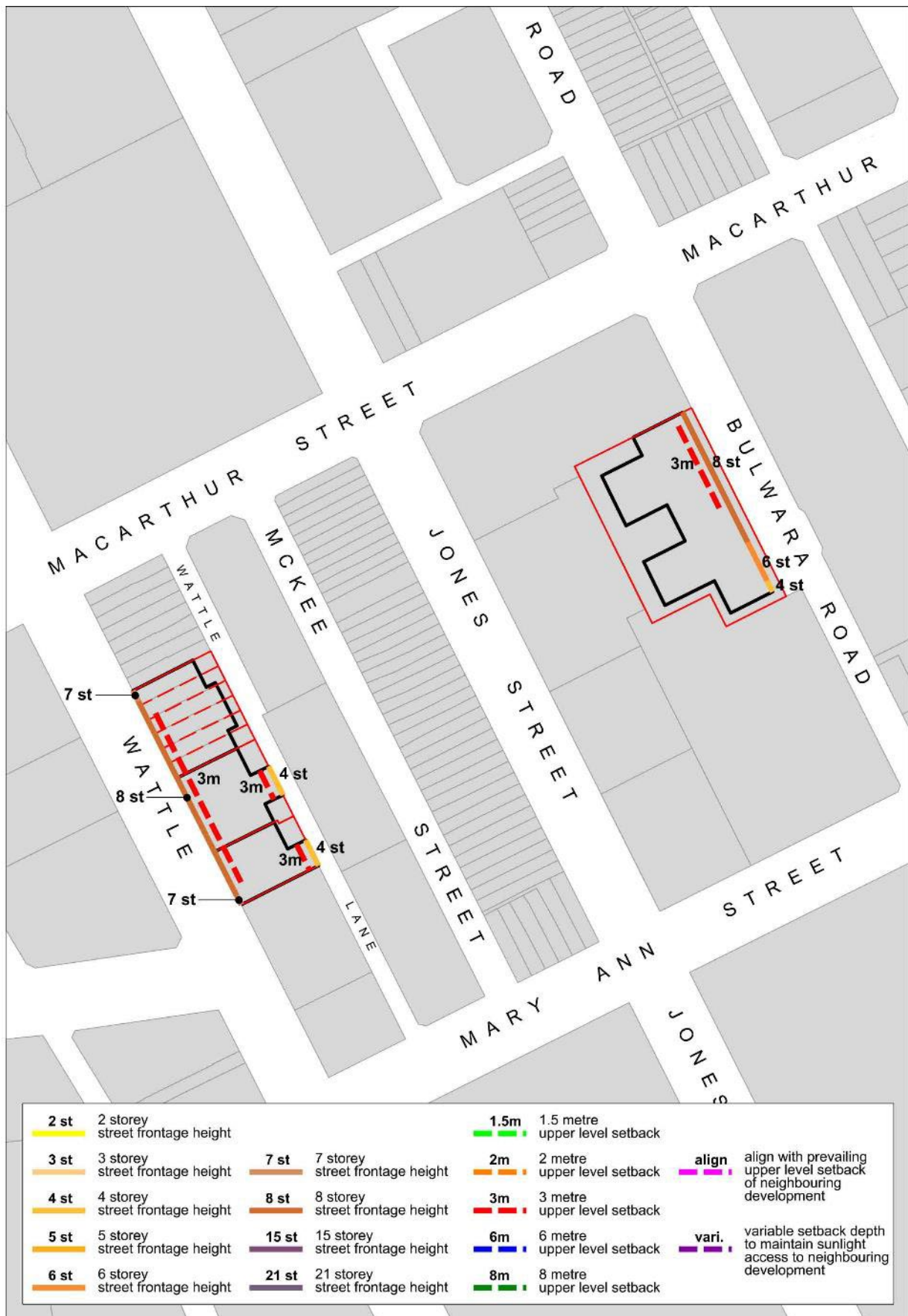


Figure 40 Group E - Wattle Street - Upper Level Setbacks Map

[Public exhibition note: Figure 40 Group E - Wattle Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

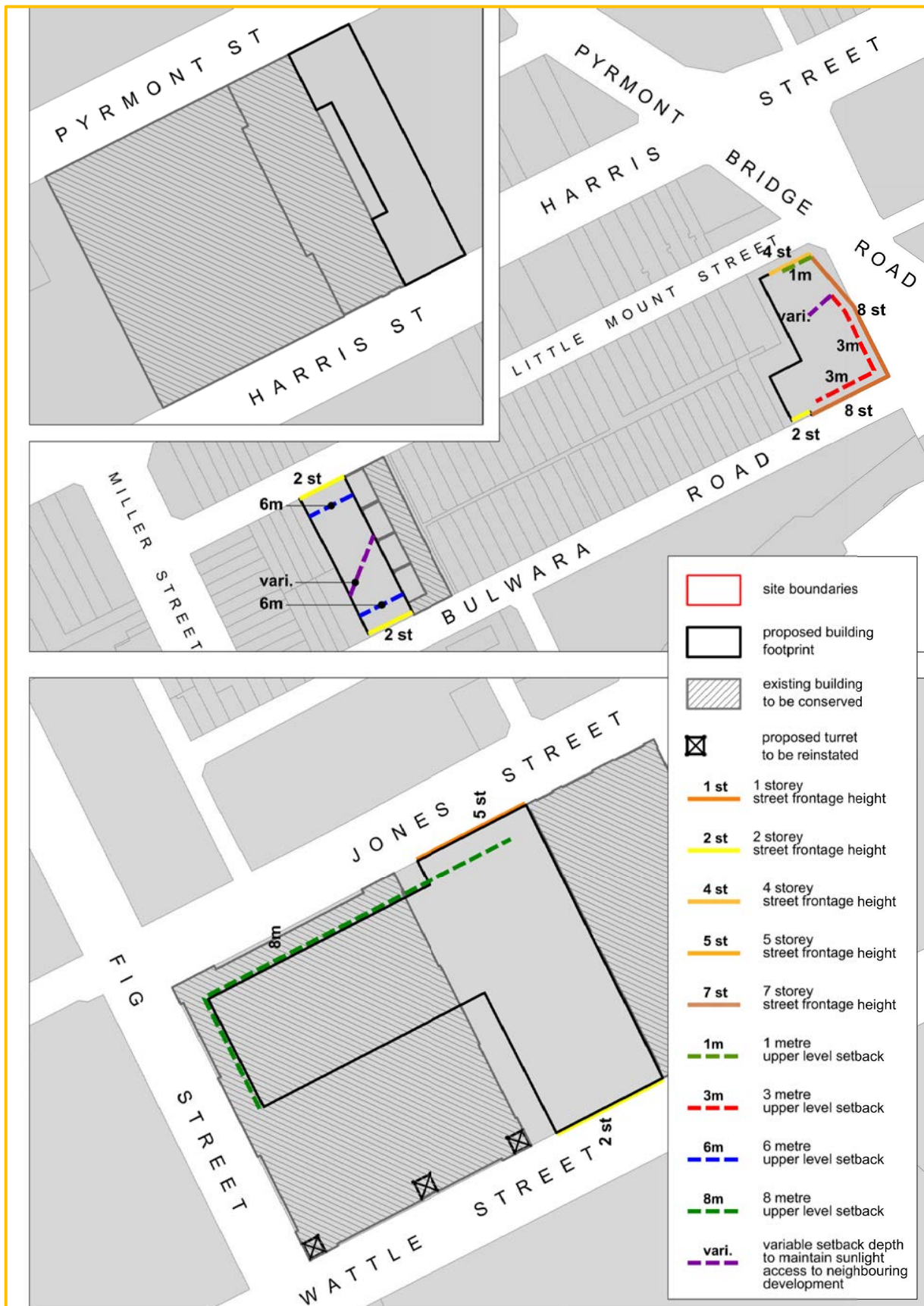


Figure 41 Miscellaneous Sites - Upper Level Setbacks Map

[Public exhibition note: Figure 41 Miscellaneous Sites - Upper Level Setbacks Map is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

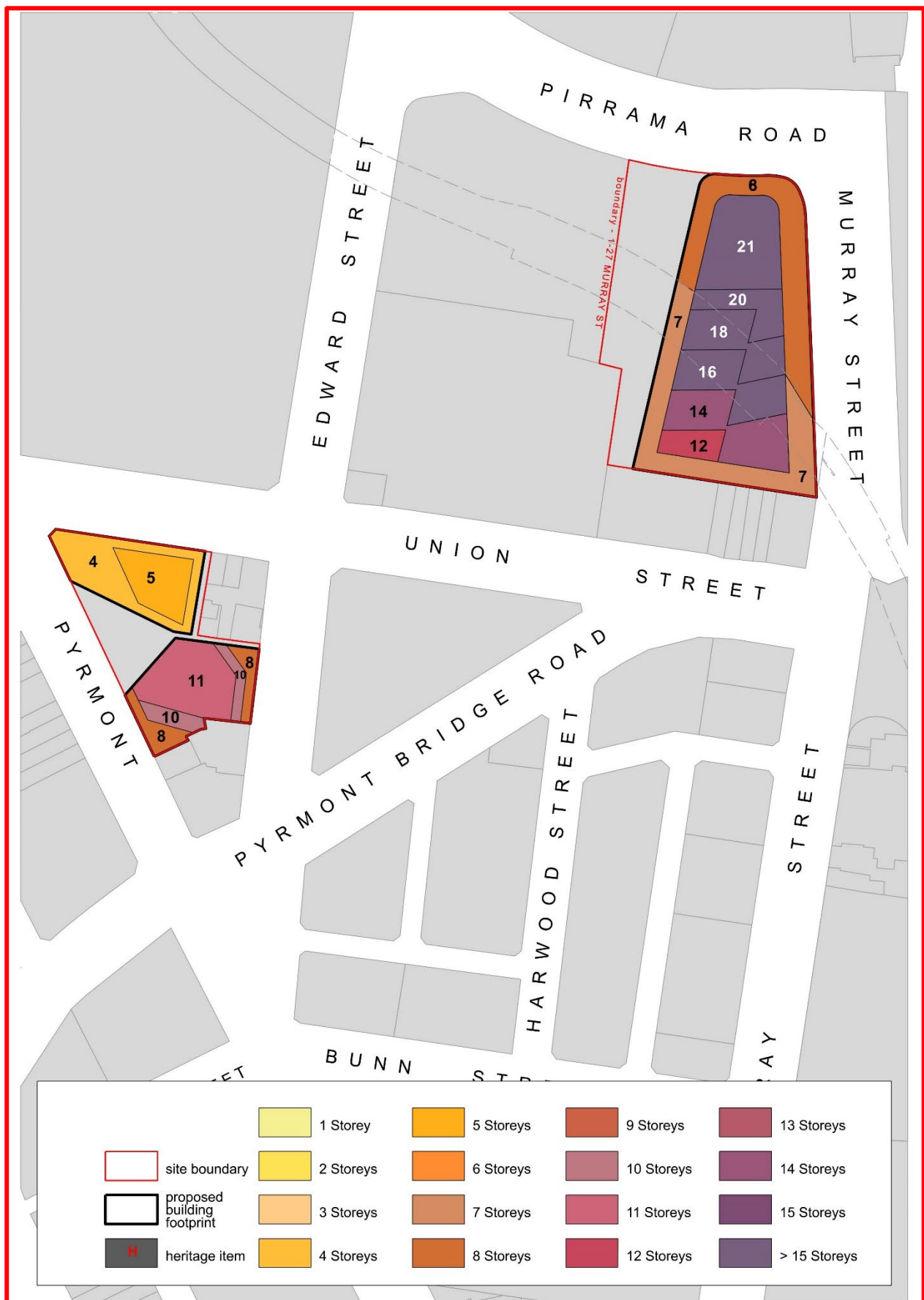


Figure 42 Group A - Metro Station – Alternative Height in Storeys Map



Figure 43 Group D – Harris Street Ultimo – Alternative Height in Storeys Map

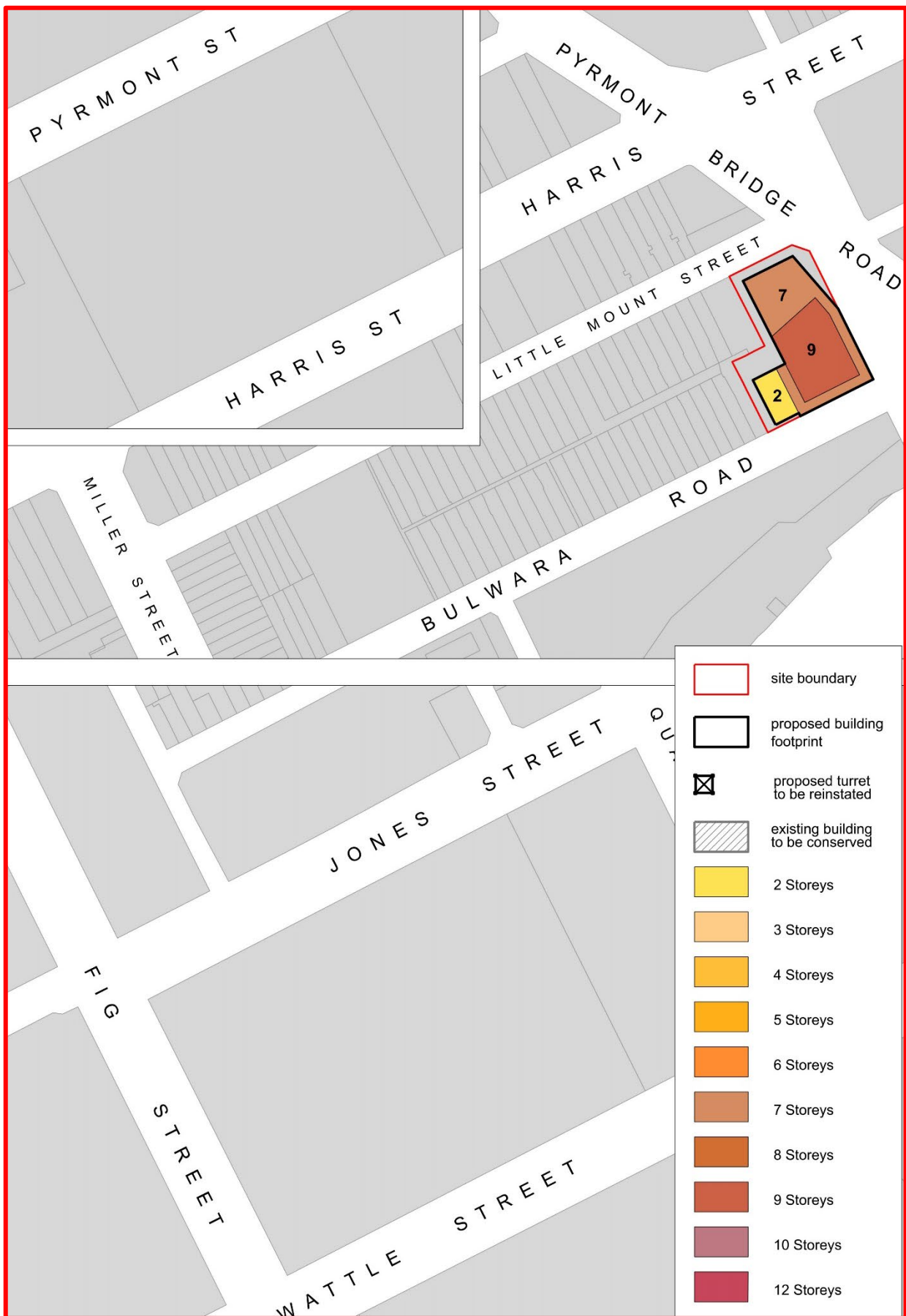


Figure 44 Miscellaneous Sites – Alternative Height in Storeys Map

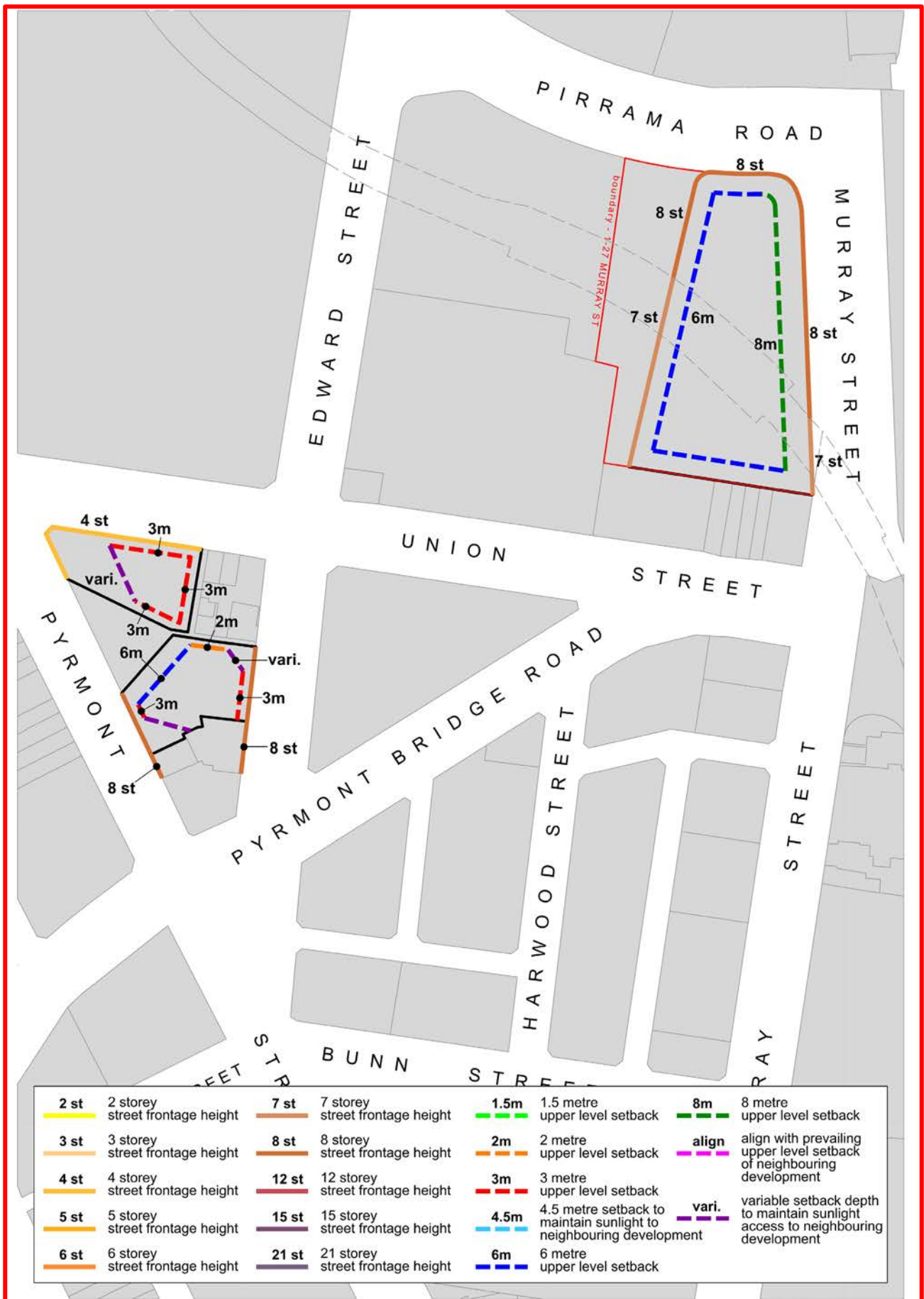


Figure 45 Group A Metro Area - Alternative Upper Level Setbacks

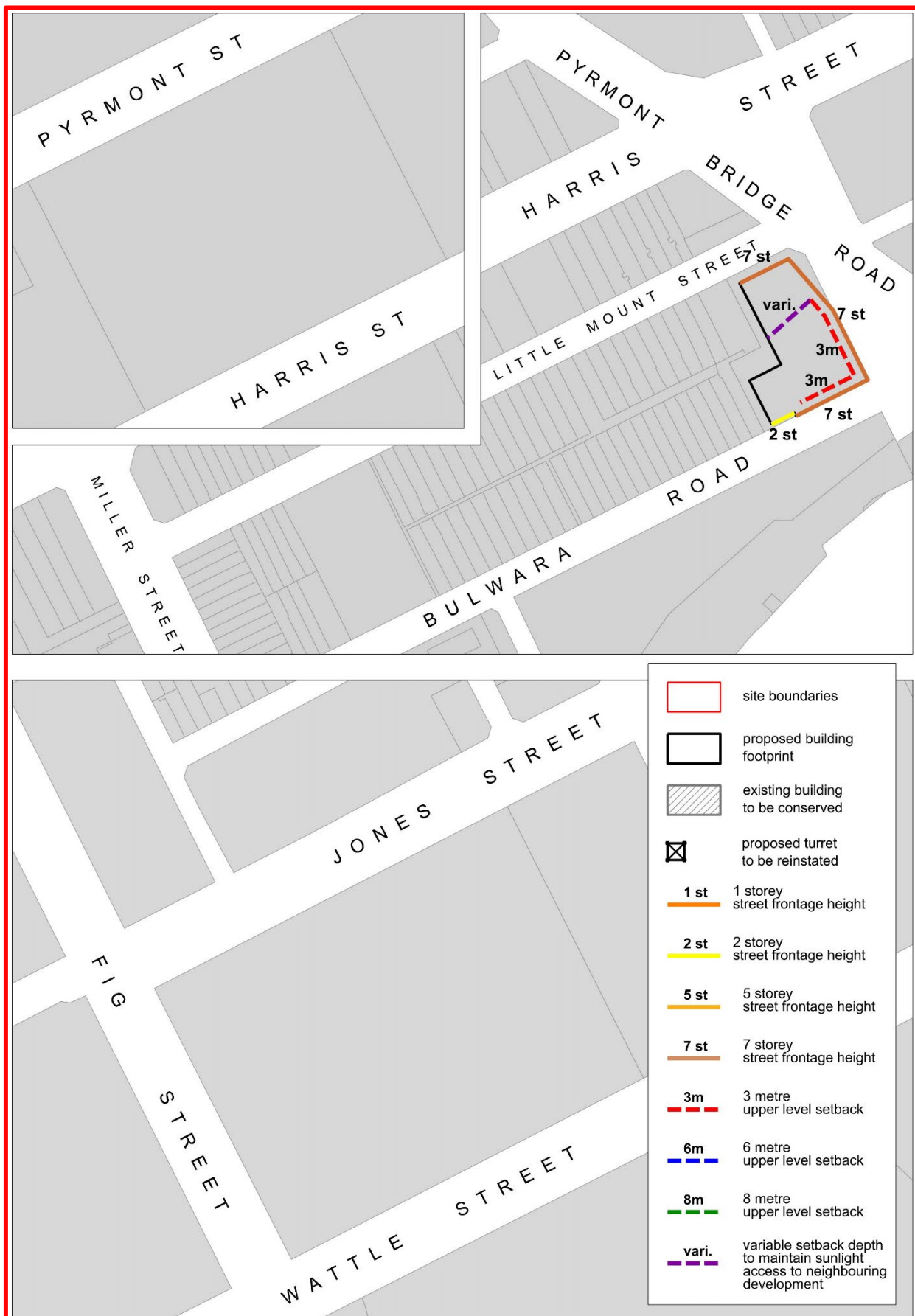


Figure 46 Miscellaneous - Alternative Upper Level Setbacks

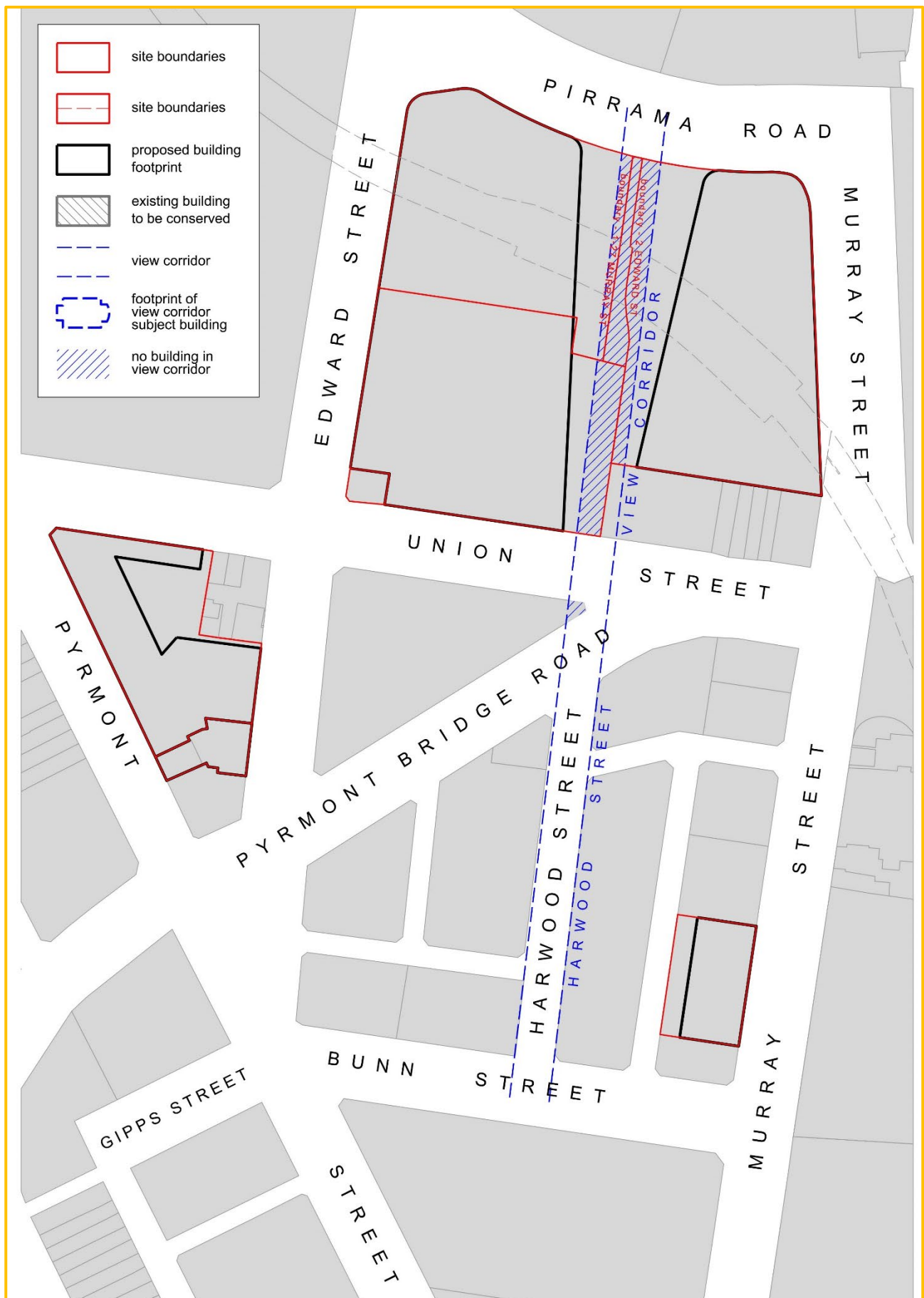


Figure 47 Group A - Metro Station - View Corridors

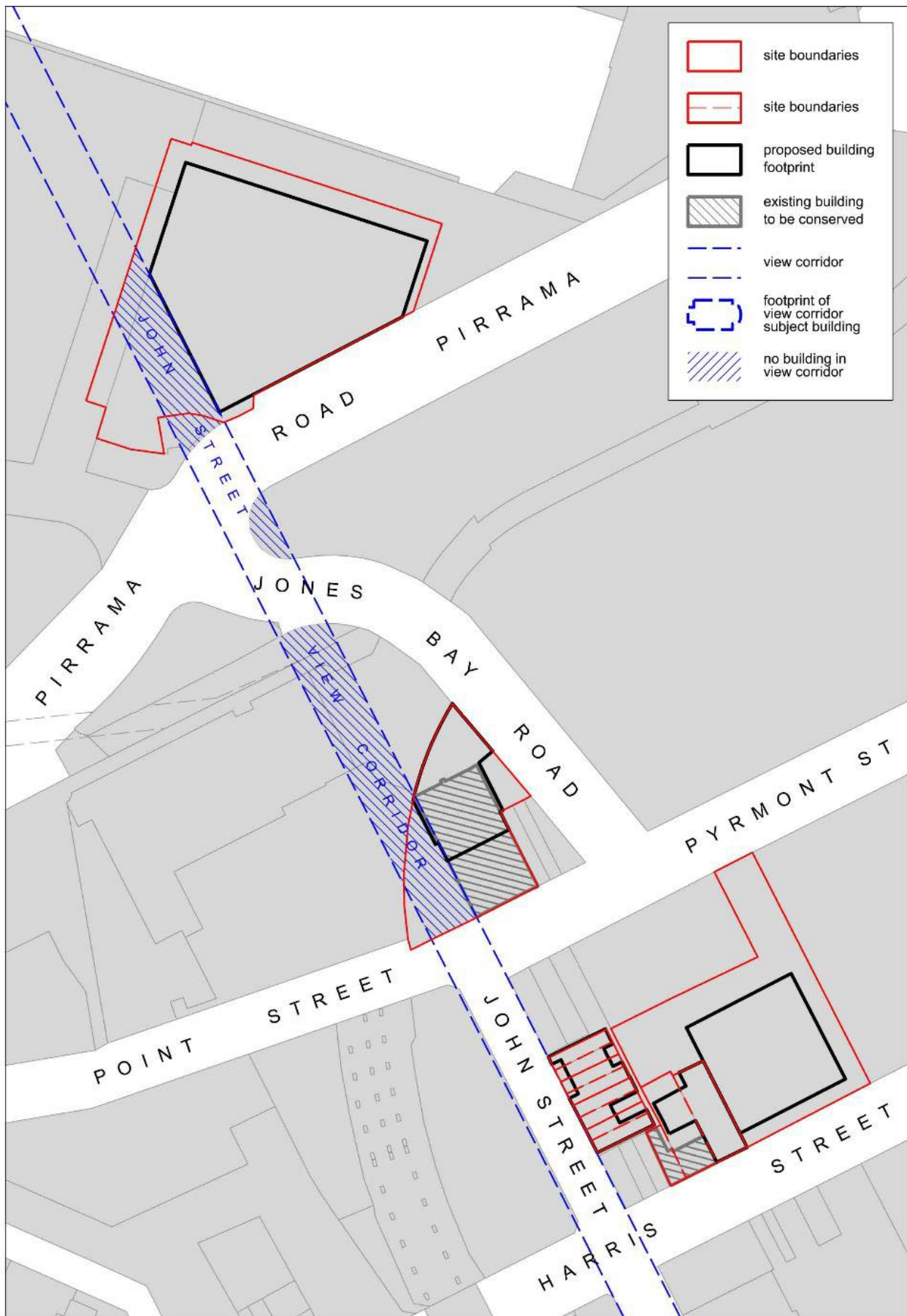


Figure 48 Group B - John Street - View Corridors

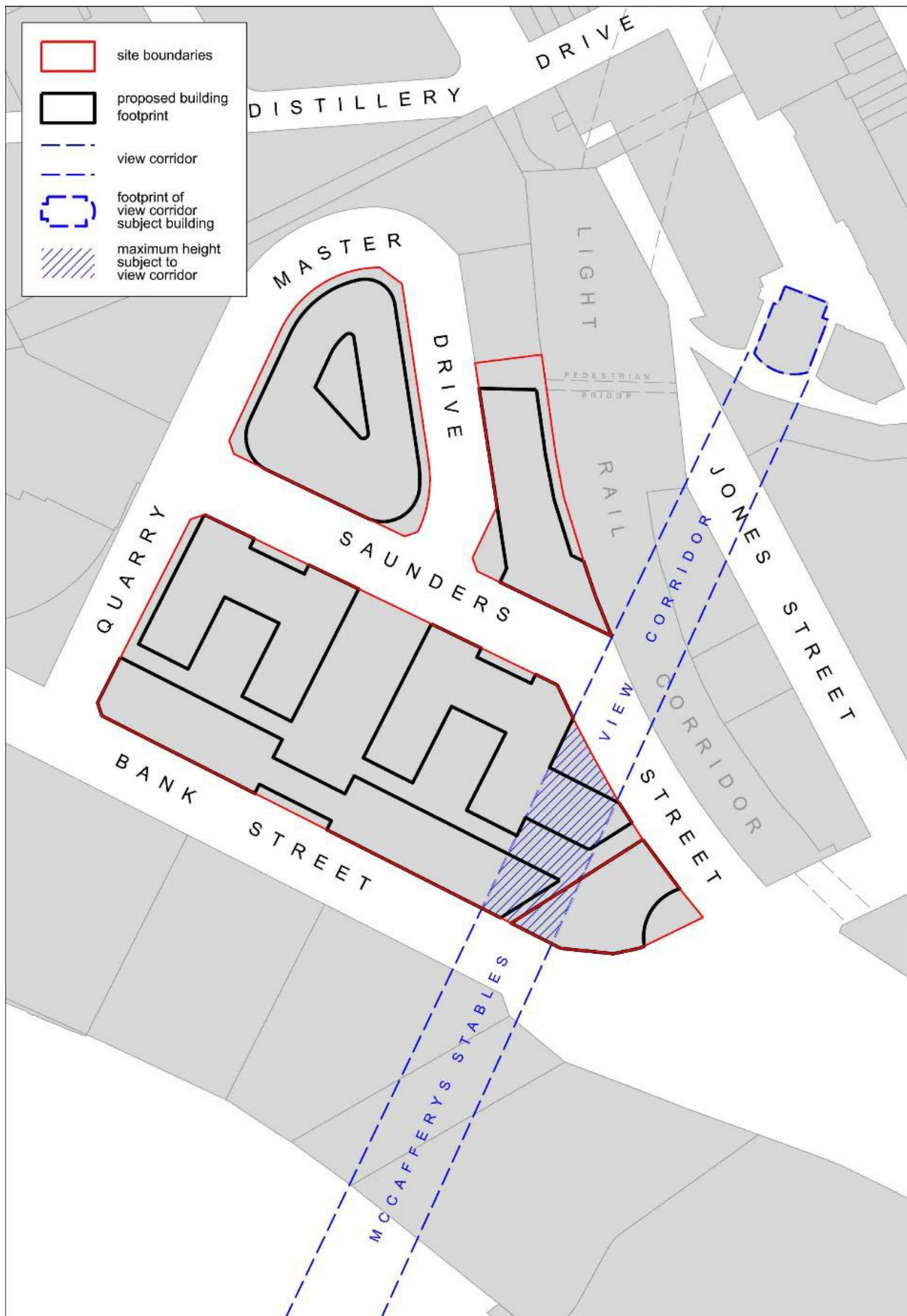


Figure 49 Group C - Saunders Street - View Corridors

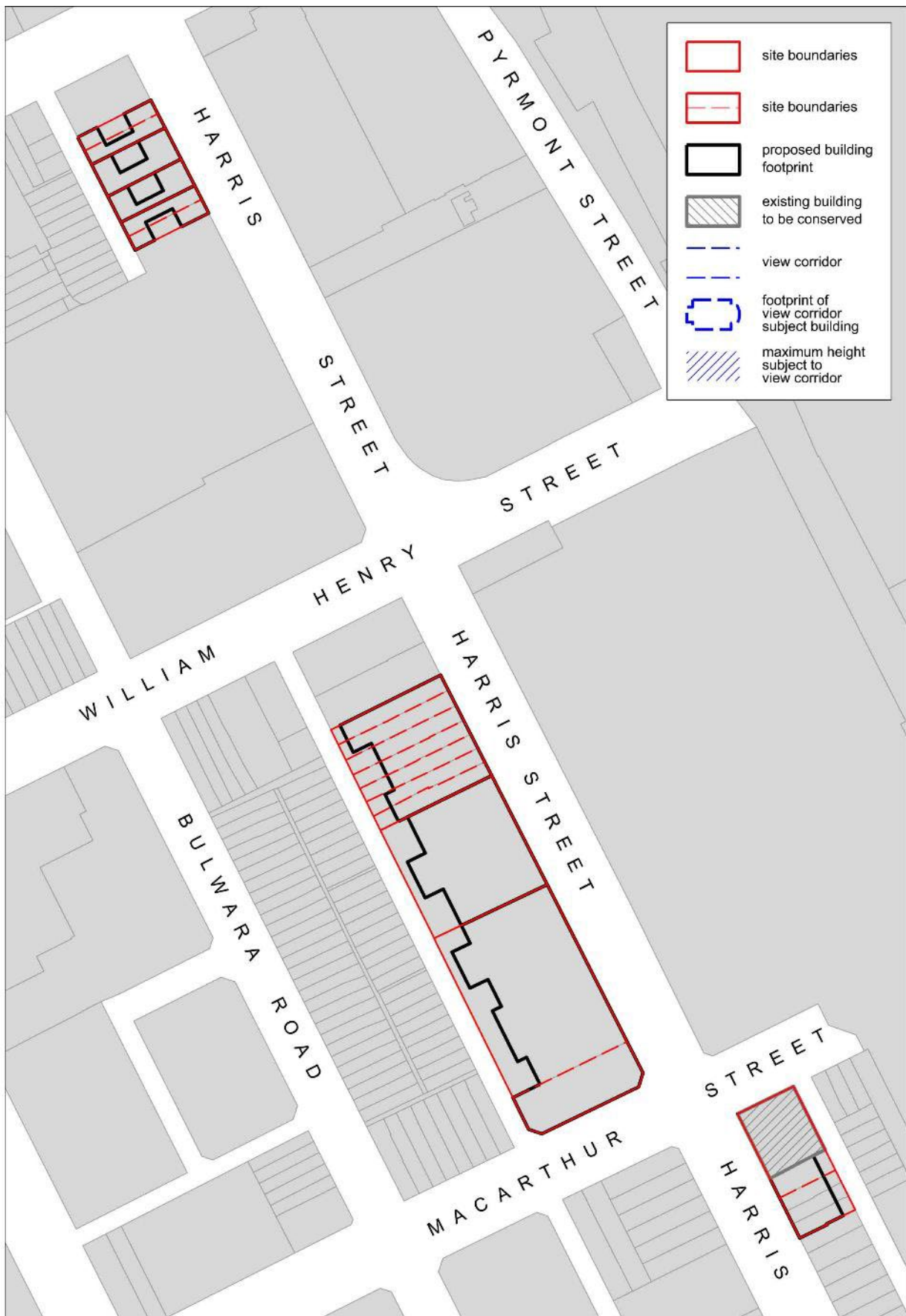


Figure 50 Group D - Harris Street - View Corridors

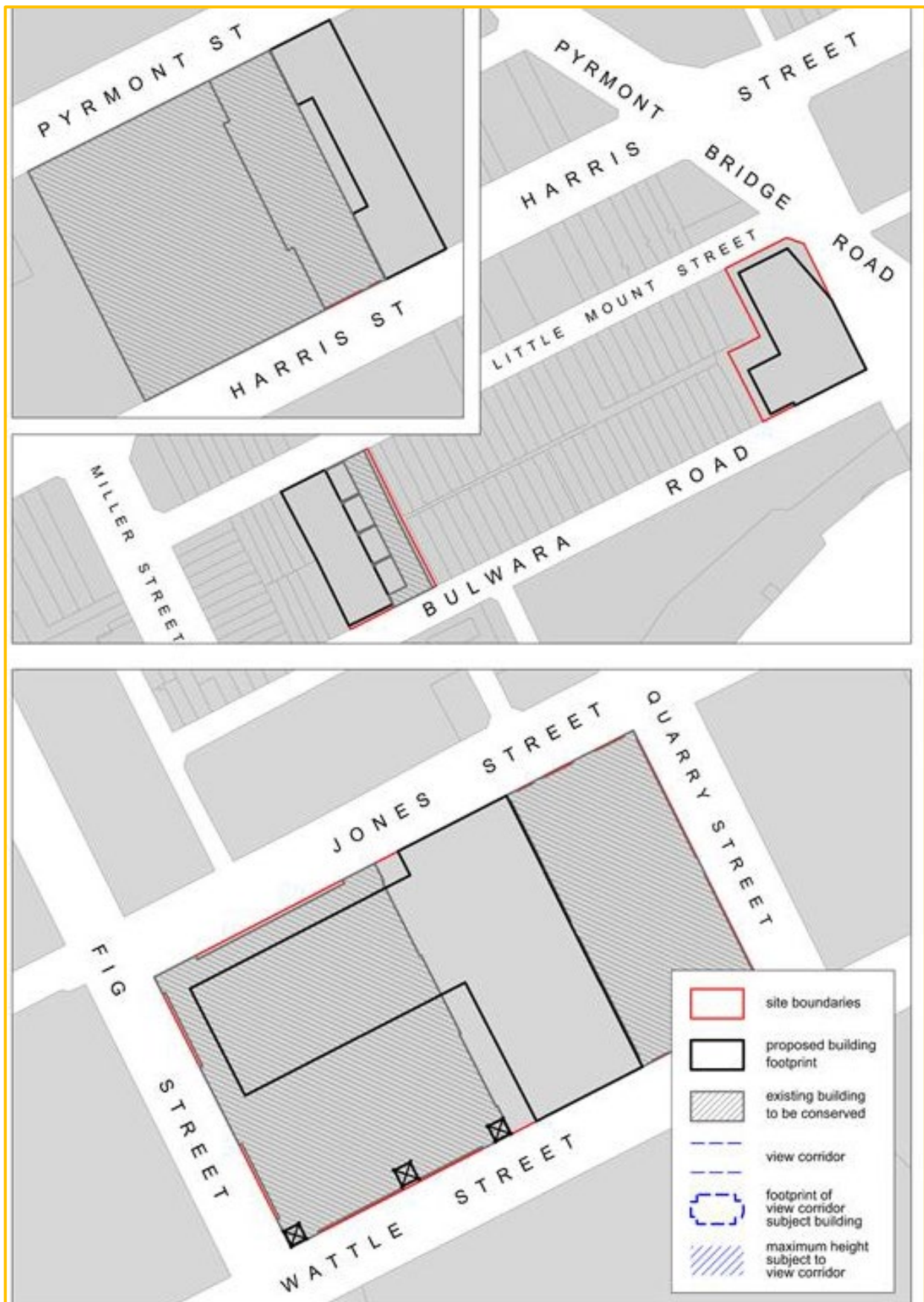


Figure 51 Miscellaneous Sites - View Corridors

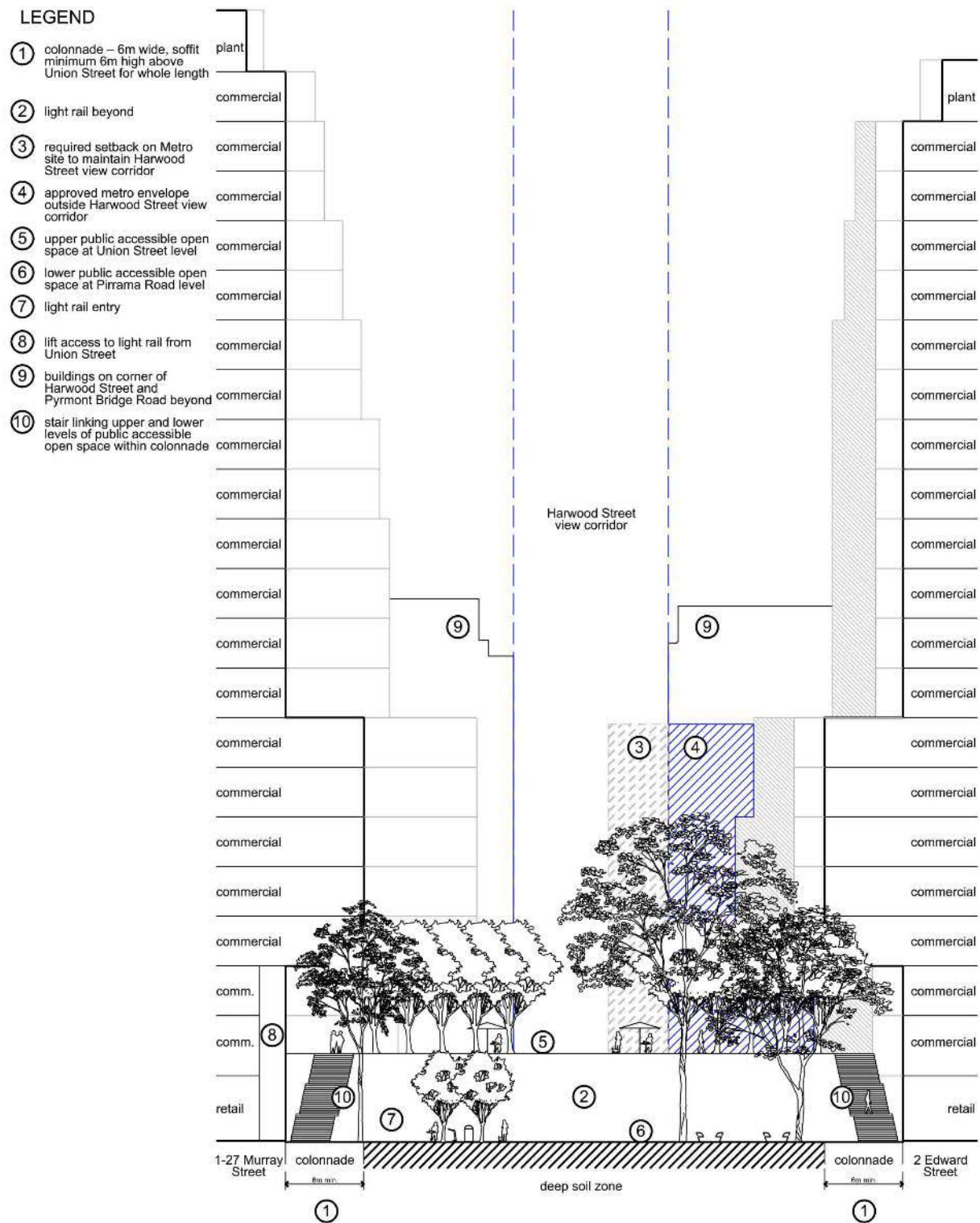


Figure 52 Harwood Place typical section

LEGEND

- ① public accessible open space, provides an improved connection from Quarry Master Drive to John Street Pocket Park
- ② additional deep soil, for more cool, green places for people to gather
- ③ minimum setback of 3m to Quarry Master Drive

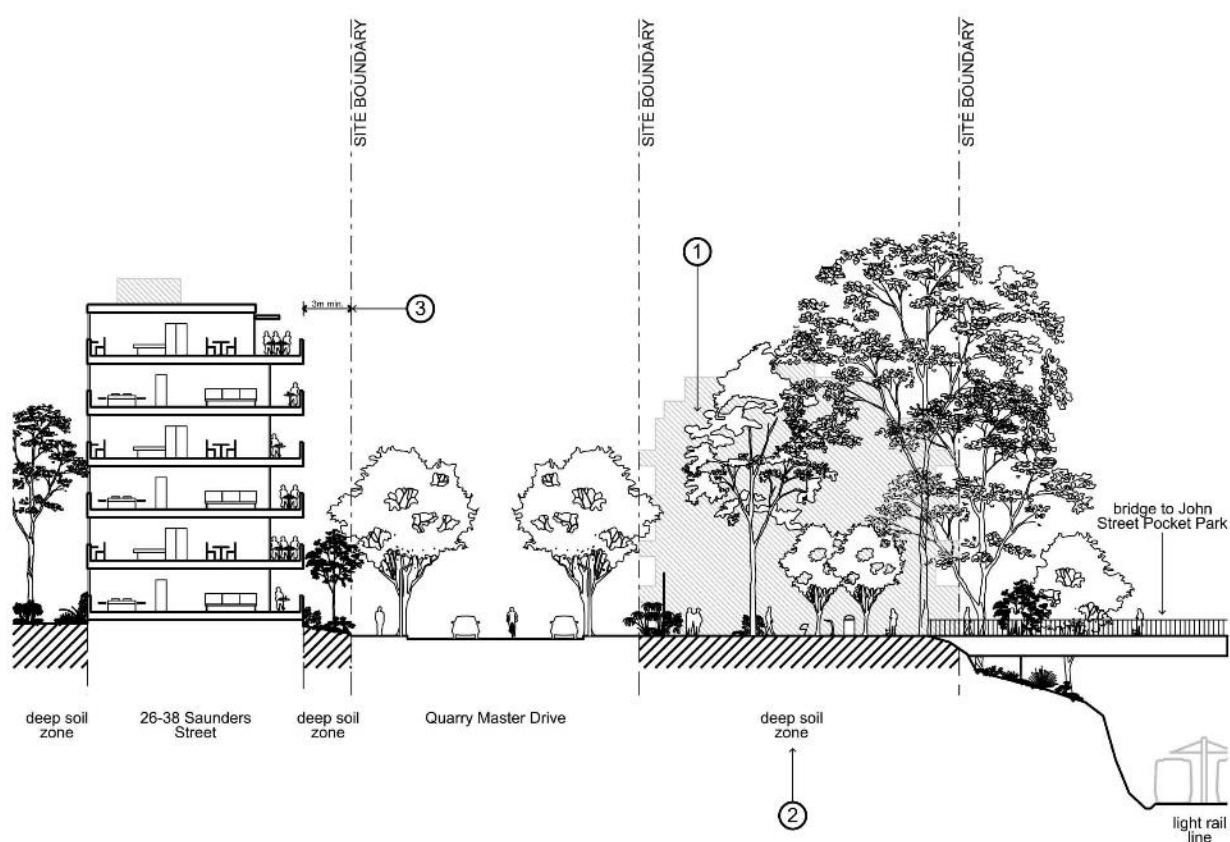


Figure 53 Street Cross Section - Quarry Master Drive

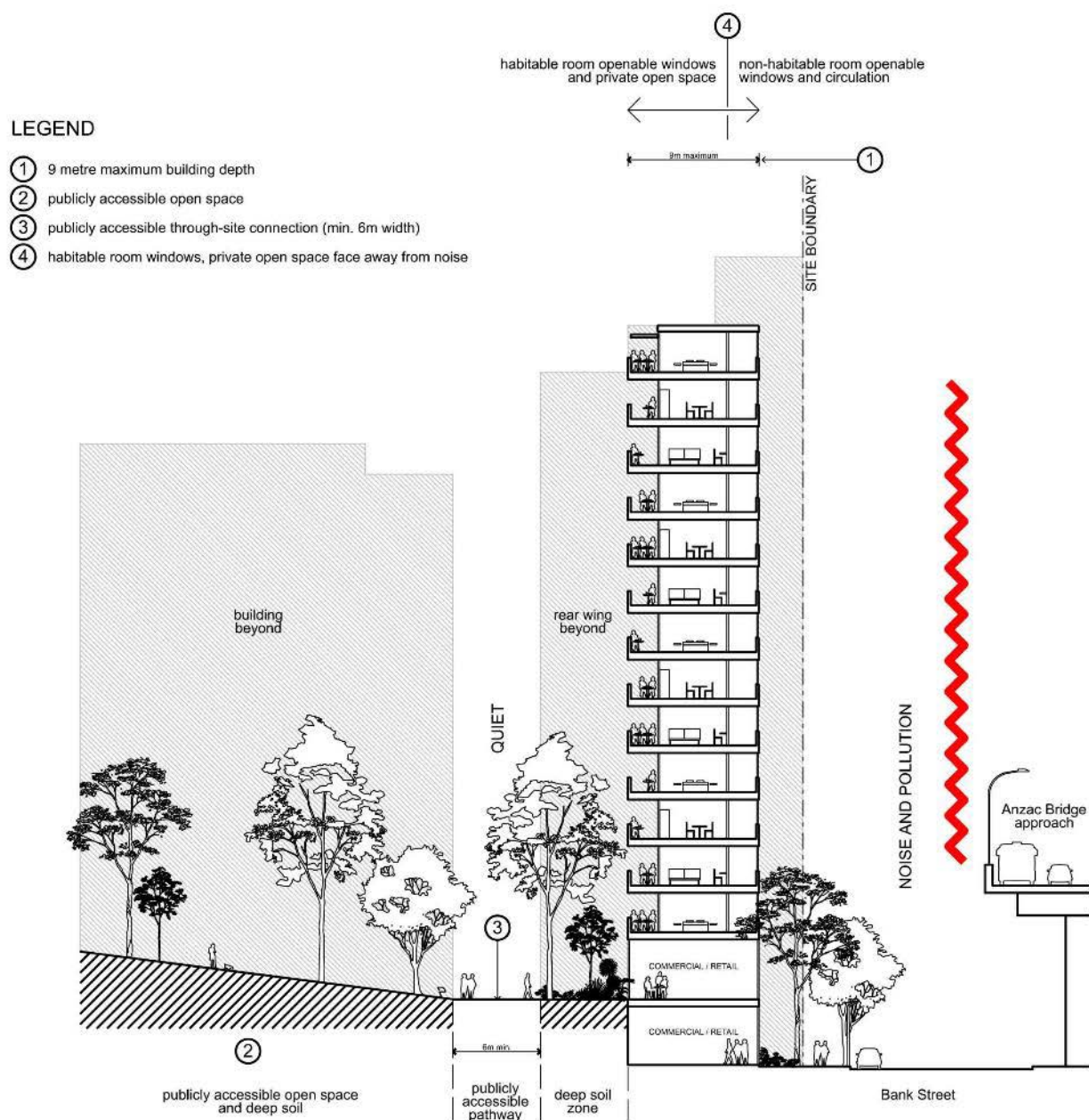


Figure 2c: Residential buildings fronting Bank Street

Figure 54 Street Cross Section - residential buildings fronting Bank Street

LEGEND

- ① 9 metre maximum building depth on street frontage
- ② communal open space and green roofs
- ③ awning
- ④ private open space and openable windows to habitable rooms face away from noise
- ⑤ communal open space

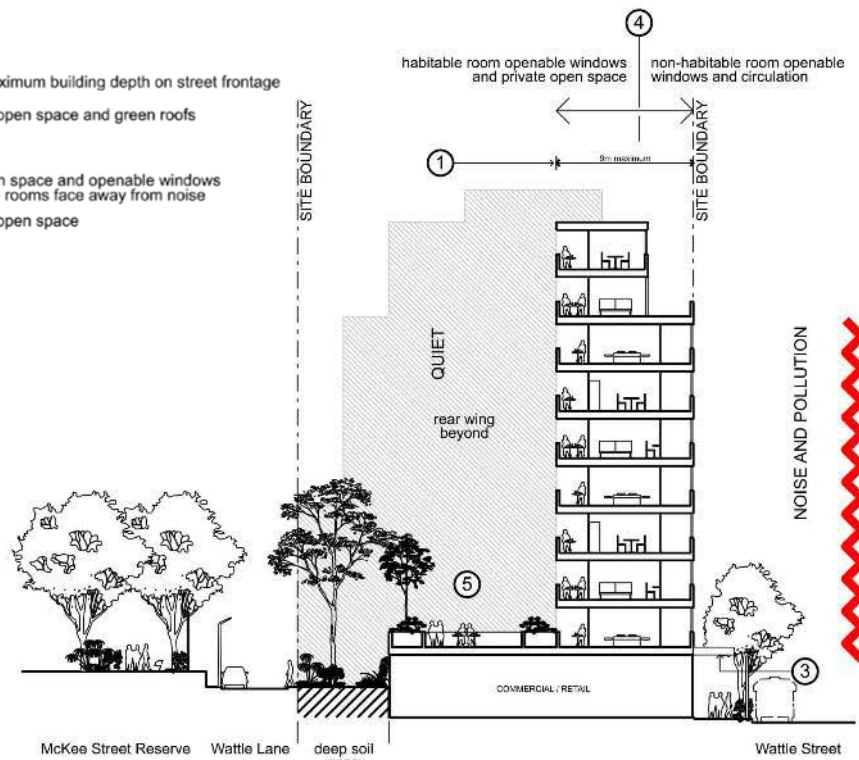


Figure 55 Street Cross Section - residential buildings between Wattle Street and Wattle Lane; residential buildings between Harris Street and Hacket Street and Harris Street and Systurm Street are similar

LEGEND

- ① 9 metre maximum building depth on street frontage
- ② communal open space and green roofs
- ③ awning
- ④ private open space and openable windows to habitable rooms face away from noise
- ⑤ communal open space

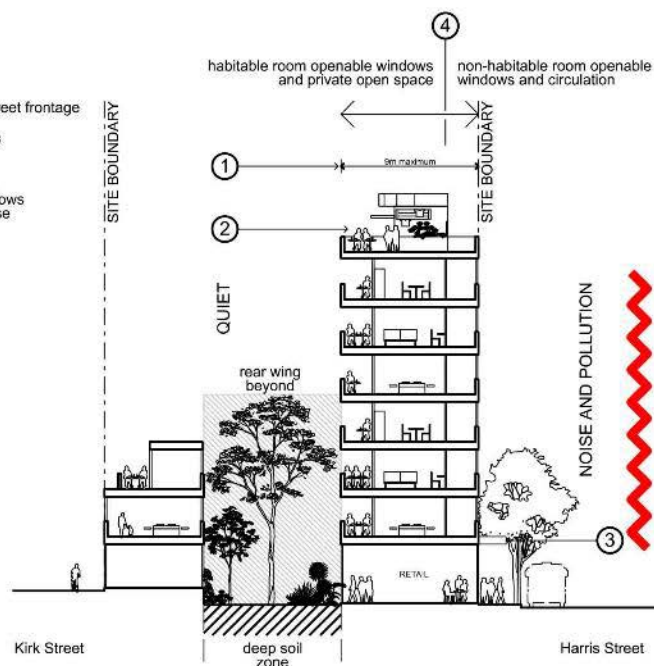


Figure 56 Street Cross Section – residential buildings between Harris Street and Kirk Street

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 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 Figures 527 to 5762.
- (2) Despite 5.X.4.2(1) here 13A-29 Union Street Pymont 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 75
- (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 Figures 5863 to 6368 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 Pymont 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 75
- (6) Provide continuous awnings and colonnades in accordance with Figures 6469 to 6974.
- (7) Despite 5.X.4.2(6) where 13A-29 Union Street Pymont 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 76.

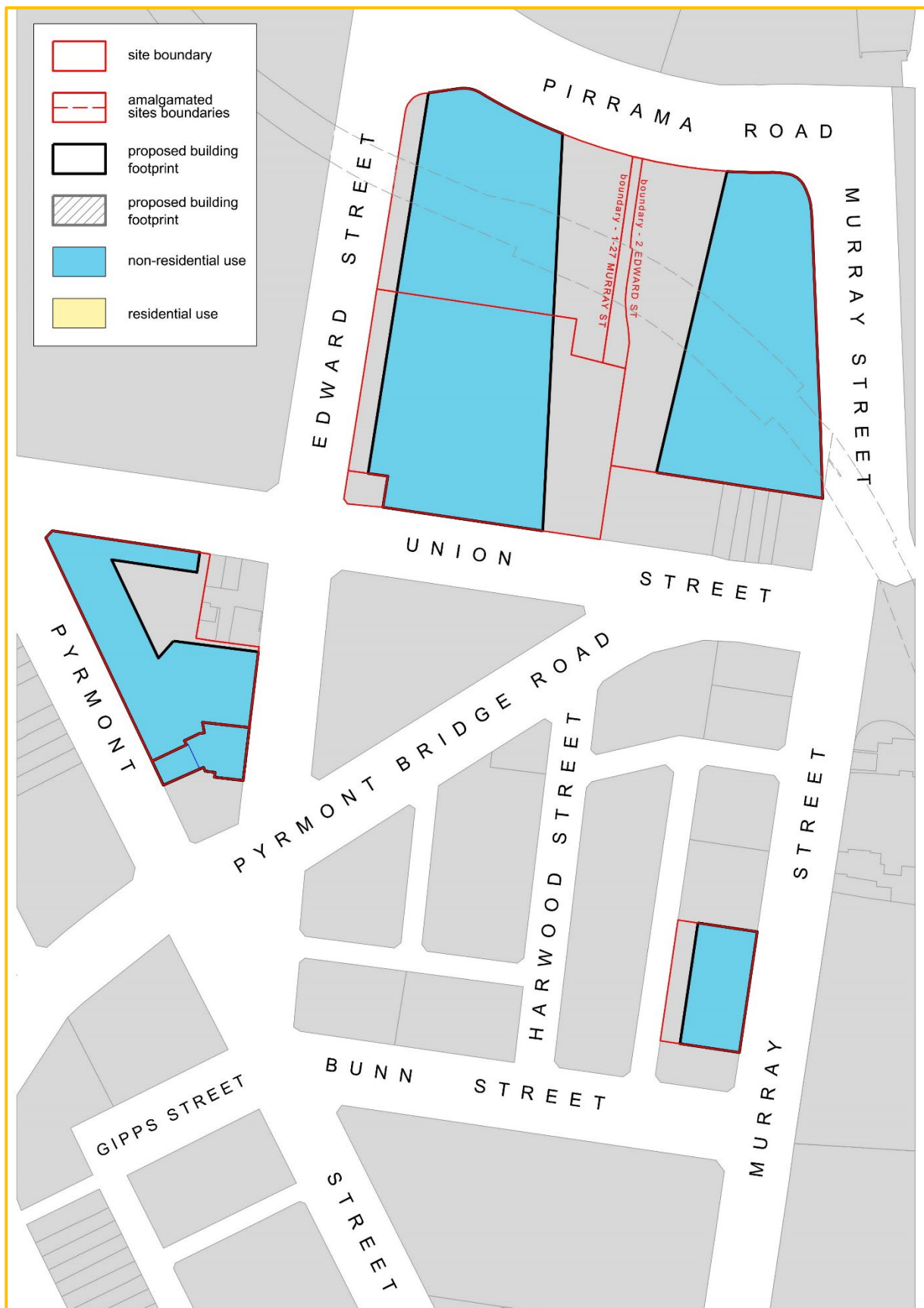


Figure 57 Group A - Metro Station - Street Level Land Use

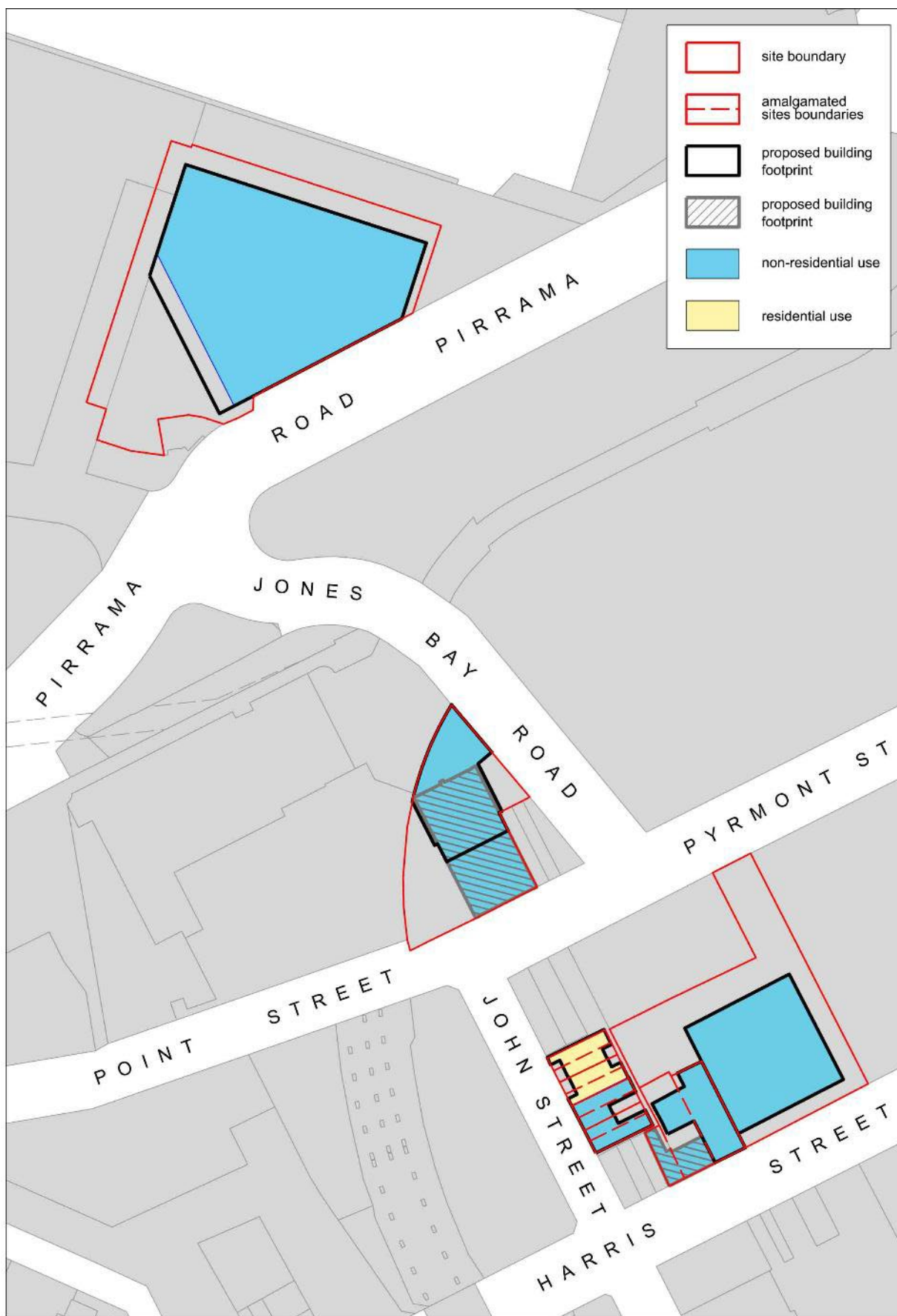


Figure 58 Group B - John Street - Street Level Land Use

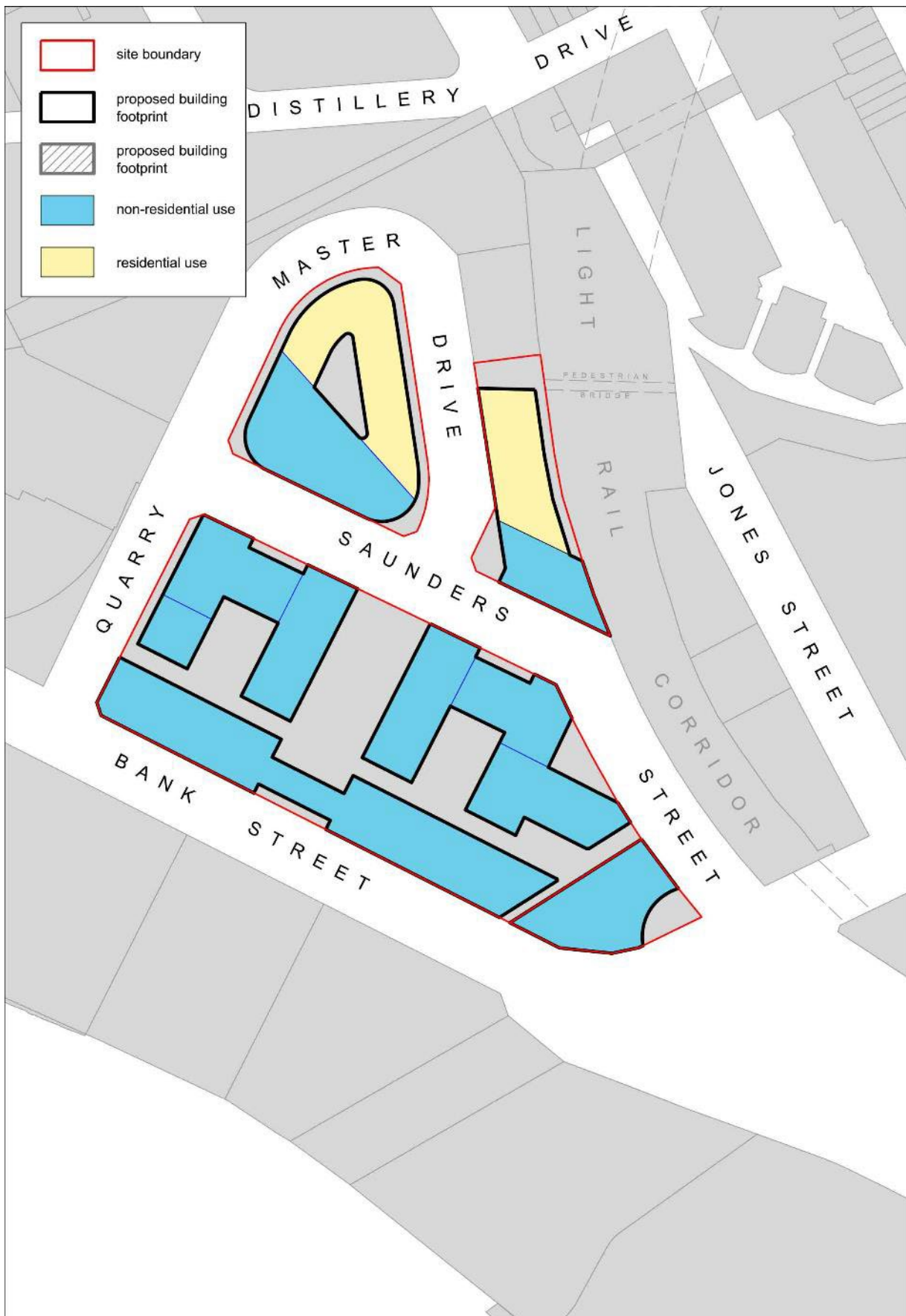


Figure 59 Group C - Saunders Street - Street Level Land Use



Figure 60 Group D - Harris Street Ultimo - Street Level Land Use

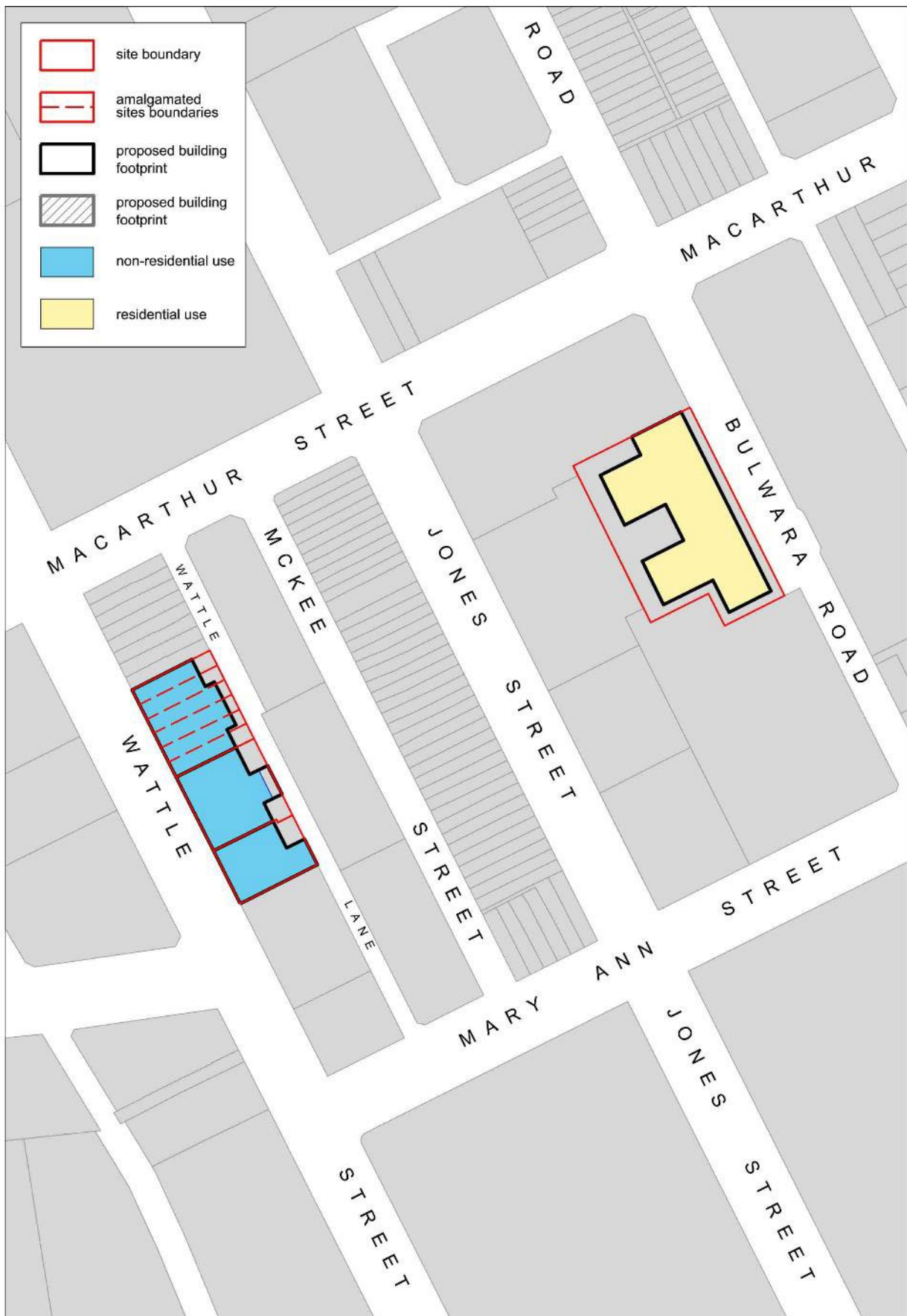


Figure 61 Group E - Wattle Street - Street Level Land Use



Figure 62 Miscellaneous sites - Street Level Land Use

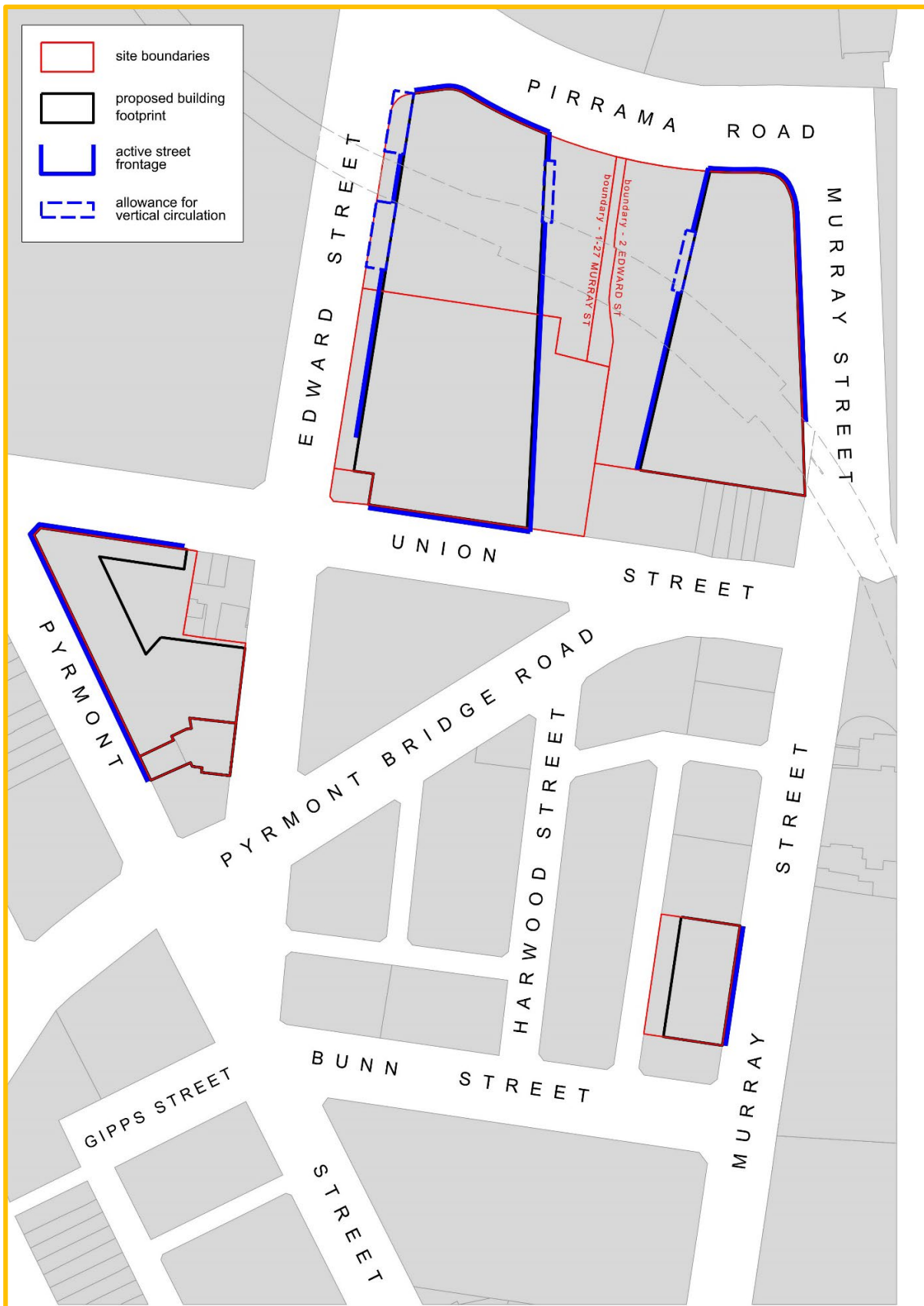


Figure 63 Group A - Metro Station - Active Street Frontages Map

[Public exhibition note: Figure 64 Group B - John Street - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Active Street Frontages map.]

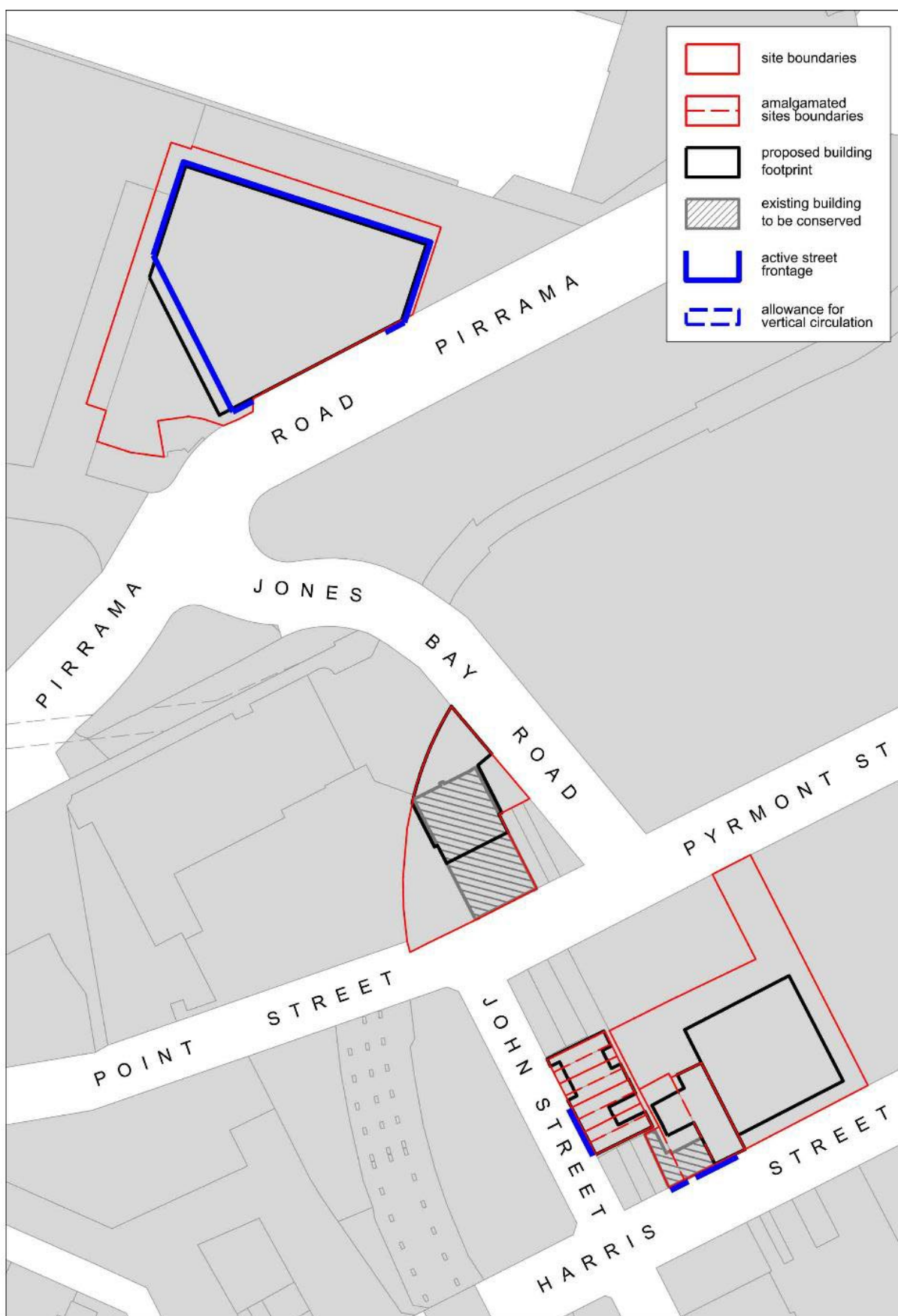


Figure 64 Group B - John Street - Active Street Frontages Map

[Public exhibition note: Figure 64 Group B - John Street - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend *the Active Street Frontages map*.]

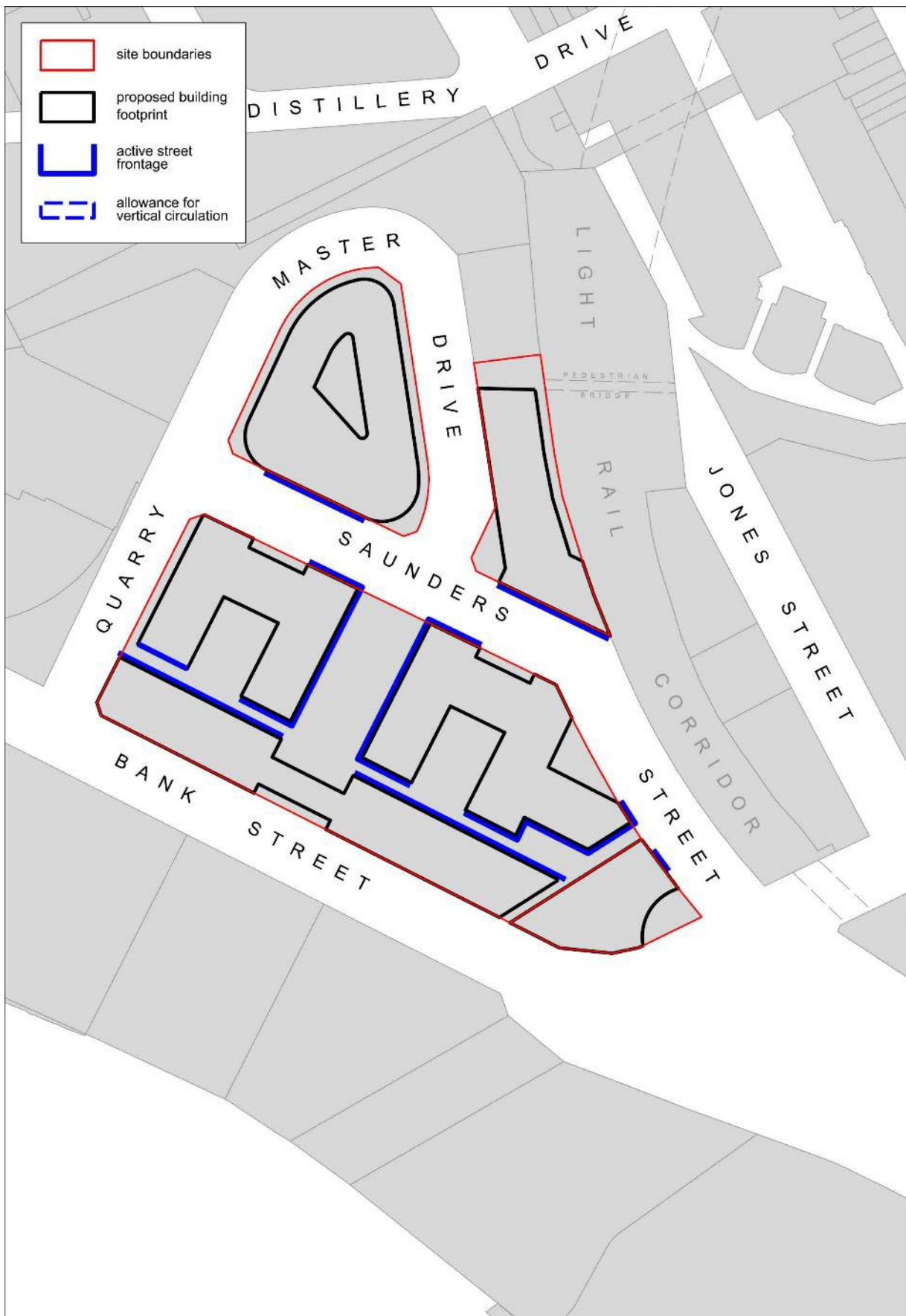


Figure 65 Group C - Saunders Street - Active Street Frontages Map

[Public exhibition note: Figure 65 Group C - Saunders Street - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]

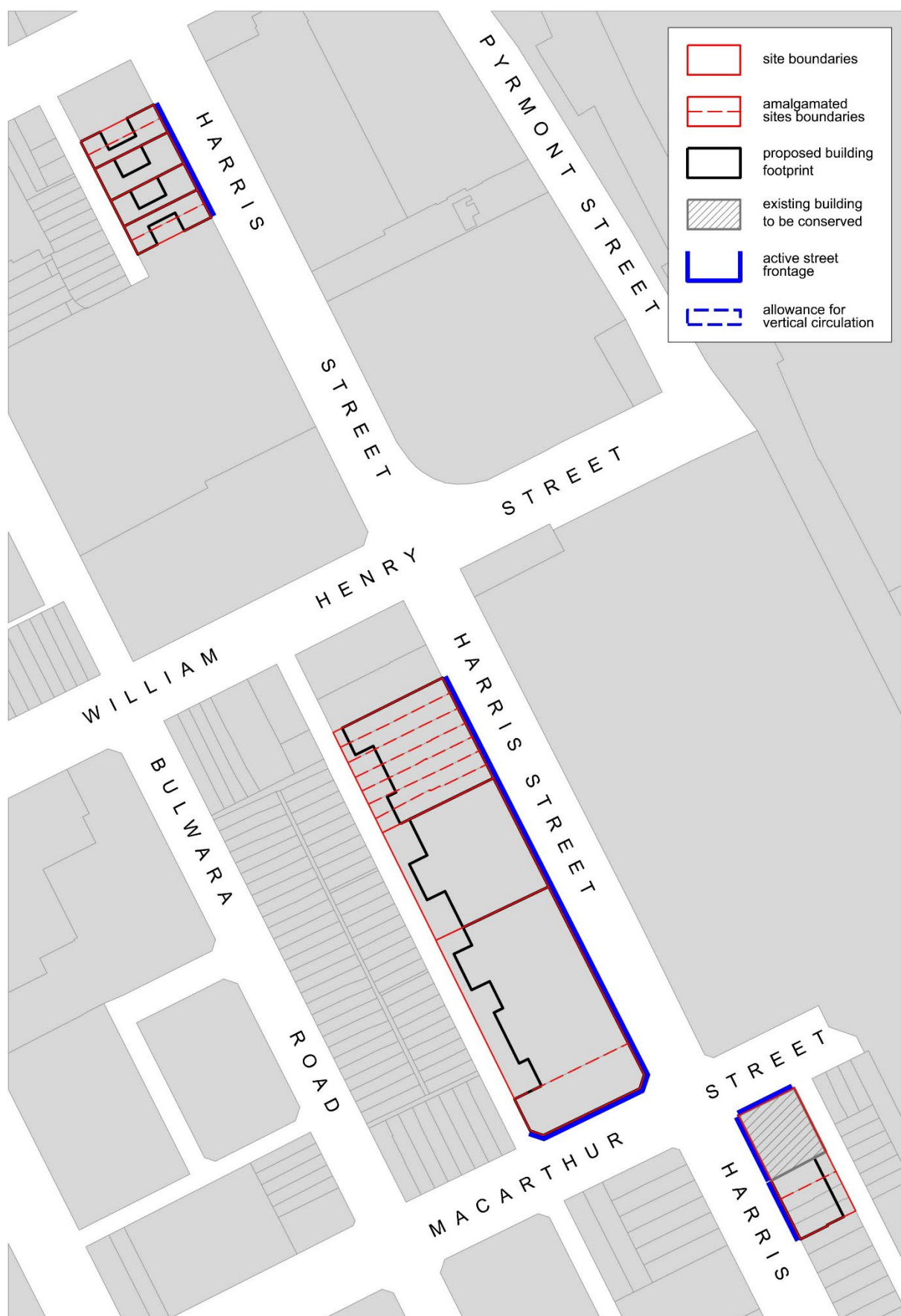


Figure 66 Group D - Harris Street Ultimo - Active Street Frontages Map

[Public exhibition note: Figure 66 Group D - Harris Street Ultimo - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Active Street Frontages map.]

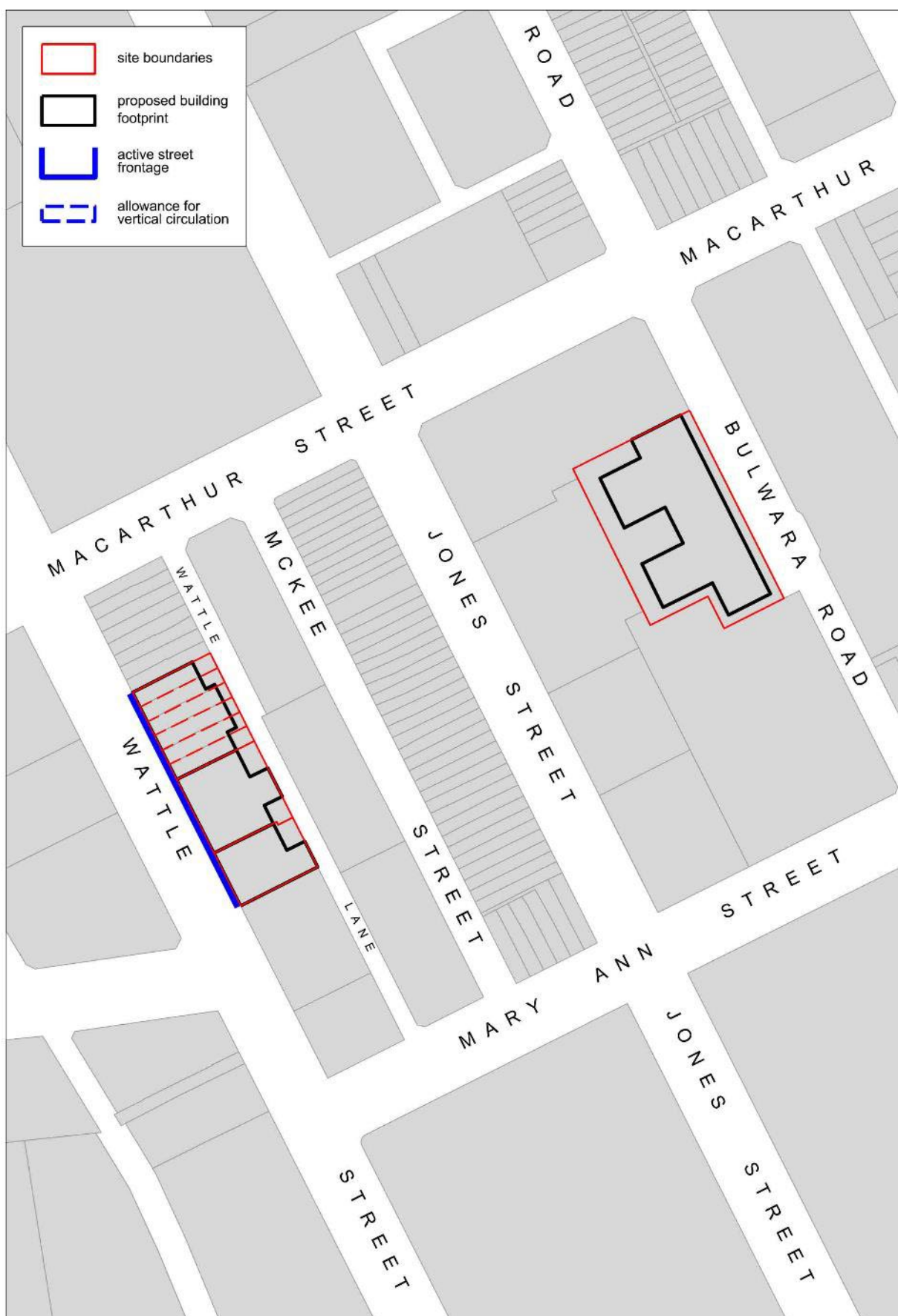


Figure 67 Group E - Wattle Street - Active Street Frontages Map

[Public exhibition note: Figure 67 Group E - Wattle Street - Active Street Frontages is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]



Figure 68 Miscellaneous sites - Active Street Frontages Map

[Public exhibition note: Figure 67 Group E - Wattle Street - Active Street Frontages is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]

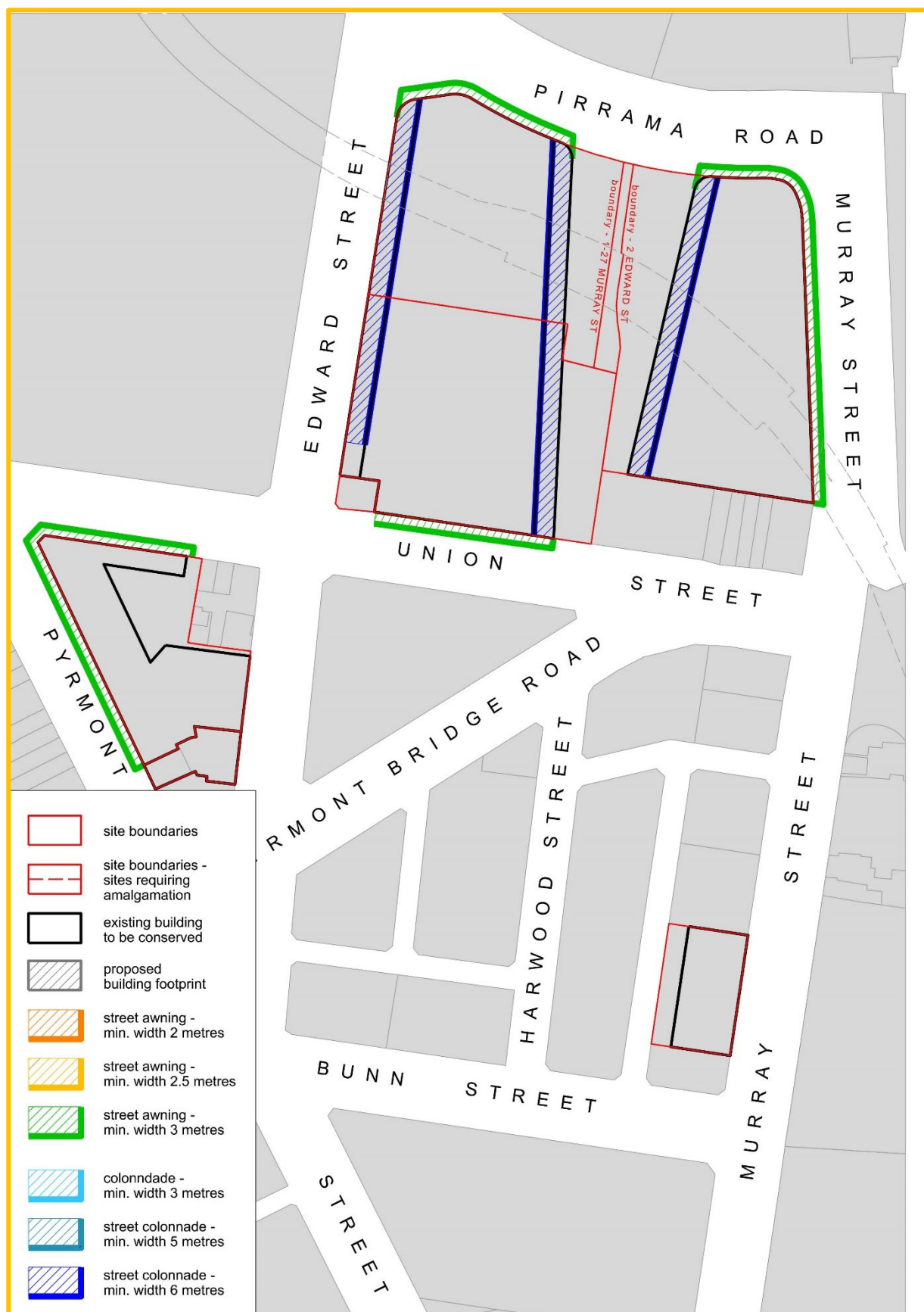


Figure 69 Group A - Metro Station - Awnings and Colonnades Map

[Public exhibition note: Figure 70 Group B - John Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]

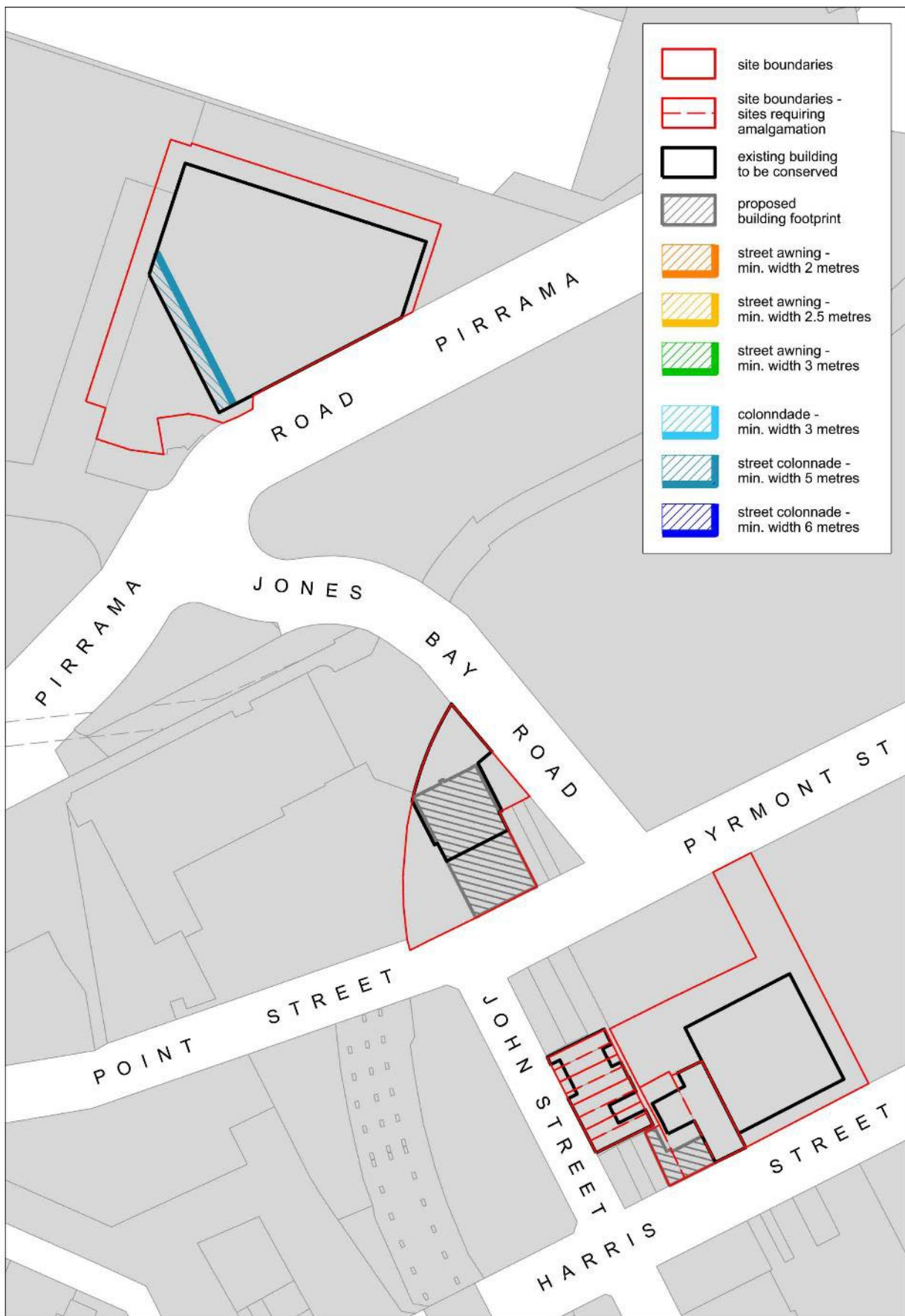


Figure 70 Group B - John Street - Awnings and Colonnades Map

[Public exhibition note: Figure 70 Group B - John Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]

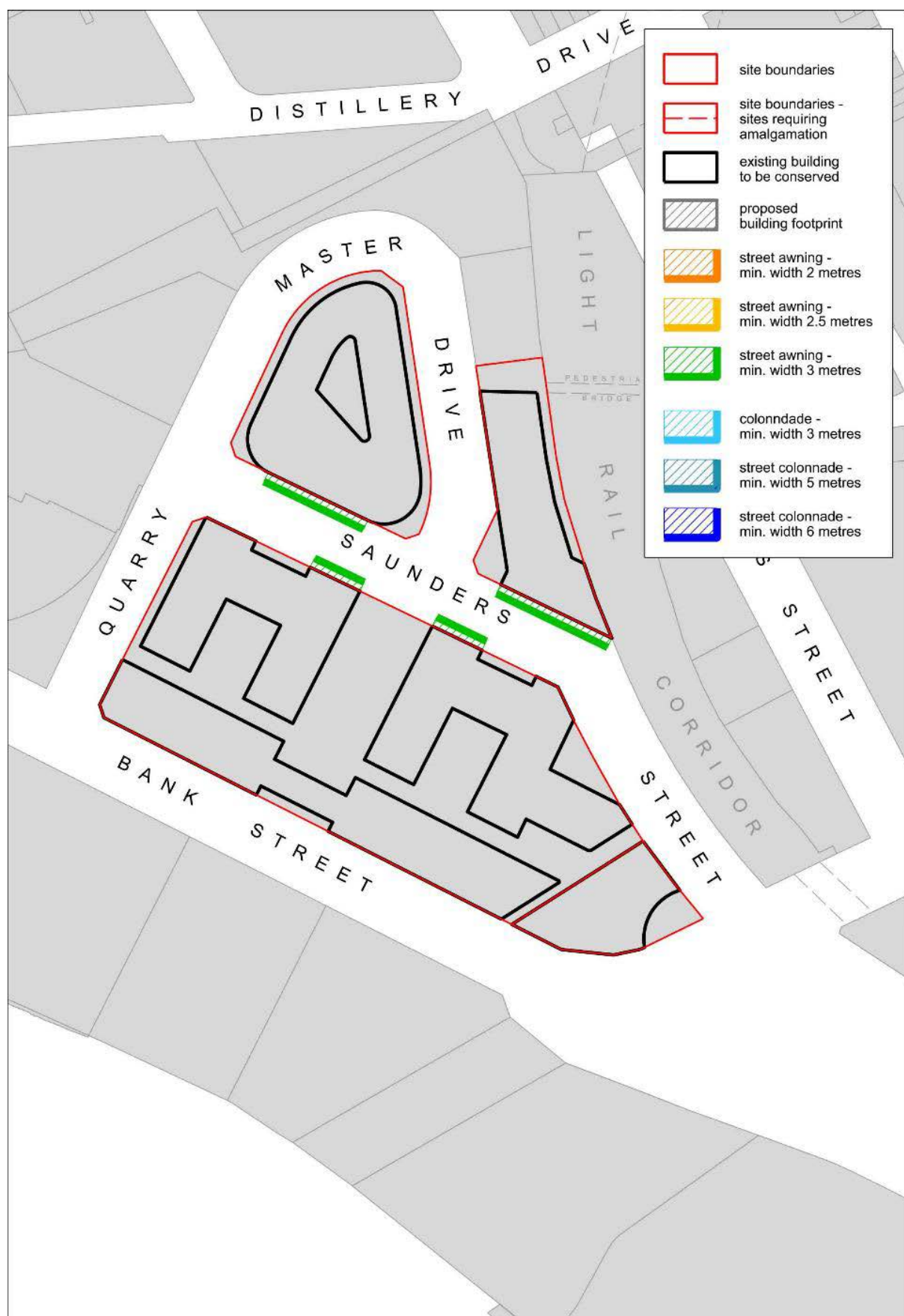


Figure 71 Group C - Saunders Street - Awnings and Colonnades Map

[Public exhibition note: Figure 71 is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Footpath, Awnings and Colonnades map*.]

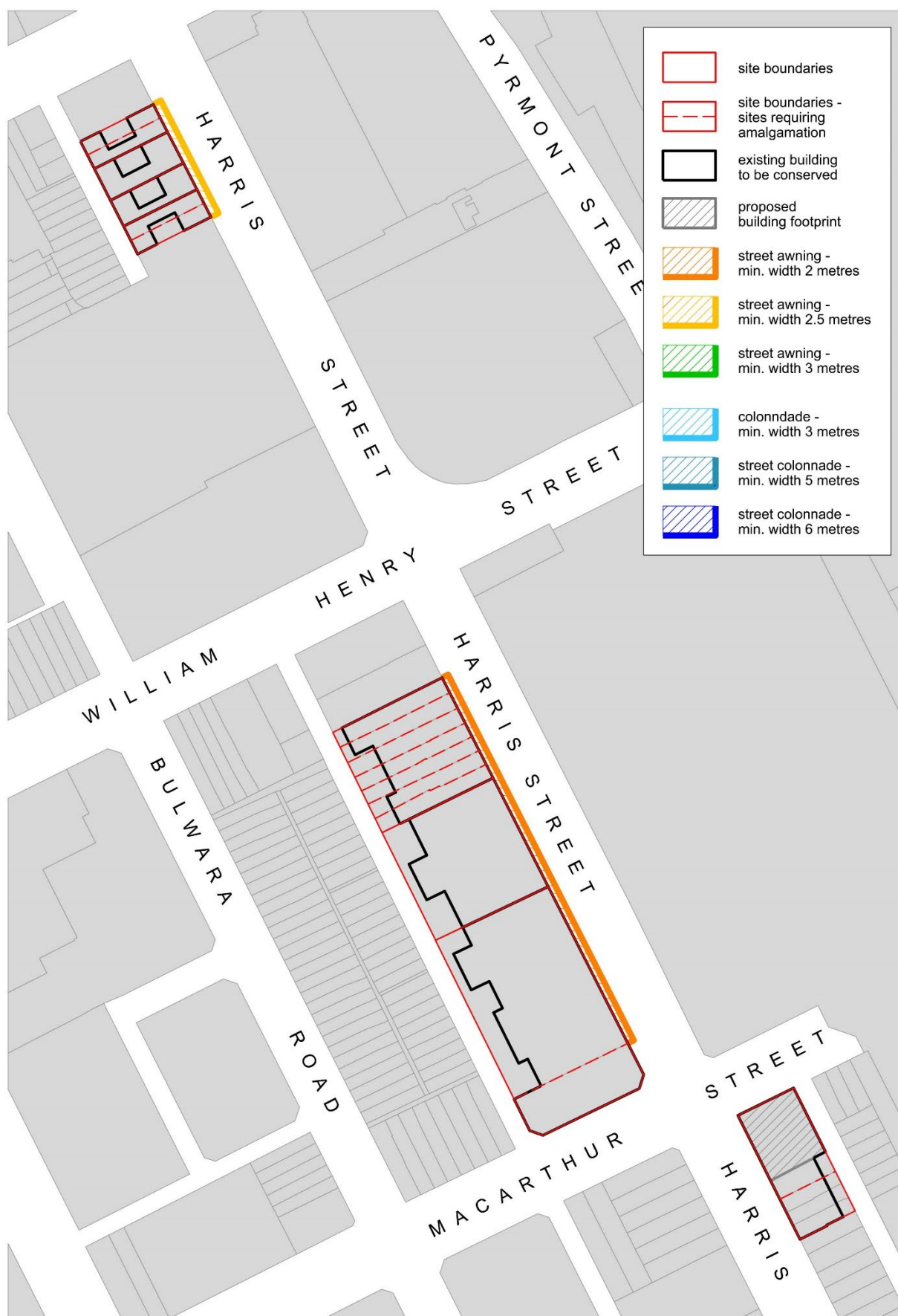


Figure 72 Group D - Harris Street Ultimo - Awnings and Colonnades Map

[Public exhibition note: Figure 72 Group D - Harris Street Ultimo - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]



Figure 73 Group E - Wattle Street - Awnings and Colonnades Map

[Public exhibition note: Figure 73 Group E - Wattle Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]



Figure 74 Miscellaneous sites - Awnings and Colonnades Map

[Public exhibition note: Miscellaneous sites - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Footpath, Awnings and Colonnades map*.]

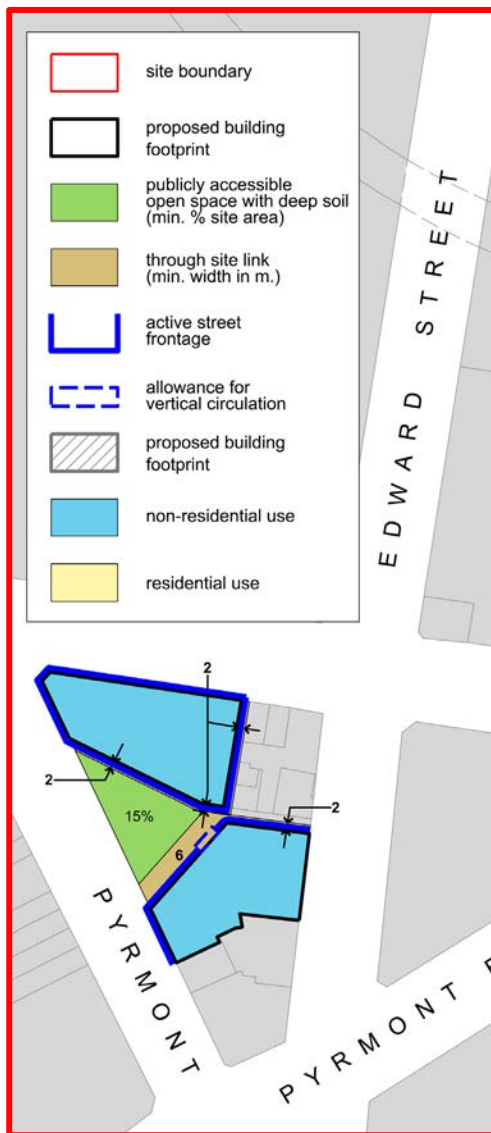


Figure 75 13A-29 Union Street – Alternative controls ground plane map

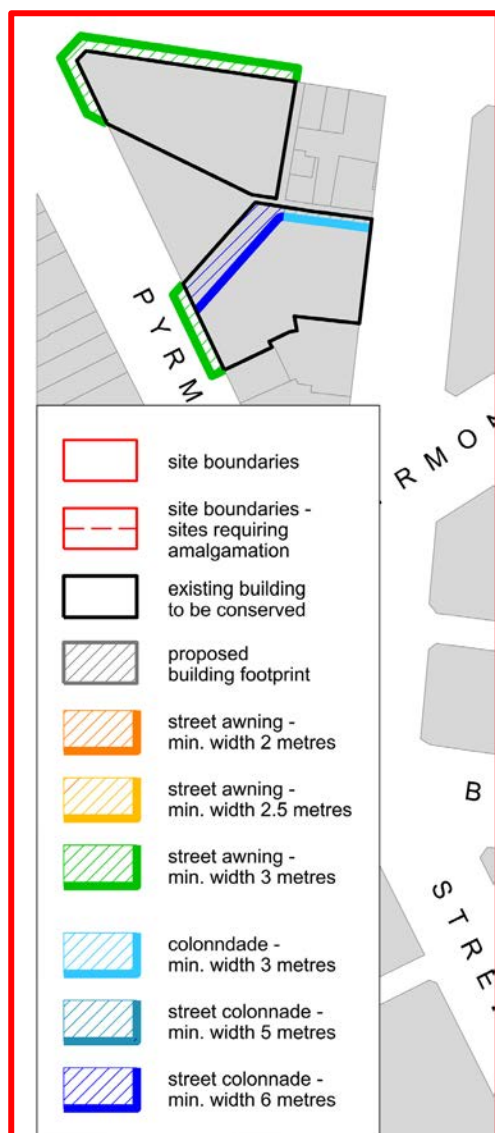


Figure 76 13A-29 Union Street – Alternative awnings and colonnades map

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 Figures 797 to 7380 may only be achieved when landholdings are amalgamated in accordance with Figures 797 to 7380.
- (2) Any alternative land amalgamation scheme must be supported by an urban design study and will be assessed on its merits.



Figure 77 Group A - Metro Station - Required Land Amalgamation Map

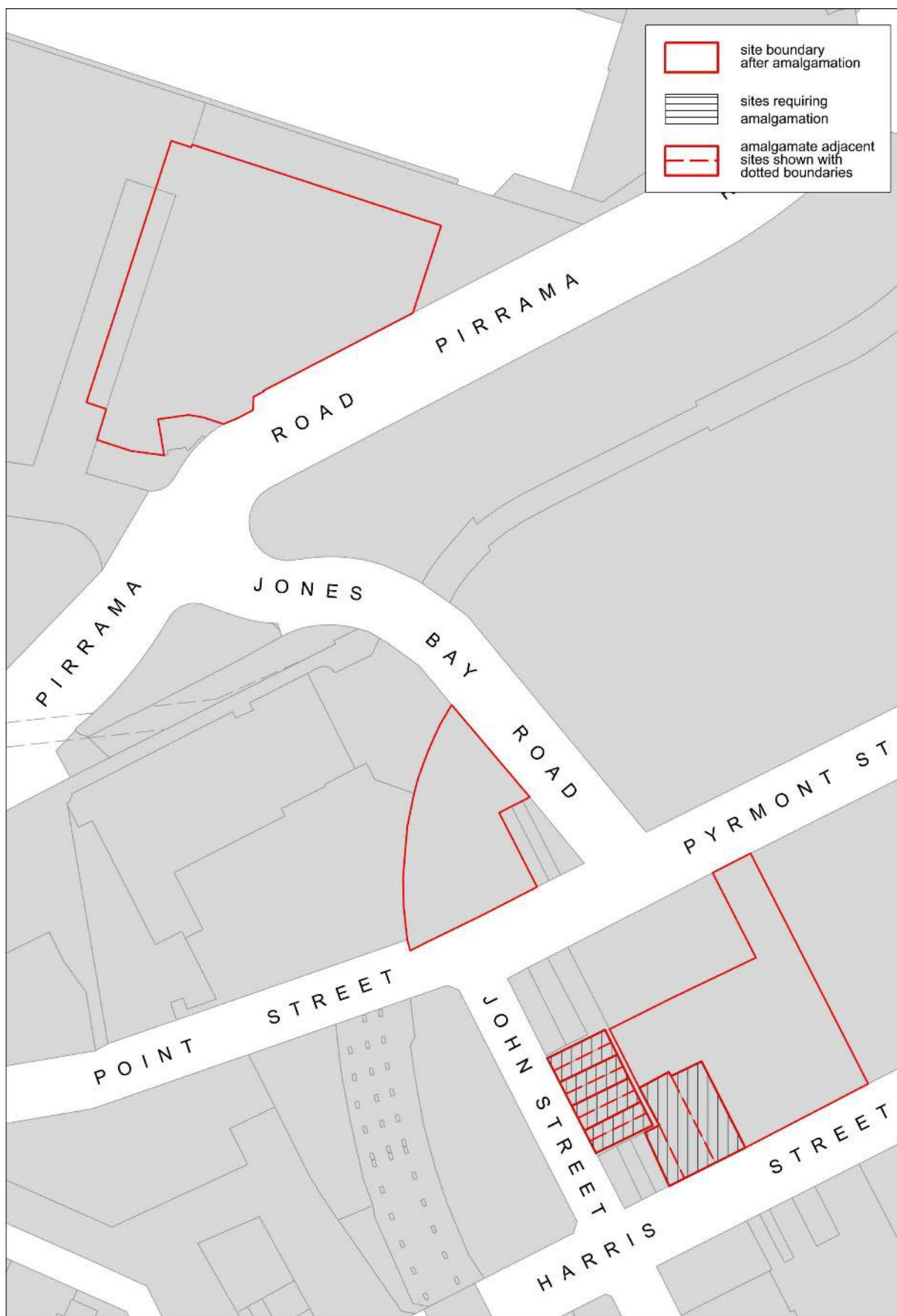


Figure 78 Group B - John Street - Required Land Amalgamation Map



Figure 79 Group D - Harris Street - Required Land Amalgamation Map

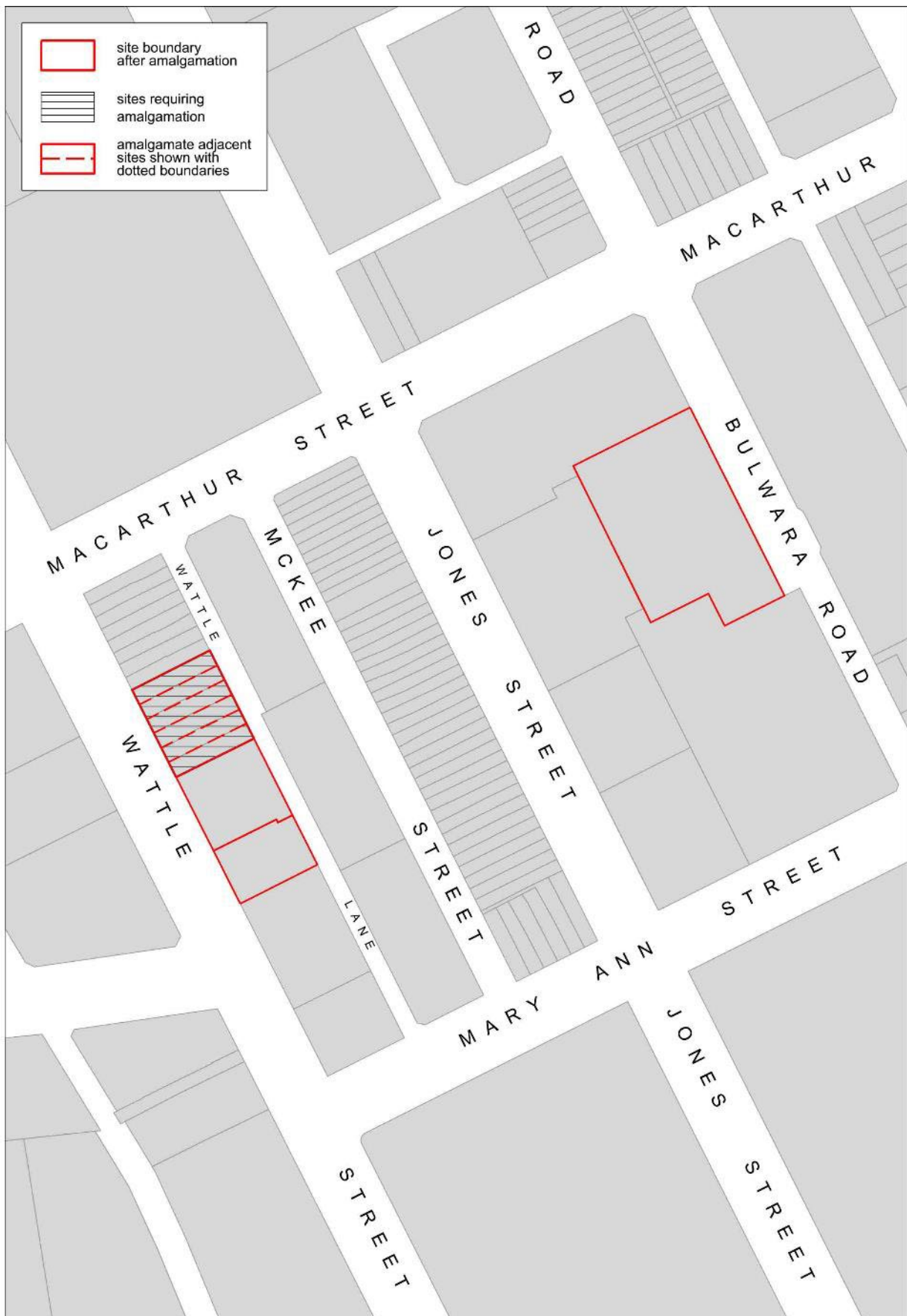


Figure 80 Group E - Wattle Street - Required Land Amalgamation Map

5.X.7. Design excellence strategy

This section applies to the land identified in Figure 2 Groups of sites included.

Objectives

- ~~(a) To ensure that the building design is the result of an architectural design competition to achieve design excellence.~~

Provisions

- ~~(1) Separate competitive design processes are to be undertaken for each competitive design process site in accordance with Clause 6.21D of Sydney LEP 2012 and the City of Sydney Competitive Design Policy.~~
- ~~(2) For each competitive design process site, a minimum of three architectural firms, including at least one emerging architectural firm, must participate.~~
- ~~(3) The selection panel is to comprise a total of four (4) members. The proponent is to nominate two (2) panel members and the City of Sydney is to nominate two (2) panel members.~~
- ~~(4) No additional height is to be awarded as a result of a competitive design process.~~

5.X.8. Managing wind impacts

Objectives

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

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 Figures 30 and 32.
- (8) A minimum 6 metre setback above street wall height is to be provided to arrest wind downdraft as shown in **Figure 3432** and **Figure 3638**.
- ~~(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 81, 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~~

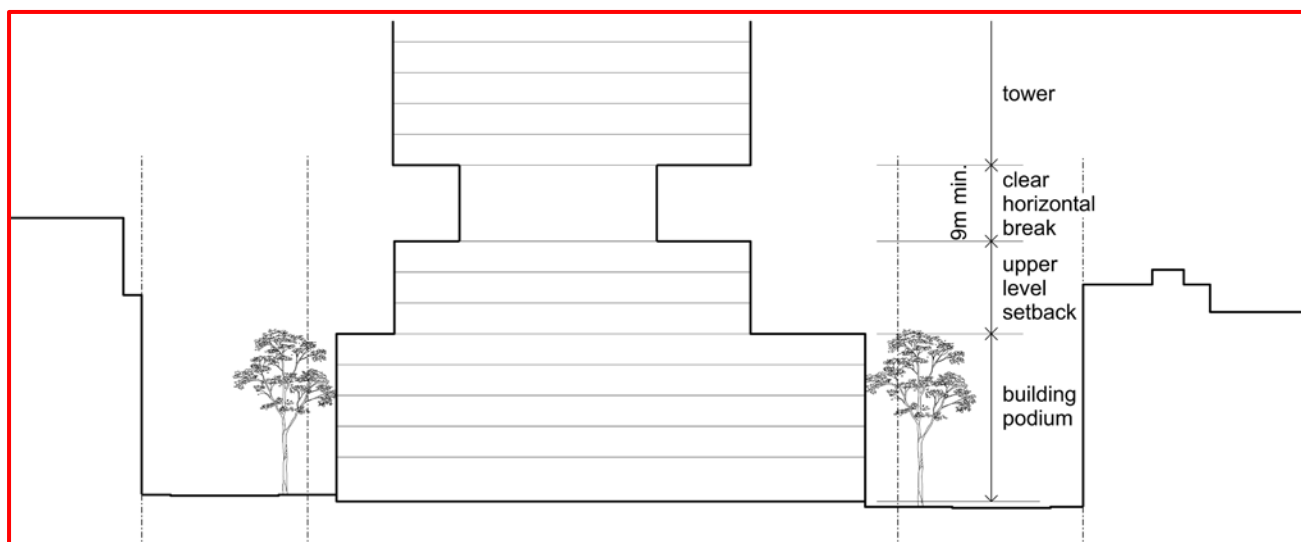


Figure 81 Clear horizontal breaks in tower structures to manage wind impacts

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 Pymont.
- (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) Residential 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 Pymont, busy roads include Wattle Street, the Western Distributor, Harris Street (south of Pymont Bridge Road), Pymont Bridge Road and William Henry Street as shown in Figure 3.

- (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.

5.X.10 Ultimo-Pyrmont small lot housing

This section applies to sites identified as Small lot housing in the Sydney LEP 2012.

Clause XX [new clause] of the Sydney LEP 2012 provides for the subdivision of identified sites and construction of small lot housing, a new small dwelling similar in size to a studio to increase housing diversity and improve the amenity of small streets. The subdivision of land is a requirement for this development type.

The height in storeys control limits these buildings to two storeys to ensure development relates to the character of a neighbourhood and streetscape. The Sydney LEP 2012 maximum height in metres allows for roof plantings, roof terraces and access to the roof terrace.

Objectives

- (a) Provide for a diverse range of housing options within identified areas of Ultimo-Pyrmont.
- (b) To create small lot houses fronting rear streets that are attractive, liveable and usable.
- (c) Ensure that appropriate private open space is provided for existing and new dwellings.
- (d) Ensure that appropriate sun access to private open space is provided.
- (e) That any small lot housing developments are accompanied by the subdivision of land.
- (f) Encourage the use of public and active transportation over private vehicle use.
- (g) Support pedestrian focussed streets by reducing the amount of driveway crossovers.
- (h) Increase tree canopy to limit the impacts of heat and increase amenity and wellbeing.
- (i) To minimise impacts on adjoining properties.

5.X.10.1 Subdivision

- (1) The existing lot (the lot containing the existing dwelling after subdivision) is to have:

Description	Control
Minimum lot size	N/A
Minimum lot width	N/A
Minimum lot dimension	N/A
Open Space	Consolidated 16m ² with a minimum 3m width

- (2) The proposed lot (the lot containing the new small lot dwelling after subdivision) is to:
- a. have a frontage to a street with a minimum width of 6m; and
 - b. be capable of accommodating a small lot dwelling which meets the requirements in Section 5.X.10.3 Building layout, form, design and open space.
- (3) A development application for subdivision must include the development of a small lot dwelling.

5.X.10.2 Car parking, vehicle crossings and street trees

- (1) Car parking is prohibited under this development type, for both the existing and proposed lot.
- (2) Where the subdivision of land and construction of small lot housing is carried out:

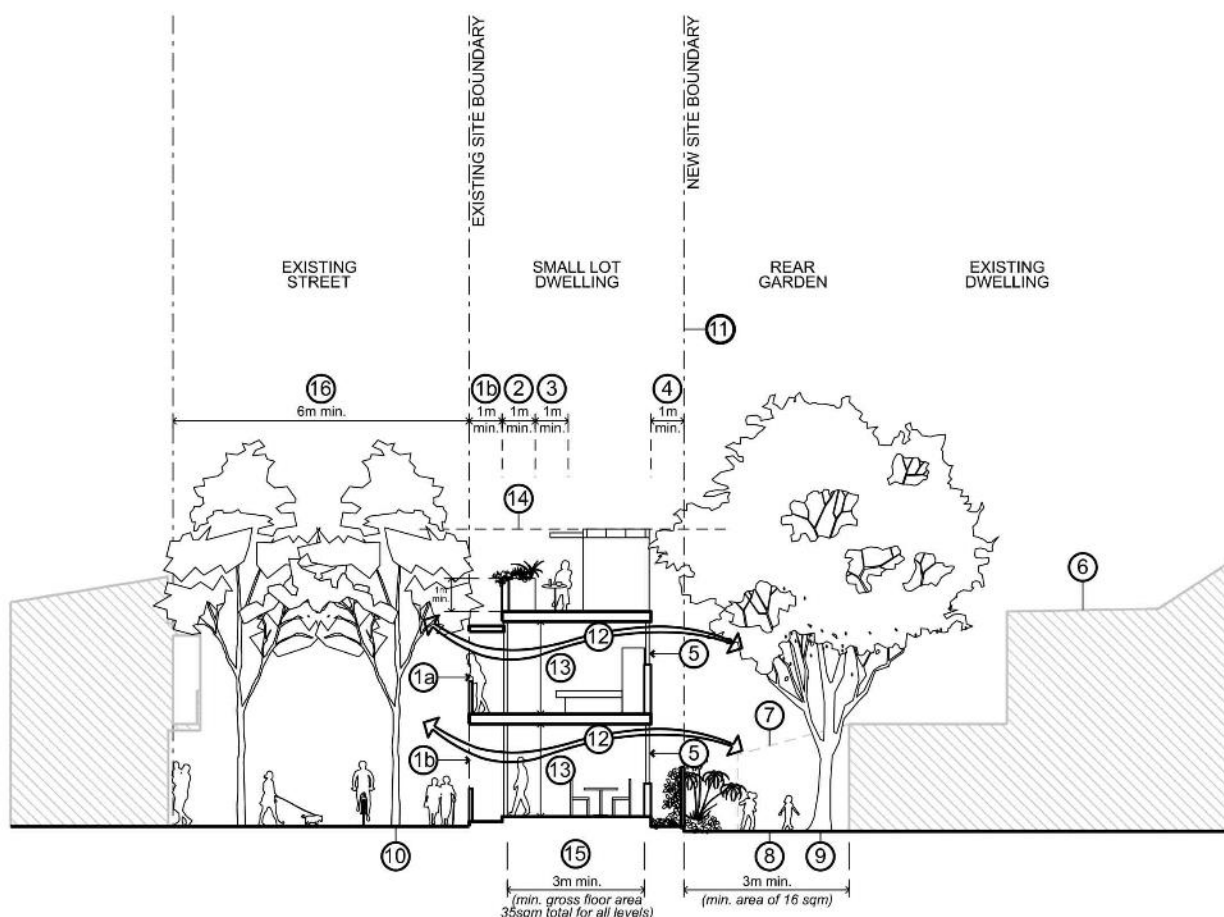
- a. a street tree must be planted;
 - b. any existing vehicle crossing is to be removed; and
 - c. any footpath reinstated.
- (3) Any street tree planting is to be carried out in accordance with the City of Sydney Street Tree Masterplan, Street Tree Masterplan Precinct Plan and Street Tree Masterplan Technical Guidelines.

5.X.10.3 Building layout, form, design and open space

- (1) A small lot dwelling is to meet the following standards:

Standard	Control
Minimum street width	6m
Front setback	0m
Side setback	0m
Minimum rear setback from new lot boundary	1m (excluding any privacy screens)
Height in storeys	2 (excluding any access to roof terrace)
Minimum Gross Floor Area (excluding any stairwell)	35m ²
Minimum internal width and depth of internal habitable rooms	3m
Minimum floor to ceiling heights for habitable rooms	2.7m
Minimum solar access	2 hours direct sunlight on winter solstice to 1m ² of a living room window 2 hours direct sunlight on winter solstice to 1m ² of private open space
Cross ventilation	Natural cross ventilation required on each level
Minimum front balcony depth	1m
Rooftop terrace	4m ² minimum area 1m minimum depth 2m front setback
Roof garden	1m minimum soil depth 1m minimum dimension and to extend the full width of the site 1m front setback

- (2) A small lot dwelling is to be in accordance with Figure 82.



LEGEND

- | | | |
|---|---|--|
| ①a front balcony overlooks street (min. depth 1m) | ⑥ retain original dwelling and original rear wing in heritage conservation areas and for heritage items | ⑫ natural cross ventilation to each level |
| ①b front balcony for privacy and utility requirements (min. depth 1m) | ⑦ remove non-original structures if required | ⑬ 2.7m minimum floor to ceiling height |
| ② roof garden (min. soil depth 1m, min. dimension 1m, min. setback 1m from street) | ⑧ private open space to original dwelling | ⑭ 9 metre maximum height |
| ③ private open space on roof (min. dimension 1m, min. area 4sqm) | ⑨ retain existing trees | ⑮ 3 metre minimum internal width and depth |
| ④ rear setback (min. 1m) allows for windows, natural cross-ventilation | ⑩ new street tree | ⑯ existing street minimum width 6m |
| ⑤ design windows to provide privacy to existing neighbouring private open space and windows, privacy devices allowed in rear setback zone | ⑪ new boundary | |

Figure 82 Small Lot Houses Typical Section



Attachment E

**Draft Ultimo Pymont Local Infrastructure
Contributions Plan 2023
(as amended following public exhibition)**



Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023

October 2025

(Amendments following public exhibition shown in red)



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Summary

Growth requires infrastructure

By 2041, Ultimo and Pyrmont are forecast¹ to grow by approximately:

- 4,100 new dwellings
- 8,700 new residents
- 20,000 – 27,000 new workers.

This growing population will require additional or improved infrastructure to keep Ultimo and Pyrmont attractive, efficient and appealing for our existing community and to continue attracting jobs, visitors and investment.

This Plan enables the City to levy a contribution on new development to generate approximately \$148M in contributions towards infrastructure in Ultimo and Pyrmont to 2041. It is appropriate that new development contribute its fair share towards the cost of new and improved infrastructure from which it will benefit.

Levy rate under this Plan

To fund new infrastructure through contributions, this Plan applies the following levy rates as permitted under Section 209(1) of the Environmental Planning & Assessment Regulation 2021:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
More than \$250,000, up to and including \$500,000	1%
More than \$500,000, up to and including \$1,000,000	2%
More than \$1,000,000	3%

Facilities funded by this Plan levy

This Plan funds a variety of infrastructure, services and amenities including:

- **Open space** – such as capacity improvements to Wentworth Park;
- **Public domain improvements** – such as the Harris Street Living Green Network Priority Route;
- **Community facilities** – such as upgrades and capacity improvements to existing community centres;
- **Roads, traffic and transport facilities** – such as cycleway extensions;
- **Sustainability measures** – such as tree planting in parks and streets to increase canopy cover; and
- **Stormwater** - such as drainage upgrades.

These works are programmed for delivery in the timeframes described in the Schedule of Works at Appendix B to this Plan.

¹ City of Sydney forecast as at December 2023.

Development affected by this Plan

This Plan applies to development that:

- is located within Ultimo and Pyrmont, as shown in Figure 1 of this Plan;
- needs consent (including complying development);
- has a development cost of more than \$250,000; and
- is not excluded under Section 2.2 of this Plan.

If approval is granted to a development subject to this Plan, a condition of consent will be imposed requiring the applicant to pay a monetary contribution ('the levy'), towards the cost of local infrastructure.

This levy is calculated at a rate of 1%, 2% or 3%, depending on the development cost.

This Plan provides transitional arrangements, information on how to calculate the development cost and what development may be excluded.

Life of this Plan

This Plan will operate until:

- (i) all of the contributions for works items listed in Appendix B of this Plan have been collected from relevant development approvals; or
- (ii) the time the Plan is repealed by the Council; whichever occurs first.

Key steps for applicants

Applicant estimates the development cost – before obtaining a construction certificate or commencing works authorised by a complying development certificate, the applicant provides information to the City about the development cost in accordance with requirements in this Plan together with copies of construction certificate or complying development certificate plans and details of any claimed exclusions from the development cost under Section 2.3 of this Plan.

The City determines the development cost, any exclusions, and the levy – the City reviews the information provided by the applicant and issues the applicant with a letter confirming the correct levy amount payable.

Applicant pays the levy – the applicant pays the levy to the City and obtains a receipt. If the applicant does not pay the levy within 3 months from the date the City calculates the levy, the applicant must provide an updated cost of works to the City, which will be used by the City to recalculate the levy.

Applicant provides payment receipt to certifier – the applicant provides the accredited certifier (the City or a private certifier) with the City's letter and levy payment receipt to obtain a construction certificate or prior to the commencement of any works authorised by a complying development certificate.

Further information

Further information on development contributions is also available on the City's website at www.cityofsydney.nsw.gov.au.



Union Square, Pyrmont

Background

1.1 Name of this Plan

This plan is called the Draft Ultimo Pyrmont Local Infrastructure Contributions Plan 2023 (or ‘this Plan’).

1.2 Legislation enabling this Plan

This Plan has been prepared in accordance with Section 7.18 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

Under this Plan, if a consent authority imposes a condition of consent upon development requiring a contribution under Section 7.12 of the EP&A Act, the consent authority cannot impose a condition of consent on the same development requiring a contribution under Section 7.11 of the EP&A Act.

1.3 Purpose of this Plan

The purpose of this Plan is to enable the City to apply a levy upon development to be applied towards public amenities and public services to meet the needs of the growing residential, workforce and visitor populations in Ultimo and Pyrmont.

The Plan will assist in achieving the objectives and directions of key City of Sydney and New South Wales Government planning strategies including:

- the Greater Cities Commission’s *A Metropolis of Three Cities – the Greater Sydney Region Plan*;
- the Greater Cities Commission’s *Eastern City District Plan*;
- the Department of Planning and Environment’s *Pyrmont Peninsula Place Strategy*;
- the Department of Planning and Environment’s *Pyrmont Peninsula Infrastructure Delivery Plan*;
- the City’s *Sustainable Sydney 2030 – 2050 Continuing the Vision*; and

- the City’s *Local Strategic Planning Statement*.

The population growth generating demand for enhanced public amenities and public services over the life of this Plan is outlined in Appendix A, while the Schedule of Works in Appendix B identifies the public amenities and public services to be funded or recouped by the City using the levy. Appendix C provides a dictionary of terms used in this Plan.

1.4 The land where this Plan applies

This Plan applies to land in Ultimo and Pyrmont, as shown in Figure 1.

1.5 Relationship between the expected types of development in the area to which the Plan applies and the demand for additional public amenities and services related to that development

This relationship is described at Appendix A: Basis for the levy and the Strategic Framework.

1.6 The percentage of the Section 7.12 levy and quarterly updating or indexing of the proposed cost of development

The percentage of the Section 7.12 levy is determined by the development cost, as per the following table:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL
More than \$250,000, up to and including \$500,000	1%
More than \$500,000, up to and including \$1,000,000	2%
More than \$1,000,000	3%

The process for quarterly updating or indexing the cost of development is described in Section 2.4 of this Plan.

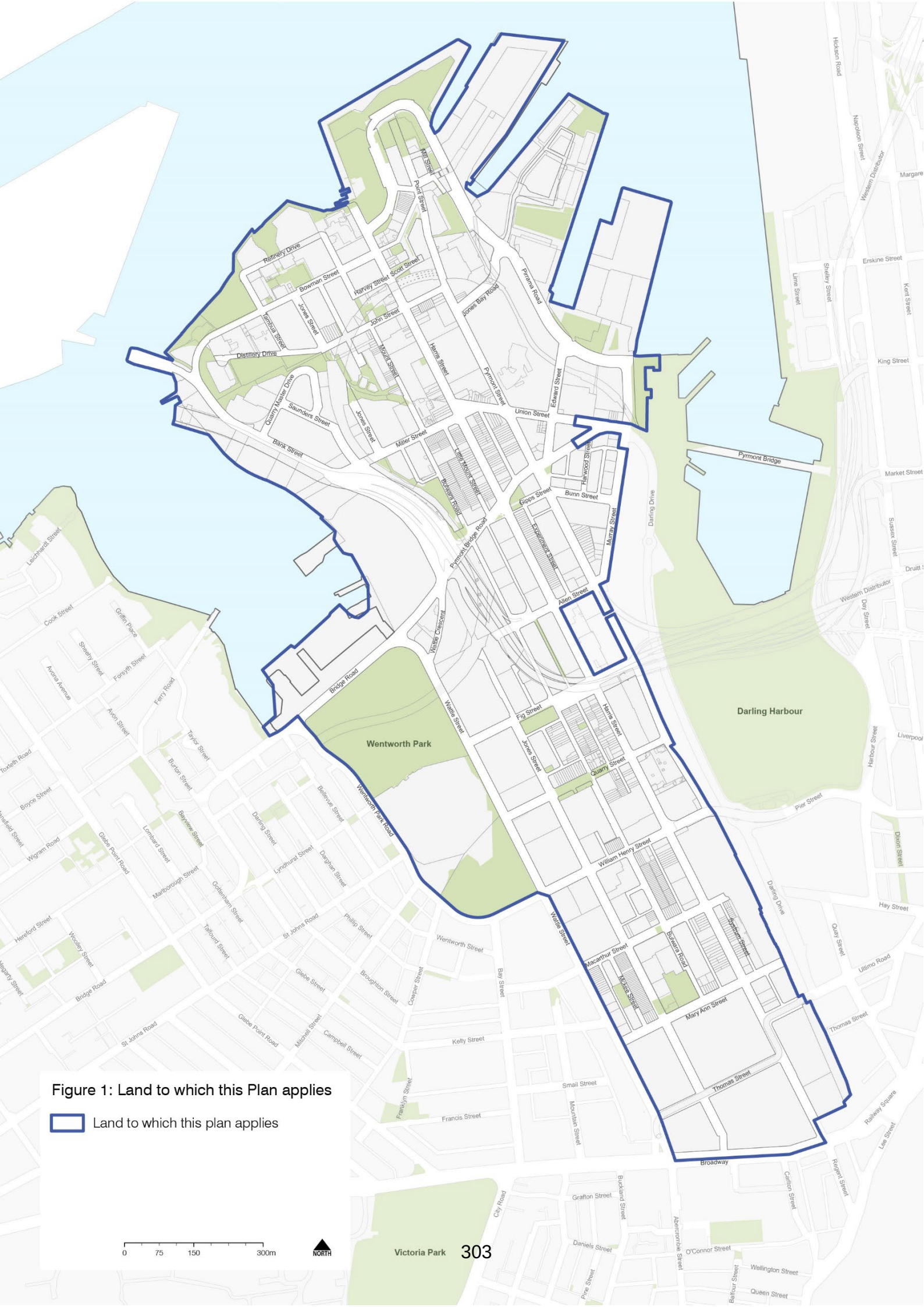


Figure 1: Land to which this Plan applies

 Land to which this plan applies

0 75 150 300m



Victoria Park 303

1.7 Payment of section 7.12 levies and deferred or periodic payment of levies

Section 2.4 of this Plan describes the requirements for the payment of levies under this Plan and the conditions that allow deferred or periodic payment of the levy.

1.8 Map showing the specific public amenities and services proposed to be provided by the City

A map showing the specific public amenities and services proposed to be funded in part or whole through contributions under this Plan is shown at Figure 2 in Appendix B to this Plan. A works schedule that contains an estimate of their cost and staging of delivery is at Appendix B to this Plan.

1.9 Pooling of levy payments

To assist in the delivery of works items in the Plan, the City may pool levy payments and apply the pooled levy funds to selected projects in the Schedule of Works.

The City is satisfied that the pooling and progressive application of the money paid will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

1.10 Complying development

This Plan makes provision for the imposition of conditions of consent under Section 7.12 of the EP&A Act in relation to the issue of complying development certificates.

The payment of monetary Section 7.12 levies in accordance with those conditions is to be made before commencement of any building work or subdivision work authorised by a complying development certificate.

1.11 Commencement date for operation of this Plan

This Plan was adopted by Council on XXXXX and Section 209(1) of the Environmental Planning and Assessment Regulation 2021 was amended by the Minister for Planning and Public Spaces on XXXXX.

This Plan commenced operation on XXXXX.

1.12 Transitional arrangements

This section of the Plan describes the arrangements for development applications and applications for complying development certificates made before, and after, the commencement of this Plan. It explains arrangements for modification applications. It also sets out arrangements for development consents that existed before the commencement of this Plan.

This Plan replaces and repeals the *City of Sydney Development Contributions Plan 2015* ('the 2015 Predecessor Plan') for development applications on land identified in this Plan at Figure 1 which are made on or after the date of commencement of this Plan, being XXX, as well as for applications to modify consents granted to those development applications.

This Plan applies to development applications or applications for a complying development certificate made on or after the date this Plan commenced.

This Plan does not apply to development applications or applications for a complying development certificate which were made before the date of commencement of this Plan. For those applications, the contributions plan in force on the date the application was made applies.

For applications to modify a consent under Division 4.9 of Part 4 of the EP&A Act, the contributions plan that applied to the original development consent will apply.

For development consents that existed before the commencement of this Plan, this Plan does not affect any conditions of consent referring to the 2015 Predecessor Plan or any earlier Plans. Any monies that were paid, or are required to be paid, under the 2015 Predecessor Plan for development on land where this Plan applies may be pooled with contributions under this Plan and applied to the Schedule of Works in this Plan.

1.13 Life of this Plan, accountability, review and status of elements

a) Life of this Plan

This Plan operates until all of the contributions for works projects listed in Appendix B of this Plan have been collected from relevant development approvals, or the time the Plan is repealed by the Council, whichever occurs first.

b) Accountability

The City is accountable for the administration of this Plan in the following ways:

- maintaining public access to a contributions register and a planning agreements register;
- maintaining public access to accounting records for levy receipts and expenditure;
- annual financial reporting of contributions; and
- maintaining public access to this Plan and supporting information.

As required by the EP&A Regulation 2021, these documents must be made publicly available on the NSW Planning Portal and the City's website.

The City will also periodically review this Plan and seek public input as part of the review.

c) Review of this Plan

The City will review this Plan five years from the date it comes into force, to ensure the Plan addresses community needs, contemporary strategic planning directions and priorities, integrated community facilities planning, the City's capital works program and legislative requirements.

d) Status of selected Plan elements

The appendices to this Plan form part of the Plan.

The Summary in this Plan is provided for guidance and does not form part of the Plan.



Pirrama Park, Pyrmont



Union Street, Pyrmont

How to use this plan

2.1 Calculating the levy

As permitted under Section 209(1) of the Environmental Planning & Assessment Regulation 2021, this Plan applies the following levy rates to development:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL
More than \$250,000, up to and including \$500,000	1%
More than \$500,000, up to and including \$1,000,000	2%
More than \$1,000,000	3%

For development with a development cost of more than \$250K, the levy payable will be:

Development cost x corresponding levy rate

Examples:

- A new development has a cost of \$300K. The levy payable will be $\$300K \times 1\% = \$3,000$.
- A new development has a cost of \$750K. The levy payable will be $\$750K \times 2\% = \$15,000$.
- A new development has a cost of \$2.4M. The levy payable will be $\$2.4M \times 3\% = \$72,000$.

Development covered by this Plan and information about determining the development cost is provided in Sections 2.2 and 2.3 of this Plan.

2.2 Development subject to the levy

This Plan applies to any development that:

- is located on land within Ultimo and Pyrmont, as shown in Figure 1;
- needs development consent, including complying development;
- has a development cost of more than \$250,000; and
- is not excluded in accordance with subsection 2.2(b) below.

a) Complying development

This Plan applies to complying development. For complying development where this Plan applies, the accredited certifier, including any private certifier, must, subject to the provisions of this Plan, impose a condition pursuant to s7.12 of the EP&A Act requiring payment of the levy in accordance with Section 2.1 of this Plan.

The levy must be paid in accordance with the provisions of Section 2.4 of this Plan.

b) Development excluded from the levy

Development excluded from the need to pay a contribution is listed in the following table. Applicants should describe how their development is consistent with the relevant exclusion in their development application. If the City is satisfied the development is consistent with the relevant exclusion, it will exclude the development from the need to pay a contribution.

For complying development, the City must first verify any exclusions in writing, following submission of relevant details on the nature of the proposal.

Where the proposal includes a range of works or a mix of land uses, only the works or uses excluded under this Plan will be excluded from the need to pay a contribution. All other works and uses are to be levied with development contributions in accordance with this Plan.

A development application seeking a partial exclusion must identify the spaces, works and costs relevant to the land use said to be the subject of the exclusion.

c) State significant development and Critical state significant infrastructure development and contributions

The Plan applies to State significant development.

Development excluded from the need to pay a contribution

1. Places of public worship provided by or on behalf of a charity or not for profit organisation*
2. Emergency services facilities (fire stations, police stations and ambulance stations)
3. Development excluded from contributions by a Ministerial Direction under section 7.17 of the EP&A Act
4. Government schools (established under the *Education Act 1990* by the Minister for Education)
5. Affordable housing* or social housing* – development for the purpose of providing affordable housing or social housing by a social housing provider. (For the avoidance of doubt, development to which Chapter 3, Part 4 of the State Environmental Planning Policy (Housing) 2021 applies is not development excluded from the need to pay a contribution)
6. Alterations and additions to an existing:
 - dwelling house;
 - attached dwelling; or
 - dual occupancy
7. Temporary development* of no more than 90 days from the start of set up to the completion of clean up
8. **Monuments, memorials, sculptures and art installations on public land**
9. City of Sydney development – development undertaken by or on behalf of the City of Sydney. Notes: (a) this is limited to those works costs associated with delivering only the City asset, not any costs associated with a wider structure or space; and (b) works costs undertaken by tenants of City-leased buildings are subject to contributions
10. Development listed in Appendix B to this Plan

For Critical state significant infrastructure (CSSI) development, the City will assess the public services and public amenities needs of any ancillary land uses or works not directly associated with the operation of the CSSI (e.g. retail or commercial uses), in providing advice to the Department of Planning, **Housing** and **Environment Infrastructure** regarding the levying of contributions.

Notes

* Definitions of terms described in this table are provided in the Dictionary at Appendix C.

2.3 Determining the development cost

This section must be read in conjunction with Section 208 of the Environmental Planning and Assessment Regulation 2021, which sets out provisions for the determination of development cost for the purpose of calculating contributions pursuant to section 7.12 of the EP&A Act.

The proposed cost of carrying out development must be determined by the consent authority. The applicant must provide the City with information on the proposed development cost prior to the City issuing a written Statement of Contributions Owing. The City will review the estimated development cost submitted and if considered necessary, carry out independent cost verification. The City will issue the applicant with a letter confirming the levy amount payable for the proposed development. This requirement also applies to complying development and any modification application (where relevant).

a) Items to include or exclude from the development cost

The proposed development cost generally includes:

- any costs and expenses associated with carrying out the proposed development; and
- any costs and expenses incurred that are necessary to make the site, building, or premise suitable for its intended use.

When determining the development cost, a project is considered in its entirety, irrespective of whether an individual component or components may not require development consent. Examples of items to include and exclude in the development cost are listed in the following tables.

If an applicant seeks an exclusion for any of the works listed in Section 2.3 of this Plan, the applicant should still include the cost of the item in the development cost. This is to permit the City to determine the appropriate value of the exclusion if made, or, if the City does not exclude the works from the levy, to include the development cost without the need to request a further cost estimate from the applicant.

Examples of items to include in the development cost

1. Preliminaries, e.g., scaffolding, hoarding, fencing, site sheds, delivery of materials, waste management
2. Internal fit out, e.g., flooring, wall finishing, fittings, fixtures, bathrooms and equipment
3. Demolition works including cost of removal from the site and disposal
4. Professional fees as part of the design e.g., architects and consultant fees
5. Site preparation, e.g., clearing vegetation, decontamination or remediation
6. Excavation or dredging including shoring, tanking, filling and waterproofing
7. Internal services, e.g., plumbing, electrics, air conditioning, mechanical, fire protection, plant, lifts
8. External services, e.g., gas, telecommunications, water, sewerage, drains, electricity to mains
9. Building construction and engineering, e.g., concrete, brickwork, plastering, steelwork / metal works, carpentry / joinery, windows and doors, roofing
10. Other structures, e.g., landscaping, retaining walls, driveways, parking, boating facilities, loading area, pools
11. GST Charges
12. Other related work including any other items not expressly excluded
13. If the development involves a change of use of land – the costs of or incidental to doing anything necessary to enable use of the land to be changed
14. If the development involves the subdivision of land – the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights

Items to exclude from the development cost - (Section 208(4) of the EP&A Regulation 2021)

1. The cost of the land on which the development will be carried out
2. The costs of repairs to a building or works on the land that will be kept in connection with the development
3. The costs associated with marketing or financing the development, including interest on loans
4. The costs associated with legal work carried out, or to be carried out, in connection with the development
5. Project management costs associated with the development
6. The cost of building insurance for the development
7. The costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land
8. The costs of commercial stock inventory
9. The taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law
10. The costs of enabling access by people with disability to the development
11. The costs of energy and water efficiency measures associated with the development
12. The costs of development that is provided as affordable housing
13. The costs of development that is the adaptive reuse of a heritage item

b) What information must applicants provide?

Applicants must provide the City with the following information to assist it determine the development cost and contributions levy:

- **a cost summary report** – this sets out all the costs and expenses that have or will be incurred by the applicant to carry out the development. Applicants must use the template cost summary reports provided by the City to provide information on the development cost – further information on this is provided below;
- **plans** – copies of plans accompanying the construction certificate /subdivision works certificate or complying development certificate application; and
- **claimed exclusions** – in instances where an applicant seeks to exclude certain costs and expenses from the development cost under section 208(4) of the Environmental Planning and Assessment Regulation 2021, the City will require evidence in relation to the proposed exclusion.

In providing information on the development cost, the cost summary report to be used will depend on the cost of the proposed development:

- **More than \$3,000,000** – a AIQS² Certified Quantity Surveyor or a RICS³ Chartered Quantity Surveyor must provide a completed City of Sydney *Quantity Surveyor's Detailed Cost Report*;
- **More than \$250,000 and up to and including \$3,000,000** – a suitably qualified person such as the Project Architect or Project Manager must provide a completed City of Sydney *Cost Summary Report*;
- **Below \$250,000** – a cost summary report will not usually be required, but the City reserves the right to request that a suitably qualified person such as the Project Architect or Project Manager provide a completed City of Sydney *Cost Summary Report*.

Electronic copies of the *Quantity Surveyor's Detailed Cost Report* and the *Cost Summary Report* are available from the City's website at www.cityofsydney.nsw.gov.au.

The City will use the information provided in the cost summary report, plans and any supporting evidence to determine the cost of carrying out the development and the amount of monetary contribution payable. The City may seek the services of an independent

qualified person to assist with determining the development cost.

2.4 Paying the levy

a) When is the levy payable?

In cases where a Construction Certificate or Subdivision Works Certificate is required, the levy must be paid prior to the issue of those certificates.

In cases where a complying development certificate is required, the levy must be paid before the commencement of any building work or subdivision work authorised by the certificate.

In any other situation, the levy must be paid before the commencement of that use or activity.

The levy is to be paid within three months from the date that the City issues the applicant with a written Statement of Contributions Owing. The applicant must make an application to the City for a written Statement of Contributions Owing prior to the payment of the levy.

b) How will the levy be adjusted?

If the levy is not paid within three months from the date that the City issues the applicant with a written Statement of Contributions Owing, then the applicant must provide the City with a revised development cost for the works. The City will then provide the applicant with a revised Statement of Contributions Owing.

The development cost for the works may, at the City's discretion as an alternative to submission of revised development cost, be adjusted to reflect the quarterly variations issued by the Australian Bureau of Statistics of the Consumer Price Index ~~(CPI)~~ **(All Groups Index)** for Sydney, between the date from when the Statement of Contributions Owing was issued to the date when the revised Statement of Contributions Owing was issued.

c) Payment methods

Once an applicant receives the City's written Statement of Contributions Owing, applicants should pay the levy to the City. When paying the levy, applicants must include the City's written advice confirming the levy amount payable. Payments may be made by EFTPOS (debit card only), cash (up to \$5,000 only), credit card (up to \$300,000 only) or bank cheque made payable to the City of Sydney

² Australian Institute of Quantity Surveyors

³ Royal Institution of Chartered Surveyors

council. Payments by direct bank transfer may be made only in consultation with the City. Direct debit, personal cheques and company cheques will not be accepted. Once payment has been made, the City will provide a receipt which the applicant must use to obtain a construction certificate or as proof of payment for complying development.

d) Deferred payment

An applicant for non-residential development that has a development cost of \$50 million or more may apply to the City in writing – through an application under Section 4.55 or 4.56 of the EP&A Act – to defer payment of up to 50% of the levy from the first construction certificate/subdivision works certificate until prior to the issue of an occupation certificate.

Non-residential development includes:

- **commercial development** – such as retail and office space;
- **tourist accommodation** – including serviced apartments, motels and hotels; and
- **community facilities and amenities** – such as theatres and cinemas.

If the City allows a payment to be deferred, the deferred payment must be secured by an unconditional Performance Bond (such as a Bank Guarantee or Insurance Bond), issued by institutions regulated by APRA, and which complies with the City's Performance Bonds Policy and is unlimited in time for the value of the deferred payment. The applicant must provide the Performance Bond to the City prior to obtaining a construction certificate or commencing works authorised by a complying development certificate.

The deferred amount will be indexed quarterly for inflation from the date the Statement of Contributions Owing was issued and in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney, issued by the Australian Bureau of Statistics. The applicant should obtain the City's written advice regarding the indexation amount immediately prior to making a deferred payment.

Notwithstanding the value of the Performance Bond, any modification to the development made under Section 4.55 or 4.56 of the EP&A Act may result in changes to the value of the levy. If the levy is greater because of the modification, the Performance Bond must be replaced to reflect the revised value. A supplementary Performance Bond for the additional amount will not be accepted. The City will release the Performance Bond held upon acceptable submission of the replacement. The applicant shall meet all the

costs of preparing any Performance Bond and their replacements.

Where an applicant offers to provide Works-In-Kind, dedicate land or provide other material public benefits through a planning agreement in accordance with Section 2.5 of this Plan, any provisions in the Planning Agreement relating to the provision of guarantees and timing for the provision of Works-In-Kind, material public benefits or monetary payments prevail over the provisions in this subsection.

e) Payment by instalment/periodic payments

Requests for payment by multiple instalments will not be granted.

f) Payment for concept development applications

Notwithstanding Section 2.4(e) of this Plan, where a development site has been the subject of a concept development approval for a number of discrete buildings, the City may consider accepting staged payment of the levy for each building.

g) Refunds

Councils are not obligated under legislation to refund a development contributions payment. Refunds are at the City's discretion. Nevertheless, the City may consider refunding a development contribution payment in the following circumstances:

- If a development is modified by virtue of Section 4.17(5) or Section 4.63 of the EP&A Act or an application is modified under Section 4.55 or 4.56 of the EP&A Act, the levy will be based on the development cost of the modified development.
- If a development is modified and the levy increases but the applicant has previously paid the levy, credit will be given for the previous levy payment with only the difference needing to be paid. If the levy decreases, the applicant may apply for a refund for the difference, subject to the requirements for refunds described in this subsection of the Plan.
- The applicant has not commenced the development and decides not to proceed with the consent (i.e., a development consent or complying development certificate), including cases where the consent has lapsed. In this case, the applicant will need to surrender the development consent or complying development certificate to the City in accordance with Section 4.63 of the EP&A Act.

- The extent of works and associated cost of works is reduced under a complying development certificate. In this instance a new complying development certificate, limited to the revised works area and cost must be issued and the previous complying development certificate must be cancelled/surrendered and the City be notified of the cancellation and the City's records amended.

Refunds will only be considered where:

- the applicant has applied to the City for the refund in writing within 12 months of paying the contribution for which the refund is sought. Refund requests made after 12 months of payment will only be considered in exceptional circumstances;
- the development to which consent has been granted has not commenced; and
- where relevant, the applicant surrenders the development consent, or the complying development certificate to the City.

The City will not refund a levy payment if the levy payment has been committed to works under recoupment or to works scheduled in this Plan to be delivered.

Information to be submitted with refund applications

The following information must be submitted with any application for a refund of contribution payments:

- Written request for a refund, including the basis of the request;
- A receipt relating to the contributions payment made;
- Where a development is not proceeding, a notice of voluntary surrender of the consent (see Section 4.63 of the EP&A Act) addressing matters in section 68 of the EP&A Regulation 2021; and
- Payment details to permit electronic funds transfer if approved by the City, namely
 - The name of the payee (Note: Payment is made to the person/company indicated on the original contributions payment receipt)
 - Account name;
 - Bank name;
 - BSB number; and
 - Account number.

2.5 Alternatives to the levy

a) Works-In-Kind, land dedication and material public benefits

The City prefers that any levy under this Plan be settled through monetary payment to fund the items in the Schedule of Works at Appendix B.

The City may consider an offer by an applicant to enter into a planning agreement to provide Works-In-Kind (WIK), dedication of land, or other material public benefit (see definitions in Appendix C). Offers to provide items listed in the Schedule of Works at Appendix B will be given more weight than offers of other infrastructure items not listed in this Plan.

The City may accept an offer by an applicant to enter into a planning agreement to provide Works-In-Kind (WIK), dedication of land or other material public benefit but is not obliged to do so. Where an applicant intends to offer Works-In-Kind, dedication of land or a material public benefit, the applicant should discuss the likely acceptability of the offer with the City before lodging the development application. Any offer must be accompanied by a detailed scope of works, design, cost summary, and timing for delivery.

Where an applicant offers to provide works listed in the Schedule of Works to this Plan and the City supports the offer, the City may agree but is not obliged to offset the value of the public benefits against the contribution payable under this Plan.

The City will generally not agree to offset against the contributions payable under this Plan in instances where the land and works will not be dedicated to the City.

b) Planning Agreements

Any offer by an applicant to provide Works-In-Kind, dedication of land or a material public benefit must be formalised through a planning agreement prepared in accordance with the EP&A Act. The draft planning agreement must be publicly notified, preferably as part of the development application exhibition. The City's Planning Agreement Guidelines are available on the City's website at www.cityofsydney.nsw.gov.au. Further information regarding Works-In-Kind, dedication of land, material public benefits and planning agreements is contained in the Department of Planning, **Housing** and **Infrastructure's Environment's Planning Agreements Practice Note (February 2021)** available at www.planningportal.nsw.gov.au.



Cyclists riding along Pyrmont cycleways

Appendix A

Basis for the levy and the Strategic Framework

This Plan enables the City to impose a levy on new development to contribute to the cost of new, extended or augmented public facilities, amenities and services to support the growth and development of Ultimo and Pymont.

Ultimo and Pymont are a primary focus for economic activity within the City of Sydney and greater metropolitan Sydney. Substantial growth in employment, services and housing in Ultimo and Pymont is expected.

New residents, workers and visitors to Ultimo and Pymont will have inadequate levels of service if the City does not provide new or improved public amenities and infrastructure. The levels of service for the existing residential population and workforce will also decline without adequate public investment.

The City will invest approximately \$148M in contributions in Ultimo and Pymont over the life of this Plan for new and improved public facilities, amenities and services to ensure that adequate service levels are maintained and improved. As new development will be a key beneficiary of this investment, it is reasonable that some of the costs of this investment are recouped through payment of the levy under this Plan. Additional finance for the infrastructure items listed in the Schedule of Works in this Plan may also come from Council's general fund.

Information about forecast population growth, floor space demand and strategic planning initiatives is provided in the subsections below.

A.1 Population growth

This Plan is expected to apply for the period between 2023 and 2041, inclusive. As set out in the Pymont Peninsula Place Strategy, significant resident and worker population growth is expected in Ultimo and Pymont over this period. The Eastern City District Plan – the metropolitan Sydney planning framework within which this Plan sits, also assumes considerable growth for the City of Sydney.

Resident and dwelling growth

The source of residential population growth forecasts is the Pymont Peninsula Place Strategy. A twenty-year framework identifies the areas that can accommodate growth. The Strategy estimates 4,000 new dwellings and approximately 8,500 new residents to 2041⁴.

Worker growth

The Pymont Peninsula Place Strategy forecasts an additional 23,000 workers to 2041. The work force growth is expected to be mainly commercial and some retail floorspace.

⁴ Forecast as at December 2020.

A.2 Projected Plan contributions income

Approximately \$148M in development contributions are expected to be collected under this Plan. Final Plan income will be dependent on the rate, nature and value of development which occurs over the life of the Plan. Contributions levied under this Plan will be received over time, as there is a lag between when contributions are conditioned in consents, whether consents are activated and when payment occurs.

A.3 Strategic Planning Framework

This Plan is prepared within a wider strategic planning framework. The Plan plays its role in giving effect to the Greater Sydney Region Plan, the Eastern City District Plan and the Pyrmont Peninsula Place Strategy. It is also informed by the City's Local Strategic Planning Statement, the directions in Sustainable Sydney 2030 – 2050 Continuing the Vision as well as local characteristics and opportunities.

The following provides a summary of these plans and strategies:

a) A Metropolis of Three Cities – the Greater Sydney Region Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan (the Region Plan), published by the Greater Sydney Commission in March 2018, is the overarching plan for the Greater Sydney Region.

The Region Plan:

- sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic, cultural and environmental matters;
- informs district and local plans and the assessment of planning proposals;
- assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes; and
- informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

The Region Plan is guided by a vision of three cities where most residents live within 30 minutes of their

jobs, education and health facilities, services and great places. Ultimo and Pyrmont lie within the established Eastern Harbour City. The Region Plan builds on the Eastern Harbour City's recognised economic strength and addresses livability and sustainability through a framework for development.

b) Eastern City District Plan

The Eastern City District Plan (the District Plan) was published by the Greater Sydney Commission in March 2018. It is a guide for implementing the Region Plan at a district level and is a bridge between regional and local planning. It recognises the important role of infrastructure in shaping and supporting growth. It asks the City of Sydney to:

- demonstrate how it will contribute to 5 and 10 year dwelling targets for the local government area;
- identify the capacity to contribute to the 20 year dwelling target of 157,500 for the Eastern City District;
- plan for and contribute to the 20 year jobs target for the Eastern Harbour CBD of between 662,000 and 732,000 jobs; and
- align forecast growth with infrastructure provision and adapt infrastructure to meet future needs.

The District Plan seeks to support the Harbour CBD become stronger and more competitive with an emerging Innovation Corridor on its western edge which extends through Ultimo and Pyrmont. The Innovation Corridor contains knowledge intensive, creative and start-up industries as well as health, education and research services that contribute to global competitiveness. Infrastructure should support connections between places within the precincts and allow for high levels of accessibility.

c) Pyrmont Peninsula Place Strategy

The NSW Government finalised the Pyrmont Peninsula Place Strategy (the Place Strategy) in December 2020. The provision of a Metro Station at Pyrmont is considered a key catalyst for public transport connectivity and a key enabler for residential and jobs growth in the Peninsula. The Place Strategy is designed to bring together the economic, environmental, public domain and urban design aspirations for Ultimo and Pyrmont in the one strategy. It seeks to guide the location and type of new development to balance the creation of new jobs and homes with maintaining the existing qualities of Ultimo and Pyrmont.

The Strategy recognises that the City will play a key role in delivering local infrastructure in the Ultimo and Pyrmont. Other infrastructure needed to support growth will need alternate funding and delivery mechanisms.

d) Pyrmont Peninsula Infrastructure Delivery Plan

The NSW Department of Planning and Environment published the final Pyrmont Peninsula Infrastructure Delivery Plan in July 2022. The purpose of the Infrastructure Delivery Plan is to set out what infrastructure is needed, who could deliver it and what mechanisms are available to deliver it. The Infrastructure Delivery Plan does not commit to the funding or delivery of infrastructure items. Rather, it identifies projects for further investigation to establish the scope and business case.

A draft infrastructure schedule is included at Appendix A to the Infrastructure Delivery Plan. This schedule includes many local infrastructure items that are now listed in the Schedule of Works for this Plan.

e) Sustainable Sydney 2030 – 2050 Continuing the Vision

The City's long term vision for Sydney, *Sustainable Sydney 2030 – 2050 Continuing the Vision*, was endorsed by Council in June 2022.

It envisions a City that is:

- environmentally, economically, socially and culturally sustainable;
- planned so that housing, transport, facilities, infrastructure and open space allow people to be close to their jobs and what is needed for daily life;
- greener with more trees canopy cover to provide shade and reduce temperatures on the ground;
- socially connected with distinctive local neighbourhoods with strong focal points for community life;
- physically connected with more active transport (walking and bike park networks); and
- inviting, with public spaces and streets that have their own distinctive characters.

The works program funded by this Plan will deliver infrastructure and facilities that address these issues.

f) Local Strategic Planning Statement 2019

The City's Local Strategic Planning Statement (the Planning Statement) reinforces the links between the

New South Wales Government's strategic plans, region and district plans, and the City's community strategic plan, *Sustainable Sydney 2030 – 2050 Continuing the Vision*, and the planning controls that guide development in our city. The Planning Statement also informs the review of planning tools, such as this Plan, to ensure that local facilities are provided as the community's needs change.

In responding to the requirements of the District Plan's growth targets, the Planning Statement is informed by the technical studies and analyses that have informed the growth projections described in this Plan.

This Plan is therefore consistent with the growth requirements of the District Plan and the response to those requirements outlined in the Planning Statement.

A.4 Floor space growth and development

Significant additional floor space is likely to be generated in Ultimo and Pymont to meet the population growth outlined in A.1 above.

Commercial Floor space growth

The Pymont Peninsula Place Strategy forecasts an increase of 23,000 jobs between 2021 and 2041. The City's planning control changes will provide capacity for an additional 20,000 – 27,000 workers in approximately 600,000 sqm of non-residential floor space created over the life of this Plan.

Residential Floor space growth

The Pymont Peninsula Place Strategy forecasts an increase of 4,000 dwellings between 2021 and 2041. The City's planning control changes will provide capacity for an additional 4,100 dwellings in approximately 330,000 sqm of residential floor space created over the life of this Plan.

Projected additional floor space 2021 - 41 (inclusive)

Land Use	Floor space growth 2021-41 (inclusive)
Non-residential/ Commercial	600,000 m ²
Residential	330,000 m ²

A.5 Contribution to broader capital works program

Contributions received under this Plan will help fund the delivery of infrastructure provided by the City to ensure adequate service levels are provided for the growing residential and workforce populations envisaged in the strategies outlined above.

Contributions levied under this Plan on new development in Ultimo and Pymont are forecast to fund approximately \$148.1M of new or renewed infrastructure, services and amenities, to meet the needs of the growing residential and non-residential population.

The facilities and services funded by this Plan will include open space capacity improvements, public domain improvements, community facilities upgrades, cycleway extensions, tree planting and stormwater drainage upgrades.

Further information is contained in the Schedule of Works in Appendix B.



The Maybanke Community Centre, Pyrmont

Appendix B

Schedule of works

B.1 Completed works under recoupment and proposed works

The schedule describes:

- works already delivered by the City, the costs of which are now being recouped from development through payment of the levy; and
- works anticipated to be delivered over the life of this Plan, including those from the City's 10-year capital works program and other long-term projects, and which are to be funded wholly or partly through the payment of the levy.

The works provide additional or enhanced local infrastructure which will benefit the additional residential and worker populations forecast for Ultimo and Pymont from the commencement of this Plan to 2041. The works are subject to the budgeting and operating resources of Council.

Works item no.	Works item description	Estimated cost (\$2023)	Estimated delivery timeframe
Open Space			
1.	Wentworth Park South – capacity improvements	\$20,000,000	2023-2027
2.	Wentworth Park North – capacity improvements	\$40,000,000	2028-2035
Sub Total		\$60,000,000 (40% of total)	
Community Facilities			
3.	Pymont Community Centre Upgrade	\$10,500,000	2023-2027 Recoupment
4.	Ultimo Community Centre Upgrade	\$12,000,000	2028-2035
5.	Maybanke Recreation Facility – capacity improvements	\$9,100,000	2036-2041

Draft Ultimo Pymont Local Infrastructure Contributions Plan 2023

Works item no.	Works item description	Estimated cost (\$2023)	Estimated delivery timeframe
Sub Total		\$31,600,000 (21% of total)	
Public Domain Improvements			
6.	Pymont North Public Domain and Foreshore improvements	\$7,000,000	2036-2041
7.	Harris Street - Living Green Network Priority Route improvements	\$23,000,000	2028-2035
8.	Streetscape improvements to small streets	\$5,000,000	2028-2035
Sub Total		\$35,000,000 (24% of total)	
Roads, Traffic and Transport facilities			
9.	Forest Lodge to City South Bike Network Link	\$7,200,000	2023-2027 Recoupment
Sub Total		\$7,200,000 (5% of total)	
Stormwater			
10.	Drainage Upgrade Pymont Street to Outlet	\$4,500,000	2036-2041
Sub Total		\$4,500,000 (3% of total)	
Sustainability			
11.	Greening Sydney Increased Canopy: Park tree planting	\$1,600,000	2023-2027
12.	Greening Sydney Increased Canopy: Inroad Street Tree Planting	\$6,500,000	2028-2035
13.	Water Quality Improvements: GPTs to existing lines	\$1,700,000	2023-2027
Sub Total		\$9,800,000 (7% of total)	
Grand Total		\$148,100,000	



Figure 2: Works item locations

- Land to which this plan applies
- Open Space works
- Community Facilities works
- Public Domain works
- Transport + Traffic works
- Stormwater works
- Sustainability works

Works item No. described in the Schedule of Works in Appendix B of this Plan.

Note: Items 6, 8, 11 & 12 not shown (due to multiple locations or locations to be determined)

B.2 Substitution of works items

This City may amend this Plan to alter, remove or substitute items in the Schedule of Works to reflect relevant changes such as population forecasts, demand, and strategic initiatives at a local or state level.

The City can only allocate levy funds to works if they are listed in the Schedule of Works. If the City allocates levy funds to a works item that is subsequently removed from the Schedule of Works, the City will reallocate funds to the amended Schedule of Works.

Any alteration, removal or substitution of an item from the Schedule of Works does not affect an applicant's liability to pay the applicable levy, or require the City to provide a refund to the applicant.

B.3 Commitment of levy funds

The City will commit income from the levy to the works completed (and under recoupment) and anticipated future works described in the Schedule of Works.

The City may spend more or less on a works item than the amount specified in the Schedule of Works. For example, the City may modify the scope of a particular works item with an associated cost increase or decrease.

If the cost increases, the City will fund the cost increase through other sources. If the cost of the works item decreases, the City will allocate the excess funds to other items in the Schedule of Works

rather than refund the difference between the actual cost and the amount specified in this Plan.

B.4 Pooling of levy payments

To assist in the delivery of works items in this Plan, the City may pool levy payments and apply the pooled levy funds to selected projects in the Schedule of Works. Council is satisfied that the pooling and progressive application of the money paid will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

B.5 Prioritising expenditure of pooled funds

Expenditure of pooled levy payments will be prioritised generally towards completed projects under recoupment then to projects that have relevant approvals.

The indicative timeframe for each works item is subject to change as it is influenced by:

- rate of development and contributions received;
- pooling of funds;
- updates to the City's capital works program each year; and
- relationship between the works and other events, including but not limited to, approvals, NSW Government infrastructure delivery and development of adjoining lands.

Appendix C

Dictionary

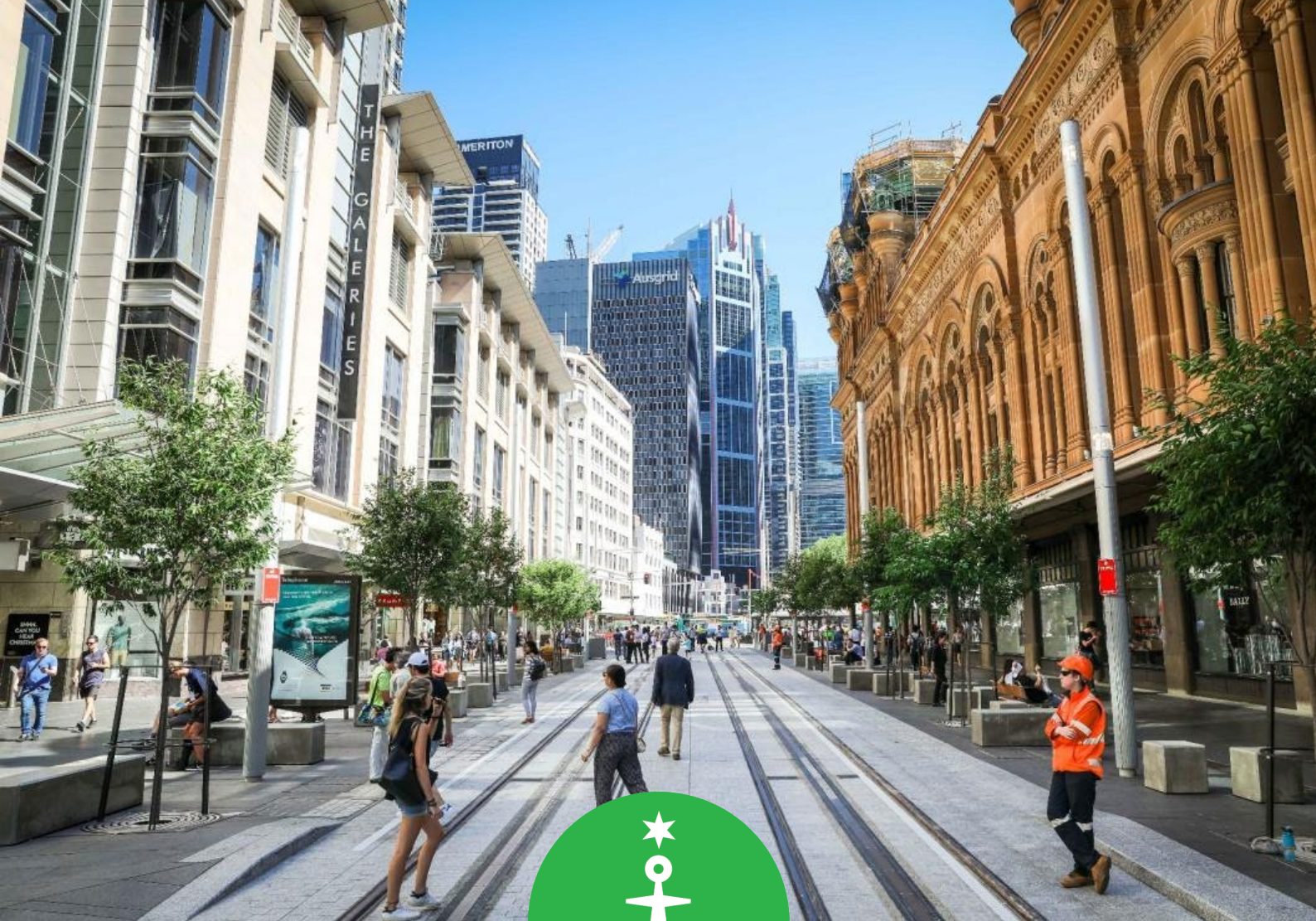
Adaptive reuse	Means the modification of a heritage item to a new use that conserves its heritage values. The new use must not be for the original use or an existing or previous use.
Affordable housing	Has the same meaning as contained in Section 1.4 of the EP&A Act. Note: At the time of publication of this Plan, Section 1.4 of the EP&A Act defines affordable housing as 'housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument'.
Charity or Not-for-profit organisation	Means an organisation registered with the Australian Charities and Not-for-profits Commission
Complying development	Has the same meaning as contained in Section 1.4 of the EP&A Act. Note: At the time of publication of this Plan, Section 1.4 of the EP&A Act defines complying development as 'development for which provision is made as referred to in Section 4.2(5)'.
Concept development	Means a development that is carried out in accordance with Division 4.4 of the EP&A Act and is defined under Section 4.22 of the EP&A Act as 'a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications'.
Development cost	Means the cost of the development as determined at Section 2.3 of this Plan.
Material public benefit	Means the provision of public amenities or services which are not works listed in the Schedule of Works (see Appendix B) of this Plan. Material public benefit does not include the cost or value of works or dedication of land which is required as a condition of consent and these consent-conditioned works may include, but are not limited to: • the provision of public art • public domain improvements to frontages of the site e.g. footpath upgrade provision of smart poles, planting of street trees • minor land dedications e.g. splay corners and land excess to the development • land dedications and embellishments required by the planning controls • the provision of through site links and associated easements. Note: also see 'Works-In-Kind' in this Dictionary.

Planning authority	Has the same meaning as contained in Section 7.1 of the EP&A Act. Note: At the time of publication of this Plan, Section 7.1 of the EP&A Act defines a planning authority as any of the following: • a council • the Minister • the Planning Ministerial Corporation* • a development corporation (within the meaning of the Growth Centres (Development Corporations) Act 1974) • a public authority declared by the regulations to be a planning authority for the purposes of this Division. *Central Sydney Planning Committee is deemed a Corporation pursuant to Section 33 of the City of Sydney Act 1988.
Social housing	Means the provision of housing undertaken by a 'social housing provider'.
Social housing provider	Has the same meaning as in <i>State Environmental Planning Policy (Housing) 2021</i>
Temporary development	Means development of the following types which are in place for no more than 90 days from start of set up to the completion of clean up: • events • art installations • seasonal decorations • lighting.
Works-in-kind	Means the provision of physical works listed in the Schedule of Works to this Plan. Note: see also 'Material public benefit' in this Dictionary.



Attachment F

**Draft amendments to Central Sydney
Development Contributions Plan 2020
(as amended following public exhibition)**



Central Sydney Development Contributions Plan 2020

December 2020

Draft Amendments September 2024

Amendments following public exhibition shown in blue text



Contents

Summary	3
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How to use this Plan	13
Appendix A Basis for the levy and the Strategic Framework	23
Appendix B Schedule of Works	30
Appendix C Dictionary	35

COVID-19

The growth forecasts and income projections in this Contributions Plan were produced prior to the COVID-19 pandemic. COVID-19 has had significant social and economic implications. It is difficult to predict the impact on development activity and the timeframes for economic recovery. While there may be some short term contraction, the prospects for development activity in Central Sydney remain positive over the longer term. For these reasons, the forecasts and income projections in this Plan remain unaltered.

Draft amendments to this Plan (September 2024) are indicated as follows:

- deletions: red text with strikethrough; and
- additions: red text.

Amendments following public exhibition shown in blue text.

Summary

Growth requires infrastructure

In the 6 years from 2020-2025 (inclusive) Central Sydney is forecast to grow by:

- almost 5,550 dwellings;
- over 11,800 residents; and
- almost 29,000 workers.

This growing population will require additional or improved infrastructure to keep Central Sydney attractive, efficient and appealing for our existing community and to continue attracting jobs, visitors and investment.

This Plan enables the City to levy a contribution on new development to generate approximately \$251M in contributions towards infrastructure in Central Sydney to 2025. It is appropriate that new development contribute its fair share towards the cost of new and improved infrastructure from which it will benefit.

Levy rate under this Plan

To fund new infrastructure through contributions, this Plan applies the following levy rates as permitted under ~~clause 25K~~ Section 209(1) of the Environmental Planning & Assessment Regulation 2000 2021:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL
More than \$250,000, up to and including \$500,000	1%
More than \$500,000 up to and including \$1,000,000	2%
More than \$1,000,000	3%

Facilities funded by this Plan levy

This Plan funds a variety of infrastructure, services and amenities including:

- **Open space** – such as children’s playgrounds, and upgrades to Hyde Park and Belmore Park;
- **Public Domain improvements** – such as George Street public domain enhancements associated with the Light Rail, laneway improvements and public toilets;
- **Community Facilities** – such as Prince Alfred Park pool, the City of Sydney Creative Studios fitout (Bathurst Street) and new Darling Square library fitout; and
- **Roads, Traffic and Transport facilities** – such as city centre cycleways, street upgrades and pedestrian crossings.

These works are programmed for delivery in the timeframes described in the Schedule of Works at Appendix B to this Plan.

Development affected by this Plan

This Plan applies to development that:

- is located within Central Sydney, as shown in Figure 1 of this Plan,
- needs consent (including complying development);
- has a development cost of more than \$250,000; and
- is not excluded under Section 2.2 of this Plan.

If approval is granted to a development subject to this Plan, a condition of consent will be imposed requiring the applicant to pay a monetary contribution ('the levy'), towards the cost of local infrastructure. This levy is calculated at a rate of 1%, 2% or 3%, depending on the development cost. The Plan provides transitional arrangements, information on how to calculate the development cost and what development may be excluded.

Life of this Plan

This Plan will operate until all of the contributions for works projects listed in Appendix B of this Plan have been collected from relevant development approvals, or, the time the Plan is repealed by the Council, whichever occurs first.

Key steps for applicants

Applicant estimates the development cost – before obtaining a construction certificate or commencing works authorised by a complying development certificate, the applicant provides information to the City about the development cost in accordance with requirements in this Plan together with copies of construction certificate or complying development certificate plans and details of any **claimed** exclusions **from the development cost** under Section **2.2 2.3** of this Plan.

The City determines the development cost, any exclusions, and the levy – the City reviews the information provided by the applicant and issues the applicant with a letter confirming the correct levy amount payable.

Applicant pays the levy – the applicant pays the levy to the City and obtains a receipt. If the applicant does not pay the levy within 3 months from the date the City calculates the levy, the applicant must provide an updated cost of works to the City, which will be used by the City to recalculate the levy.

Applicant provides payment receipt to certifier – the applicant provides the accredited certifier (the City or a private certifier) with the City's letter and levy payment receipt to obtain a construction certificate or prior to the commencement of any works authorised by a complying development certificate.

~~Applicants may also offer Works-In-Kind, dedication of land or a material public benefit as an alternative to a monetary payment. Council has sole discretion on whether these alternatives are accepted.~~

Further information

Further information on development contributions is also available on the City's website at www.cityofsydney.nsw.gov.au.



Cyclists riding along the CBD cycleways

Background

1.1 Name of this Plan

This plan is called the Central Sydney Development Contributions Plan 2020 (or ‘this Plan’).

the life of this Plan is outlined in Appendix A, while the Schedule of Works in Appendix B identifies the public amenities and public services to be funded or recouped by the City using the levy. Appendix C provides a dictionary of terms used in this Plan.

1.2 Legislation enabling this Plan

This Plan has been prepared in accordance with Section 7.18 of the Environmental Planning & Assessment Act 1979 (EP&A Act).

Under this Plan, if a consent authority imposes a condition of consent upon development requiring a contribution under Section 7.12 of the EP&A Act, the consent authority cannot impose a condition of consent on the same development requiring a contribution under Section 7.11 of the EP&A Act.

1.3 Purpose of this Plan

The purpose of this Plan is to enable the City to apply a levy upon development to be applied towards public amenities and public services to meet the needs of the growing residential, workforce and visitor population within Central Sydney.

The Plan will assist in achieving the objectives and directions of key City of Sydney and New South Wales Government planning strategies including:

- the Greater Sydney Commission’s *A Metropolis of Three Cities – the Greater Sydney Region Plan*;
- the Greater Sydney Commission’s *Eastern City District Plan*;
- the City’s *Sustainable Sydney 2030 and Sustainable Sydney 2050 (draft) – 2050: Continuing the Vision*; and
- the City’s *Local Strategic Planning Statement*.

The population growth generating demand for enhanced public amenities and public services over

1.4 The land where this Plan applies

This Plan applies to Central Sydney, being the land shown in Figure 1.

1.5 Relationship between the expected types of development in the area to which the Plan applies and the demand for additional public amenities and services related to that development

This relationship is described at Appendix A: Basis for the levy and the Strategic Framework.

1.6 The percentage of the Section 7.12 levy and quarterly updating or indexing of the proposed cost of development

The percentage of the Section 7.12 levy is determined by the development cost, as per the following table:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL
More than \$250,000, up to and including \$500,000	1%
More than \$500,000 up to and including \$1,000,000	2%
More than \$1,000,000	3%

The process for quarterly updating or indexing the cost of development is described in Section 2.4 of this Plan.



Figure 1: Land to which this Plan applies

Land to which this plan applies

0 250 500m



1.7 Payment of section 7.12 levies and deferred or periodic payment of levies

Section 2.4 of this Plan describes the requirements for the payment of levies under this Plan and the conditions that allow deferred or periodic payment of the levy.

1.8 Map showing the specific public amenities and services proposed to be provided by the City

A map showing the specific public amenities and services proposed to be funded in part or whole through contributions under this Plan, supported by a works schedule that contains an estimate of their cost and staging of delivery, is shown at Figure 2 in Appendix B to this Plan.

1.9 Pooling of levy payments

To assist in the delivery of works items in the Plan, the City may pool levy payments and apply the pooled levy funds to selected projects in the Schedule of Works. The City is satisfied that the pooling and progressive application of the money paid will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

1.10 Complying development

This Plan makes provision for the imposition of conditions of consent under Section 7.12 of the EP&A Act in relation to the issue of complying development certificates. The payment of monetary Section 7.12 levies in accordance with those conditions is to be made before commencement of any building work or subdivision work authorised by a complying development certificate.

1.11 Commencement date for operation of this Plan

This Plan was adopted by Council on 14 December 2020 and clause 25K of the Environmental Planning and Assessment Regulation 2000 was amended by the Minister for Planning and Public Places on 26 November 2021. **Clause 25K of the Environmental Planning and Assessment Regulation 2000 has since been repealed and replaced by Section 209 of the Environmental Planning and Assessment Regulation 2021.** This Plan commenced operation on 26 November 2021.

The September 2024 amendments to this Plan and amendments following public exhibition were adopted by Council on XXXX and commenced operation on XX XXX XX.

1.12 Transitional arrangements for existing development consents and applications

This section of the Plan describes the arrangements for development applications, consents and complying development which existed before the commencement of this Plan.

This Plan replaces and repeals the *Central Sydney Development Contributions Plan 2013* ('the 2013 Predecessor Plan') from the date of commencement of this Plan, which occurred on 26 November 2021. This Plan does not affect any conditions of consent referring to the 2013 Predecessor Plan or any earlier Plans.

Any monies that were paid and required to be paid under the 2013 Predecessor Plan may be pooled with contributions under this Plan and applied to the Schedule of Works in this Plan.

This Plan applies to any applications to:

- carry out development under Part 4 of the EP&A Act, including development applications and complying development certificates, and
- modify consents

which are made on or after the date of commencement of this Plan. This Plan applies to modification applications that effect the proposed cost of carrying out development. Any development cost increases associated with modification applications will attract the levy rate in force on the day the modification application is made.

This Plan does not apply to any applications to:

- carry out development under Part 4 of the EP&A Act, including development applications and complying development certificates, and
- modify consents

which were made before the date of commencement of this Plan. For those proposals, the relevant contributions plan operating at the date the application was made applies. This includes applications where consent has been granted that includes a condition requiring the applicant to pay a development contribution under another development contributions plan but the applicant is yet to pay the contribution.

1.13 Life of this Plan, accountability, review and status of elements

a) Life of this Plan

This Plan operates until all of the contributions for works projects listed in Appendix B of this Plan have been collected from relevant development approvals, or the time the Plan is repealed by the Council, whichever occurs first.

b) Accountability

The City is accountable for the administration of this Plan in the following ways:

- maintaining public access to a contributions register and a planning agreements register;
- maintaining public access to accounting records for levy receipts and expenditure;
- annual financial reporting of contributions; **and**
- maintaining public access to this Plan and supporting information. ~~;~~**and**

As required by the EP&A Regulation 2021, these documents must be made publicly available on the NSW Planning Portal and the City's website.

The City will also periodically reviewing ~~ing~~ this Plan and seeking public input as part of the review.

c) Review of this Plan

The City will review this Plan 5 years from its commencement, to ensure the Plan addresses community needs, contemporary strategic planning directions and priorities, integrated community facilities planning, the City's capital works program and legislative requirements.

d) Status of selected Plan elements

The appendices to this Plan form part of the Plan.

The Summary in this Plan is provided for guidance and does not form part of the Plan.



City centre public art in laneways, Angel Place



How to use this Plan

2.1 Calculating the levy

As permitted under ~~clause 25K~~ Section 209(1) of the Environmental Planning & Assessment Regulation ~~2000~~ 2021, this Plan applies the following levy rates to development:

Development cost *	Levy
* Refer to Section 2.3 of this Plan for information on determining the development cost.	
Up to and including \$250,000	NIL
More than \$250,000, up to and including \$500,000	1%
More than \$500,000 up to and including \$1,000,000	2%
More than \$1,000,000	3%

For development with a development cost of more than \$250K, the levy payable will be:

Development cost x corresponding levy rate

Examples:

- A new development has a cost of \$300K. The levy payable will be $\$300K \times 1\% = \$3,000$.
- A new development has a cost of \$750K. The levy payable will be $\$750K \times 2\% = \$15,000$.
- A new development has a cost of \$2.4M. The levy payable will be $\$2.4M \times 3\% = \$72,000$.

Development covered by this Plan and information about determining the development cost is provided in Sections 2.2 and 2.3 of this Plan.

2.2 Development subject to the levy

This Plan applies to any development that:

- is located within Central Sydney (see Figure 1);
- needs development consent, including complying development;
- has a development cost of more than \$250,000; and
- is not excluded in accordance with subsections 2.2(b) ~~or 2.3(a)~~ below.

a) Complying development

This Plan applies to complying development. ~~For complying development where this Plan applies, the~~ accredited certifier, including any private certifier, ~~is responsible for ensuring that the~~ must, subject to the provisions of this Plan, impose a condition pursuant to s7.12 of the EP&A Act requiring payment of the levy ~~has been imposed prior to issuing the complying development certificate. The condition is to calculate the levy~~, in accordance with Section 2.1 of this Plan.

The levy must be paid ~~before the commencement of any building work or subdivision work authorised by the certificate~~ in accordance with the provisions of Section 2.4 of this Plan.

b) Development excluded from the levy

Development excluded from the need to pay a contribution is listed in the following table. Applicants should describe how their development is consistent with the relevant exclusion in their development application. If the City is satisfied the development is consistent with the relevant exclusion, it will exclude the development from the need to pay a contribution.

For complying development, the ~~e~~City must first verify any exclusions in writing, following submission of relevant details on the nature of the proposal.

Where the proposal includes a range of works or a mix of land uses, only the works or uses excluded

under this Plan will be excluded from the need to pay a contribution. All other works and uses are to be levied with development contributions in accordance with this Plan. A development application seeking a partial exclusion must identify the spaces, works and costs relevant to the land use said to be the subject of the exclusion.

Development excluded from the need to pay a contribution

1. Places of public worship provided by or on behalf of a charity or not for profit organisation*
2. Emergency services facilities (fire stations, police stations and ambulance stations)
3. Development excluded from contributions by a Ministerial Direction under section 7.17 of the EP&A Act
4. Government schools (established under the *Education Act 1990* by the Minister for Education)
5. Affordable housing* or social housing* – development for the ~~sole~~ purpose of providing affordable housing or social housing by a social housing provider. (For the avoidance of doubt, development to which Chapter 3, Part 4 of the *State Environmental Planning Policy (Housing) 2021* applies is not development excluded from the need to pay a contribution).
6. ~~Temporary development*~~ of no more than 90 days from the start of set up to the completion of clean up.
7. ~~Monuments, memorials, sculptures and art installations on public land~~
- ~~7.~~ ~~8.~~ 8. City of Sydney development – development undertaken by or on behalf of the City of Sydney. Notes: (a) this is limited to those works costs associated with delivering only the City-~~owned~~ asset, not any costs associated with a wider structure or space; and (b) works costs undertaken by tenants of City-leased buildings are subject to contributions
- ~~7.~~ ~~8.~~ 9. Development listed in Appendix B to this Plan

Notes

* Definitions of terms described in this table are provided in the Dictionary at Appendix C.

c) State significant development and Critical state significant infrastructure development and contributions

The Plan applies to State significant development. For Critical state significant infrastructure (CSSI) development, the City will assess the public services and public amenities needs of any ancillary land uses or works not directly associated with the operation of the CSSI (e.g. retail or commercial uses), in providing advice to the Department of Planning, ~~Industry and Environment~~ Housing and Infrastructure regarding the levying of contributions.

2.3 Determining the development cost

~~Clause 25J~~ This section must be read in conjunction with Section 208 of the EP&A Regulation 2021 ~~provides further guidance on which sets out provisions for the determination of development cost for the purpose of calculating contributions under pursuant to section 7.12 contributions plans of the EP&A Act.~~

The proposed cost of carrying out development must be determined by the consent authority. The applicant must provide the City with information on the proposed development cost prior to the City issuing written Statement of Contributions Owing. The City will review the ~~estimated~~ development costs submitted and if considered necessary, carry out independent cost verification. The City will issue the applicant with a letter confirming the levy amount payable for the proposed development. This requirement also applies to complying development and any modification application (where relevant).

a) Items to include or exclude from the development cost

The proposed development cost generally includes:

- any costs and expenses associated with carrying out the proposed development; and
- any costs and expenses incurred that are necessary to make the site, building, or premise suitable for its intended use.

When determining the development cost, a project is considered in its entirety, irrespective of whether an individual component or components may not require development consent. Examples of items to include and exclude in the development cost are listed in the following tables.

If an applicant seeks an exclusion for any of the works listed in Section ~~2.2(b)~~ 2.3 of this Plan, the

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applicant should still include the cost of the item in the development cost. This is to permit the City to determine the appropriate value of the exclusion if made, or, if the City does not exclude the works from the levy, to include the development cost without the need to request a further cost estimate from the applicant.

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Examples of items to include in the development cost	Items to exclude from the development cost - (clause 25J(3) Section 208(4) of the EP&A Regulation 2021)
1. Preliminaries, e.g. scaffolding, hoarding, fencing, site sheds, delivery of materials, waste management	1. The cost of the land on which the development is to will be carried out
2. Internal fit out, e.g. flooring, wall finishing, fittings, fixtures, bathrooms and equipment	2. The costs of any repairs to any building or works on the land that are to be retained will be kept in connection with the development
3. Demolition works including cost of removal from the site and disposal	3. The costs associated with marketing or financing the development, (including interest on any loans)
4. Professional fees as part of the design e.g. architects and consultant fees	4. The costs associated with legal work carried out, or to be carried out, in connection with the development
5. Site preparation, e.g. clearing vegetation, decontamination or remediation	5. Project management costs associated with the development
6. Excavation or dredging including shoring, tanking, filling and waterproofing	6. The cost of building insurance in respect of for the development
7. Internal services, e.g. plumbing, electrics, air conditioning, mechanical, fire protection, plant, lifts	7. The costs of fittings and furnishings, including any refitting or refurbishing, associated with the development, (except where if the development involves an enlargement, expansion or intensification of a current use of land)
8. External services, e.g. gas, telecommunications, water, sewerage, drains, electricity to mains	8. The costs of commercial stock inventory
9. Building construction and engineering, e.g. concrete, brickwork, plastering, steelwork / metal works, carpentry / joinery, windows and doors, roofing	9. Any The taxes, levies or charges, (other than excluding GST) , paid or payable in connection with the development by or under any law
10. Other structures, e.g. landscaping, retaining walls, driveways, parking, boating facilities, loading area, pools	10. The costs of enabling access by disabled persons in respect of people with disability to the development
11. GST Charges	11. The costs of energy and water efficiency measures associated with the development
12. Other related work including any other items not expressly excluded	11-12. The costs of that part of any development that is provided as affordable housing
13. If the development involves a change of use of land – the costs of or incidental to doing anything necessary to enable use of the land to be changed	12-13. The costs of any development that is the adaptive reuse of a heritage item
14. If the development involves the subdivision of land – the costs of or incidental to preparing, executing and registering the plan of subdivision and any related covenants, easements or other rights	



b) What information must applicants provide?

Applicants must provide the City with the following information to assist it determine the development cost and contributions levy:

- ~~Development a~~ cost summary report – this sets out all the costs and expenses that have or will be incurred by the applicant to carry out the development. Applicants must use the template cost summary reports provided by the City to provide information ~~about on~~ the development cost – further information on this is provided below; ~~and~~
- ~~P~~plans – copies of plans accompanying the construction certificate /subdivision works certificate ~~or~~ complying development certificate application~~;~~; ~~and~~
- ~~claimed exclusions~~ - in instances where an applicant seeks to exclude certain costs and expenses from the development cost under section 208(4) of the Environmental Planning and Assessment Regulation 2021, the City will require evidence in relation to the proposed exclusion.

In providing information on the development cost, there are two levels of information provision depending on the cost of the proposed development:

- More than \$3,000,000 – a ~~AIQS Certified~~¹ Quantity Surveyor ~~registered with the Australian Institute of Quantity Surveyors~~ or a ~~person who can demonstrate an equivalent qualification~~ RICS² Chartered Quantity Surveyor must provide a completed City of Sydney ~~Registered~~ Quantity Surveyor's Detailed Cost Report;
- ~~Between~~ More than \$250,000 and up to and including \$3,000,000 – a suitably qualified person such as the Project Architect or Project Manager must provide a completed City of Sydney Cost Summary Report; or
- Below \$250,000 – a cost summary report will not usually be required, but the City reserves the right to request that a suitably qualified person such as the Project Architect or Project Manager provide a completed City of Sydney Cost Summary Report.

Electronic copies of the ~~Cost Summary Report and Registered~~ Quantity Surveyor's Detailed Cost Report and the Cost Summary Report are available from the City's website at www.cityofsydney.nsw.gov.au.

The City will use the information provided in the cost summary report, plans and any supporting evidence to determine the cost of carrying out the development

and the amount of monetary contribution payable.

The City may seek the services of an independent qualified person to assist with determining the development cost.

2.4 Paying the levy

a) When is the levy payable?

In cases where a Construction Certificate or Subdivision Works Certificate is required, the levy must be paid prior to the issue of those certificates.

In cases where a complying development certificate is required, the levy must be paid before the commencement of any building work or subdivision work authorised by the certificate.

In any other situation, the levy must be paid before the commencement of that use or activity.

The levy is to be paid within 3 months from the date that the City issues the applicant with a written Statement of Contributions Owing. The applicant must make an application to the City for a written Statement of Contributions Owing prior to the payment of the levy.

b) How will the levy be adjusted?

If the levy is not paid within three months from the date that the City issues the applicant with a written Statement of Contributions Owing, then the applicant must provide the City with a revised development cost for the works. The City will then provide the applicant with a revised Statement of Contributions Owing.

The development cost for the works may, at the City's discretion as an alternative to submission of revised development cost, be adjusted to reflect the quarterly variations issued by the Australian Bureau of Statistics of the Consumer Price Index ~~(CPI)~~ (All Groups Index) for Sydney, between the date from when the Statement of Contributions Owing was issued to the date when the revised Statement of Contributions Owing was issued.

c) Payment methods

Once an applicant receives the City's written Statement of Contributions Owing, applicants should pay the levy to the City. ~~When paying the levy,~~ applicants must include the City's written advice confirming the levy amount payable. Payments may be made by EFTPOS (debit card only), cash (up to

¹ Australian Institute of Quantity Surveyors

² Royal Institution of Chartered Surveyors

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~~\$5,000 only), credit card (up to \$300,000 only) or a bank cheque made payable to the City of Sydney council. When paying the levy, applicants must include the City's written advice confirming the levy amount payable. Payments by direct bank transfer may be made only in consultation with the City. Direct debit, personal cheques and company cheques will not be accepted. Once payment has been made, the City will then provide a receipt which the applicant must use to obtain a construction certificate or as proof of payment for a complying development certificate.~~

d) Deferred payment

An applicant for non-residential development that has a development cost of \$50 million or more may apply to the City in writing – through an application under Section 4.55 or 4.56 of the EP&A Act - to defer payment of up to 50% of the levy from the first construction certificate/subdivision works certificate until prior to the issue of an occupation certificate.

Non-residential development includes:

- **commercial development** – such as retail and office space;~~or~~
- **tourist accommodation** – including serviced apartments, motels and hotels;~~or and~~
- **community facilities and amenities** – such as theatres, and cinemas.

If the City allows a payment to be deferred, the deferred payment must be secured by an unconditional Performance Bond (such as a Bank Guarantee or Insurance Bond), issued by institutions regulated by APRA, and which complies with the City's Performance Bonds Policy and is unlimited in time for the value of the deferred payment. The applicant must provide the Performance Bond to the City prior to obtaining a construction certificate or commencing works authorised by a complying development certificate.

The deferred amount will be indexed quarterly for inflation from the date the Statement of Contributions Owing was issued and in accordance with movements in the Consumer Price Index (All Groups Index) for Sydney, issued by the Australian Bureau of Statistics. The applicant should obtain the City's written advice regarding the indexation amount immediately prior to making a deferred payment.

Notwithstanding the value of the Performance Bond, any modification to the development made under Section 4.55 or 4.56 of the EP&A Act may result in changes to the value of the levy. If the levy is greater because of the modification, the Performance Bond

must be replaced to reflect the revised value. A supplementary Performance Bond for the additional amount will not be accepted. The City will release the Performance Bond held upon acceptable submission of the replacement. The applicant shall meet all the costs of preparing any Performance Bond and their replacements.

Where an applicant offers to provide Works-In-Kind, dedicate land or provide other material public benefits through a planning agreement in accordance with Section 2.5 of this Plan, any provisions in the Planning Agreement relating to the provision of guarantees and timing for the provision of Works-In-Kind, material public benefits or monetary payments prevail over the provisions in this subsection.

e) Payment by instalment/periodic payments

Requests for payment by multiple instalments will not be granted.

f) Payment where there is concept development approval

Notwithstanding Section 2.4(e) of this Plan, where a development site has been the subject of a concept development approval for a number of discrete buildings, the City may consider accepting staged payment of the levy for each building.

g) Refunds

Councils are not obligated under legislation to refund a development contributions payment. Refunds are at the City's discretion. Nevertheless, the City may consider refunding a development contribution payment in the following circumstances:

- If a development is modified by virtue of Section 4.17(5) or Section 4.63 of the EP&A Act or an application is modified under Section 4.55 or 4.56 of the EP&A Act, the levy will be based on the development cost of the modified development.
- If a development is modified and the levy increases but the applicant has previously paid the levy, credit will be given for the previous levy payment with only the difference needing to be paid. If the levy decreases, the applicant may apply for a refund for the difference, subject to the requirements for refunds described in this subsection of the Plan.
- The applicant has not commenced the development and decides not to proceed with the consent (i.e. a development consent or complying development certificate), including cases where the consent has lapsed. In this case, the applicant will need to surrender the development consent or complying development certificate to the City in accordance with Section 4.63 of the EP&A Act.
- The extent of works and associated cost of works is reduced under a complying development certificate. In this instance a new complying development certificate, limited to the revised works area and cost must be issued and the previous complying development certificate must be cancelled/surrendered and the City be notified of the cancellation and the City's records amended.

Refunds will only be considered where:

- the applicant has applied to the City for the refund in writing within 12 months of paying the contribution for which the refund is sought. Refund requests made after 12 months of payment will only be considered in exceptional circumstances;
- the development to which consent has been granted has not commenced; and
- where relevant, the applicant surrenders the development consent, or the complying development certificate to the City in the same financial year as within 12 months of when the levy was paid.

~~The City commits levy payments received to Schedule of Works items (Appendix B) at the end of each financial year. An applicant seeking a refund on a surrendered consent must apply in writing to the City.~~ The City will not refund a levy payment if the levy payment has been committed to works under recoupment or to works scheduled in this Plan to be delivered.

Material Information to be submitted with refund applications

The following material information must be submitted with any application for a refund of contribution payments:

- Written request for a refund, including the basis of the request;
- A receipt relating to the contributions payment made;
- Where a development is not proceeding, a notice of voluntary surrender of the consent (see Section 4.63 of the EP&A Act) addressing matters in ~~clause 97(3)~~ Section 68 of the EP&A Regulation 2021; and
- Payment details to permit electronic funds transfer if approved by the City, namely
 - The name of the payee (Note: Payment is made to the person/company indicated on the original contributions payment receipt);
 - Account name;
 - Bank name;
 - BSB number; and
 - Account number.

2.5 Alternatives to the levy

a) Works-In-Kind, land dedication and material public benefits

The City prefers that any levy under this Plan be settled through monetary payment to fund the items in the Schedule of Works at Appendix B.

~~By exception, the City may consider an offer by an applicant to enter into a planning agreement to provide either Works-In-Kind (WIK), dedication of land, or a other material public benefit (see definitions in Appendix C) as an alternative to monetary payment of a levy under this Plan, either in part or in full. Offers to provide items listed in the Schedule of Works at Appendix B will be given more weight than offers of other infrastructure items not listed in this Plan.~~

The City may accept any ~~such~~ offer by an applicant to enter into a planning agreement to provide Works-In-Kind (WIK), dedication of land or a other material public benefit but is not obliged to do so. Where an applicant intends to offer Works-In-Kind, dedication of land or a material public benefit, the applicant should discuss the likely acceptability of the offer with the City before lodging the development application. Any offer must be accompanied by a detailed scope of works, design, cost summary, and timing for delivery.

~~Where an applicant offers to provide works listed in the Schedule of Works to this Plan and the City supports the offer, the City may agree but is not obliged to offset the value of the public benefits against the contribution payable under this Plan.~~

~~The City will generally not agree to offset against the contributions payable under this Plan in instances where the land and works will not be dedicated to the City.~~

b) Planning Agreements

Any offer by an applicant to provide Works-In-Kind, dedication of land or a material public benefit must be formalised through a planning agreement prepared in accordance with the EP&A Act. The draft planning agreement must be publicly ~~exhibited~~ notified, preferably as part of the development application exhibition. The City's Planning Agreement Guidelines are available on the City's website at www.cityofsydney.nsw.gov.au. Further information regarding Works-In-Kind, dedication of land, material public benefits and planning agreements is contained in the Department of Planning, ~~Industry Housing and Infrastructure's Environment's (2005) Development Contributions Planning Agreements Practice Note~~



Appendix A

Basis for the levy and the Strategic Framework

This Plan enables the City to **impose a levy on** new development to contribute to the cost of new, extended or augmented public facilities, amenities and services in Central Sydney to support the growth and development of Central Sydney.

Central Sydney is a primary focus for economic activity within the City of Sydney, greater metropolitan Sydney, and New South Wales and substantial growth in employment, services and housing in Central Sydney is expected. New residents, workers and visitors to Central Sydney will have inadequate levels of service if the City does not provide new or improved public amenities and infrastructure. The levels of service for the existing residential population and workforce will also decline without adequate public investment.

The City has already spent or will be investing approximately \$647M in Central Sydney over the life of the Plan for new and improved public facilities, amenities and services to ensure that adequate service levels are maintained and improved. As new development will be a key beneficiary of this investment, it is reasonable that some of the costs of this investment are recouped through payment of the levy under this Plan. Additional finance for the Schedule of Works in this Plan will also come from Council's general fund.

Information about forecast population growth, floor space demand and strategic planning initiatives is provided in the subsections below.

A.1 Population growth

This Plan is expected to apply for at least 6 years between the period 2020 and 2025, inclusive. Significant resident and worker population growth is expected in Central Sydney over this period and across the next 15 years.

The Eastern City District Plan – the metropolitan Sydney planning framework within which this Plan sits, also assumes considerable growth for the City of Sydney, as described further below.

This Plan's forecasts for Central Sydney apply to the Census villages/precincts of:

- CBD and Harbour;
- Chinatown CBD South;
- 15% of the area of Crown Street-Baptist Street and Oxford Street villages – based on the extent of those villages within Central Sydney; and
- none of the Redfern Street precinct (as that portion of it within Central Sydney has been largely occupied by the Central Park development, and Regent Street is effectively fully developed).

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Resident and dwelling growth

The City's official source of residential population growth forecasts by *i.d. Consulting*, suggests that in the next 15 years, the period 2020-2025 (inclusive) is likely to see the most intense period of residential growth. This expectation is based on the greater availability of development sites during this period, resulting in an estimated 5,496 "total additional dwellings" (comprising private and non-private dwellings) accommodating a forecast further 11,836 residents. Over the longer term, almost 9,000 dwellings and about 17,000 dwellings are forecast between 2021 and 2036.

Worker growth

For the purpose of worker growth projection in this Plan, the New South Wales Government's Bureau of Transport Statistics Travel Zone (BTS Travel Zone) projections are applied. The BTS Travel Zone projections have been reconciled to the Central Sydney village area boundaries described above. This material has been applied to calculate growth forecasts for 2020-25 based on the following methodology:

- 1 years average growth projected within the 2016-20 period (@ 6,090 jobs per year); plus
- 5 years growth within the 2021-26 period (@ 4,548 jobs per year).

The BTS Travel Zone forecast of 28,830 additional workers from 2020-2025 (inclusive). Over the longer term, almost 80,000 additional workers are forecast between 2021 and 2036.

Central Sydney Growth Projections 2020-2025

Growth Predictor source	Projected growth 2020-25		
	Dwellings	Residents	Jobs
i.d. Consulting Forecast Feb 2019	5,496 dwellings	11,836 residents	NA
Bureau of Transport Statistics Travel Zone projections April 2019	NA	NA	28,830 workers

A.2 Projected Plan contributions income

Approximately \$251M in development contributions are expected to be collected under this Plan over the 6 years from 2020-2025 (inclusive). This forecast is based on the average annual income over the previous 10 years with a 1% levy under s61 of the City of Sydney Act (approx. \$14.5M per year). Final Plan income will be dependent on the rate, nature and value of development which occurs from 2020-2025 inclusive. Not all contributions levied under this Plan will be paid between 2020-2025, as there is a lag between when contributions are conditioned in consents, whether consents are activated and when payment occurs.

A.3 Strategic Planning Framework

This Plan is prepared within a wider strategic planning framework for not only Central Sydney and the City but metropolitan Sydney more broadly. The Plan plays its role in giving effect to the Eastern City District Plan and is informed by our local characteristics and opportunities, the directions in Sustainable Sydney 2030, the City's community strategic plan, and various local plans and strategies. The following provides a summary of these plans and strategies:

a) A Metropolis of Three Cities – the Greater Sydney Region Plan

A Metropolis of Three Cities – the Greater Sydney Region Plan (the Region Plan), released by the Greater Sydney Commission in March 2018, is the overarching plan for the Greater Sydney Region.

The Region Plan:

- sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic, cultural and environmental matters
- informs district and local plans and the assessment of planning proposals
- assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes
- informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

The Region Plan is guided by a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. Central Sydney lies within the established Eastern Harbour City. ~~— for which the~~ The Region Plan builds on ~~it's the Eastern Harbour City's~~ recognised economic strength and addresses livability and sustainability ~~through~~ a framework for ~~the development and success of an emerging new city.~~

b) Eastern City District Plan

The Eastern City District Plan (District Plan) requires the City of Sydney to:

- demonstrate how it will deliver the 0–5 year target of 18,300 dwellings (2016–2021) for the local government area
- develop, agree and demonstrate delivery of a 6–10 year dwelling target for the local government area
- identify the capacity to contribute to an 11–20 year dwelling target of 157,500 for the Eastern City District
- plan for and deliver at least 169,260 new jobs by 2036 in the Harbour CBD and Green Square-Mascot strategic centres, with a higher aspirational target of 244,260 by 2036.

c) Local Strategic Planning Statement 2019

The Local Strategic Planning Statement reinforces the links between the New South Wales Government's strategic plans, region and district plans, and the City's community strategic plan, Sustainable Sydney 2030, and the planning controls that guide development in our city. The Planning Statement also informs the review of planning tools, such as this Plan, to ensure that local facilities are provided as the community's needs change.

In responding to the requirements of the District Plan's growth targets, ~~– (including for the Central Sydney area to which this Plan applies) –~~ Council's Planning Statement, is informed by the Central Sydney Planning Strategy 2016-2036 and the technical studies and analyses that have informed the growth projections described in this Plan.

This Plan is therefore consistent with achievement of the growth requirements of the *Eastern City District Plan* and the response to those requirements outlined in the Planning Statement.

d) Sustainable Sydney 2030 ~~and~~ – 2050 Continuing the Vision

~~During the preparation of this Plan in 2019, the City's long term vision for Sydney, Sustainable Sydney 2030, was being updated to Sustainable Sydney 2050.~~

~~The Sydney 2050 Community Engagement Insights Report revealed our community seeks a safe, sustainable, green and walkable city. Community session snapshots revealed aspirations for: a city with fewer cars and more active transport (walking and bike path networks); a city that is green with trees and plants, has quality public spaces, has active libraries and has safe spaces, better street lighting; and the capacity to support a growing population.~~

~~The City's long term vision for Sydney, Sustainable Sydney 2030 -2050 Continuing the Vision, was endorsed by Council in June 2022.~~

It envisions a City that is:

- environmentally, economically, socially and culturally sustainable;
- planned so that housing, transport, facilities, infrastructure and open space allow people to be close to their jobs and what is needed for daily life;
- greener with more trees canopy cover to provide shade and reduce temperatures on the ground;

- socially connected with distinctive local neighbourhoods with strong focal points for community life;
- physically connected with more active transport (walking and bike park networks); and
- inviting, with public spaces and streets that have their own distinctive characters.

The works program funded by this Plan will deliver facilities that address these issues.

A.4 Floor space growth and development

Significant additional floor space is likely to be generated in Central Sydney to meet the population growth outlined in A.1 above. In addition to the additional floor space and major refurbishment, the levy also applies to smaller scale floor space refurbishment work with a cost **exceeding of more than** \$250,000.

Commercial Floor space growth

The City of Sydney Commercial Monitor (June 2019) describes expected additional floor space and major refurbishment (valued over \$10m) and conversions (valued over \$1m) projected to occur across the City of Sydney. The Monitor projects that across the four years from 2020-2024, the CBD Villages precincts will experience “completions and expected completions” of 670,088 sq.m, representing an average annual floor space growth or redevelopment rate of 167,522 sq.m. Applying this annual average growth across the six year period this Plan is likely to apply, suggests the CBD Villages precinct will grow by 1,005,132 sq.m by the end of 2025. More modest additional floor space growth (50,610 sq.m) is expected in the three surrounding villages partially within Central Sydney, namely Crown Street-Baptist Street, Oxford Street and Redfern Street. Averaging total completions and expected completions in Central Sydney across the six years from 2020-2025 (inclusive), suggests total commercial floor space growth will be 1,055,742 sq.m.

Residential Floor space growth

The projected increase of 5,496 dwellings from 2020-2025 (inclusive) described in A.1 above, suggests that, assuming an average dwelling size of 85sq.m, an additional 467,160 sq.m of residential floor space will be created over the life of this Plan.

Projected additional floor space 2020-25 (inclusive)

Land Use	Floor space growth 2020-25 (inclusive)
Non-residential/ Commercial	1.1 million sq.m
Residential	467,000 sq.m

A.5 Contribution to broader capital works program

Contributions received under this Plan will help fund delivery of infrastructure provided by the City to ensure adequate service levels are provided for the growing residential and workforce populations envisaged in the strategies outlined above. The Schedule of Works in this Plan is drawn from the City's *Resourcing Strategy 2019*, which outlines a 10 year capital works program allocating \$1.66 billion for new and renewed infrastructure across the City. Other longer term works, such as the City's long-standing planning for the creation of two additional city squares in Central Sydney (located opposite Town Hall and Central Station (Railway Square)), are drawn from strategies such as Sustainable Sydney 2030 and the Central Sydney Planning Strategy.

New development in Central Sydney occurring from 2020-25 (inclusive) and levied under this Plan is forecast to fund approximately \$251M of new or renewed infrastructure, services and amenities, to meet the needs of the growing residential and non-residential population. The facilities and services funded by the Plan will include streetscape upgrades associated with the new light rail line, parks' improvements (e.g. Hyde Park and Belmore Park), library facilities (e.g. Darling Square library) and extension of the cycleway network. Where these works have been completed in advance of demand and already delivered by Council, this Plan will recoup the costs associated with the works.



Prince Alfred Park Pool, Surry Hills

Appendix B

Schedule of Works

B.1 Completed works under recoupment and proposed works

The schedule describes:

- works already delivered by the City, the costs of which are now being recouped from development through payment of the levy; and

- works anticipated to be delivered over the life of this Plan, including those from the 10 year capital works program and other long-term projects, and which are to be funded wholly or partly through the payment of the levy.

The works provide additional or enhanced local infrastructure which will benefit the additional residential and worker populations forecast for Central Sydney from 2020-2025 (inclusive). The proposed works are subject to the budgeting and operating resources of Council.

Works item no.	Works item description	Estimated cost (\$2020)	Estimated delivery timeframe
Open Space			
1.	Cook and Phillip Park, Children's all abilities inclusive playground with indigenous narrative	\$6,280,000	2020-2025
2.	Hyde Park upgrade	\$20,000,000	Recoupment and ongoing to 2025
3.	Belmore Park upgrade	\$10,358,000	2020-2025
4.	Observatory Hill Park upgrades	\$3,400,000	2020-2025
Sub Total		\$40,038,000 (6% of total)	

Central Sydney Development Contributions Plan 2020

(with draft amendments – September 2024 and amendments following public exhibition)

Works item no.	Works item description	Estimated cost (\$2020)	Estimated delivery timeframe
Public Domain Improvements			
5.	City Centre pedestrian improvements including Bent Street precinct, Loftus Street, George Street	\$43,500,000	2020-2030
6.	Chinatown Public Domain improvement - Thomas and Hay Streets	\$7,615,328	Recoupment – completed 2017-2018
7.	City Centre Laneways upgrades, including Wynyard Lane, York Lane and Reiby Place	\$15,470,000	2020-2025
8.	Regimental Square upgrade	\$700,000	Recoupment – completed 2018-2019
9.	Chinatown Public Domain improvements including Quay Street	\$6,200,000	2020-2025
10.	Argyle Street upgrade - Lower Fort Street to Kent Street	\$4,520,687	Recoupment – completed 2018-2019
11.	Light Rail-related George Street public domain upgrade and ancillary works - CBD to South East	\$224,000,000	Recoupment – completed 2019-2020
12.	Public Toilets City Centre	\$5,000,000	2020-2025
13.	Crowded Place Protection - Central Sydney, including George Street, Martin Place, Alfred Street and Hyde Park	\$3,000,000	2020-2025
14.	Public space upgrades City Centre and North including, but not limited to, Queen's Square/Phillip Street, Barrack Street, Richard Johnson Square and Shakespeare Place	\$12,483,000	2020-2025
15.	Martin Place Master Plan implementation	\$10,000,000	2020-2025
16.	Town Hall Square land acquisition	\$145,000,000	Recoupment and ongoing to 2030
17.	Railway Square ancillary works	\$10,000,000	2024-2030
18.	Eora Journey public art, including Harbour Walk, Bara and Yininmadyemi	\$4,370,000	2020-2025
19.	City centre granite paving and smart poles	\$10,000,000	2020-2025
Sub Total		\$501,859,015 (78% of total)	

Central Sydney Development Contributions Plan 2020

(with draft amendments – September 2024 and amendments following public exhibition)

Works item no.	Works item description	Estimated cost (\$2020)	Estimated delivery timeframe
Community Facilities			
20.	Prince Alfred Park and Pool redevelopment	\$21,183,938	Recoupment – completed 2018-2019
21.	Sydney Town Hall and Sydney Square accessibility upgrade	\$15,000,000	2020-2030
22.	City Centre Permanent Public Art “The Distance of Your Heart”	\$1,900,000	Recoupment – completed 2019-2020
23.	Lance Preschool & Childcare centre - Landscaping playground, 37 High Street, Millers Point	\$563,000	Recoupment – completed 2018-2019
24.	Customs House lift upgrade	\$900,000	2020-2025
25.	New Darling Square Library - Fitout works	\$10,000,000	2020-2025
26.	Cook & Phillip Aquatic and Fitness Centre - Works package	\$4,150,000	2020-2025
27.	New City of Sydney Creative Studios fitout works (Bathurst Street)	\$3,332,000	2020-2025
28.	Customs House Acquisition	\$27,000,000	Recoupment – acquired 2019
Sub Total		\$84,028,938 (13% of total)	
Roads, Traffic and Transport facilities			
29.	Cowper Wharf Road upgrade, Woolloomooloo	\$840,000	2020-2025
30.	Liverpool Street Cycleway	\$9,182,532	Recoupment – completed 2017
31.	Observatory Towers/ Kent Street pedestrian crossing improvements	\$1,600,000	2020-2025
32.	Cycleway - Castlereagh Street, Central and South	\$9,870,674	Recoupment – completed 2017
Sub Total		\$21,493,206 (3% of total)	
Grand Total		\$647,419,159	



B.2 Substitution of works items

This City may amend this Plan to alter, remove or substitute items in the Schedule of Works ~~to this Plan~~ to reflect relevant changes such as population forecasts, demand, and strategic initiatives at a local or state level. The City can only allocate levy funds to works if they are listed in the Schedule of Works. If the City allocates levy funds to a works item that is subsequently removed from the Schedule of Works, the City will reallocate funds to the amended Schedule of Works. Any alteration, removal or substitution of an item from the Schedule of Works does not affect an applicant's liability to pay the applicable levy, and require the City to provide a refund to the applicant.

B.3 Commitment of levy funds

The City will commit income from the levy to the works completed (and under recoupment) and anticipated future works described in the Schedule of Works. The City may spend more or less on a works item than the amount specified in the Schedule of Works. For example, the City may modify the scope of a particular works item with an associated cost increase or decrease. If the cost increases, the City will fund the cost increase through other sources. If the cost of the works item decreases, the City will allocate the excess funds to other items in the Schedule of Works rather than refund the difference between the actual cost and the amount specified in this Plan.

B.4 Pooling of levy payments

To assist in the delivery of works items in this Plan, the City may pool levy payments and apply the pooled levy funds to selected projects in the Schedule of Works. Council is satisfied that the pooling and progressive application of the money paid will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.

B.5 Prioritising expenditure of pooled funds

Expenditure of pooled levy payments will be prioritised generally towards completed projects under recoupment then to projects that have relevant approvals.

The indicative timeframe for each works item is subject to change as it is influenced by:

- rate of development and contributions received
- pooling of funds
- updates to the City's capital works program each year
- relationship between the works and other events, including but not limited to, approvals, NSW Government infrastructure delivery and development of adjoining lands.

Appendix C

Dictionary

Adaptive reuse	Means the modification of a listed heritage item to a new use that conserves its heritage values. The new use must not be for the original use or an existing or a previous use.
Affordable housing	Has the same meaning as contained in Section 1.4 of the EP&A Act. Note: At the time of publication of this Plan, Section 1.4 of the EP&A Act defines affordable housing as 'housing for very low income households, low income households or moderate income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument'.
Charity or Not-for-profit organisation	Means an organisation registered with the Australian Charities and Not-for-profits Commission
Complying development	Has the same meaning as contained in Section 1.4 of the EP&A Act. Note: At the time of publication of this Plan, Section 1.4 of the EP&A Act defines complying development as 'development for which provision is made as referred to in Section 4.2(5)'.
Concept development	Means a development that is carried out in accordance with Division 4.4 of the EP&A Act and is defined under Section 4.22 of the EP&A Act as 'a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications'.
Development cost	Means the cost of the development as determined at Section 2.3 of this Plan.
Laneway	Means a public road with a width less than six metres.
Material public benefit	Means settlement or part settlement of the levy through the provision of public amenities or services which are not works listed in the Schedule of Works (see Appendix B) of this Plan. Material public benefit does not include the cost or value of works or dedication of land which is required as a condition of consent and these consent-conditioned works may include, but are not limited to: • the provision of public art, • public domain improvements to frontages of the site (e.g. footpath upgrade, provision of smart poles, planting of street trees), • minor land dedications (e.g. splay corners and land excess to the development), • land dedications and embellishments required by the planning controls, and • the provision of through site links and associated easements. Note: also see 'Works-In-Kind' in this Dictionary.

Central Sydney Development Contributions Plan 2020

(with draft amendments – September 2024 and amendments following public exhibition)

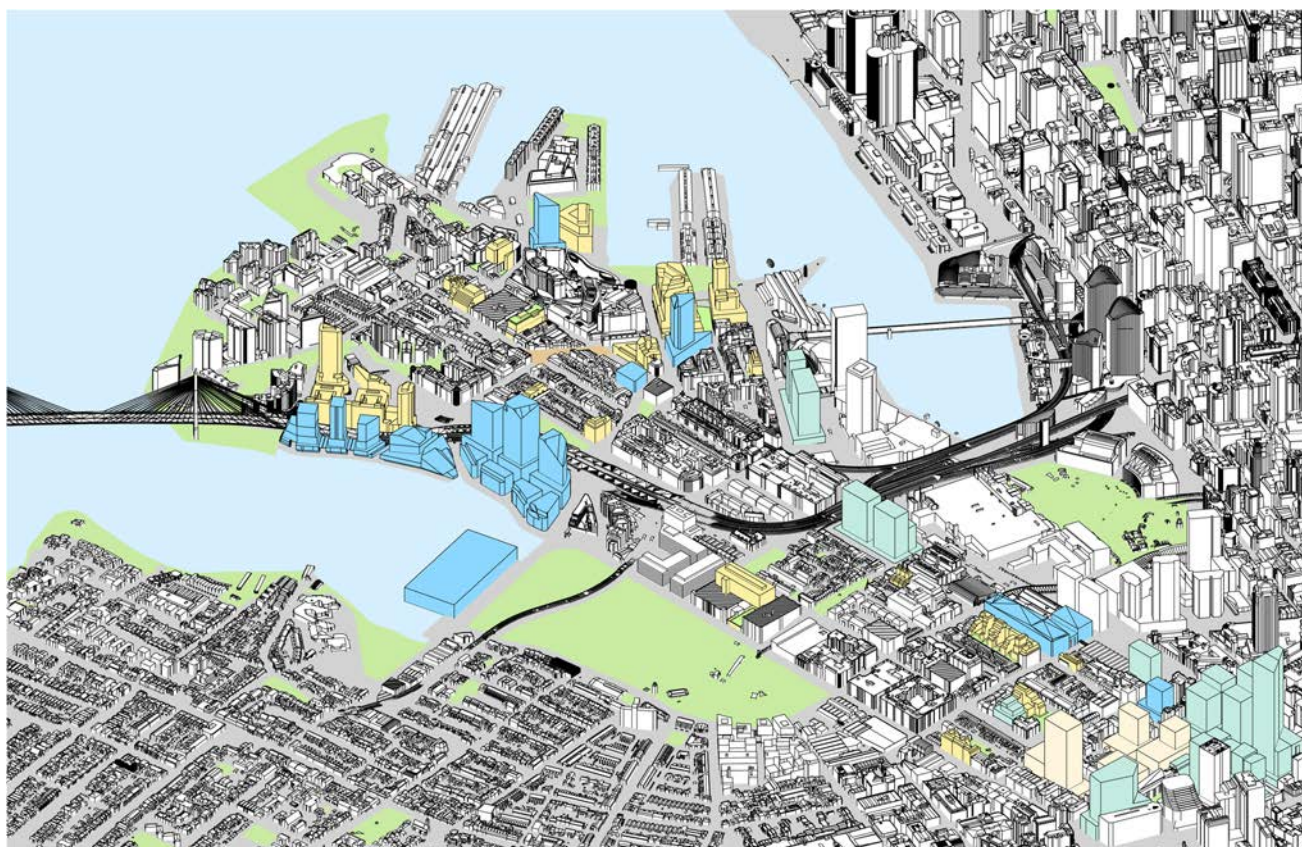
Non-potable use	In the case of water, means any purpose other than drinking, cooking or washing; and includes, but is not limited to: watering plants and landscaped areas, flushing toilets, or use in cooling towers.
Planning authority	Has the same meaning as contained in Section 7.1 of the EP&A Act. Note: At the time of publication of this Plan, Section 7.1 of the EP&A Act defines a planning authority as: • a council, or • the Minister, or • the Planning Ministerial Corporation*, or • a development corporation (within the meaning of the Growth Centres (Development Corporations) Act 1974), or • a public authority declared by the regulations to be a planning authority for the purposes of this Division. * Central Sydney Planning Committee is deemed a Corporation pursuant to Section 33 of the City of Sydney Act 1988.
Social housing	Means the provision of housing undertaken by a social housing provider. Note: 'social housing provider' has the same meaning as contained in Clause 4 of the State Environmental Planning Policy (Affordable Rental Housing) 2009.
Social housing provider	Has the same meaning as in <i>State Environmental Planning Policy (Affordable Rental Housing) 2009 (Housing) 2021</i>.
Temporary development	Means development of the following types which are in place for no more than 90 days from start of set up to the completion of clean up: • events • art installations • seasonal decorations • lighting.
Works-In-Kind	Means settlement or part settlement of a levy through the provision of physical works listed in the Schedule of Works to this Plan. Note: see also 'Material public benefit' in this Dictionary.



Attachment G1

Amended Ultimo Pyrmont Urban Design Study – Part 1
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Ultimo Pyrmont Urban Design Study



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Responding to the Place Strategy and the community's submissions

Urban design principles

The individual characteristics of each site are particular, and the application of the principles results in a variety of built form, height and floor space ratios. The variety is consistent with the existing variety of built form in 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 250+ 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. In particular, a series of open spaces and through site links radiate from the metro station, so more people can access the station more easily and people arriving by metro can easily find their way to their destinations in comfort. In other places, arranging open spaces alongside streets increases their apparent width, with increased light and air, and space for trees and greening. On Saunders Street a new sunlit square. On small streets and lanes deep soil, landscaped setbacks extend the street space. Some sites are too small, and/or on sites where the maintenance of active frontages on streets is more important, to provide publicly accessible open space.

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 Pymont 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 when this form of development allows increased sunlight into streets.

5. Conserve **heritage** values

There are three Heritage Conservation Areas and numerous heritage items in Ultimo Pymont. 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 Pymont 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, along Wattle and Harris streets in Ultimo and near the Anzac Bridge approach in Pymont the building form is narrower and continuous so windows to habitable rooms can open for ventilation away from the noise source. The continuity contributing to protecting the neighbourhood from the noise.

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 floorspace will consolidate the productivity of employment uses in Pymont into the future and contribute to increased patronage on the metro line.

Away from the metro station, but still within walking distance to the station residential uses are located.

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, identified in various studies in previous urban design and planning studies are added to these. Where the view corridors cross over private land the position and shape of open space, or limited building height maintains them.

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

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

Site studies

Sites with changing planning controls

The urban design investigations that underly the proposed planning changes in Ultimo Pymont are described in this study for the sites listed below.

Where there has been a change or an alternative approach developed for a site in response to the exhibition process, that site appears in bold text below. All other sites remain unchanged.

- 1. 46-48 Pymont Bridge Road**
2. 20-28 Bulwara Road
3. 2 Edward Street
4. 60 Union Street
- 5. 1-27 Murray Street**
- 6. 13A-29 Union Street**
7. 69-71 Edward & 102 Pymont Street
8. 55-65 Murray Street
9. 1-33 Quarry Master Drive
10. 140-148 Bank Street
- 11. 26-38 Saunders Street**
12. 14 Quarry Master Drive
13. 80-84 Harris Street
14. 79-93 John Street
15. 12 & 14-18 Pymont Street
16. 48 Pirrama Road
17. 100 Harris Street
- 18. 28-48 Wattle Street & 50-54 Wattle Street**
19. 469-483 Harris Street
20. 535-547 Harris Street
21. 549-559 Harris Street
22. 561-577 Harris Street
- 23. 562-576 Harris Street**
24. 383-389 Bulwara Road
25. 446-456 Wattle Street
26. 458-468 Wattle Street
27. 470 Wattle Street
- 28. 86-92 Harris Street**



Figure 1 – sites studied

46-48 Pyrmont Bridge Road

Overview

68-48 Pyrmont Bridge Road (Lot 1 DP 800148) is located between Bulwara Road and Little Mount Street, bordering the Pyrmont Heritage Conservation Area (refer Figure 3 and Figure 2).



Figure 3 – location plan of 46-48 Pyrmont Bridge Road

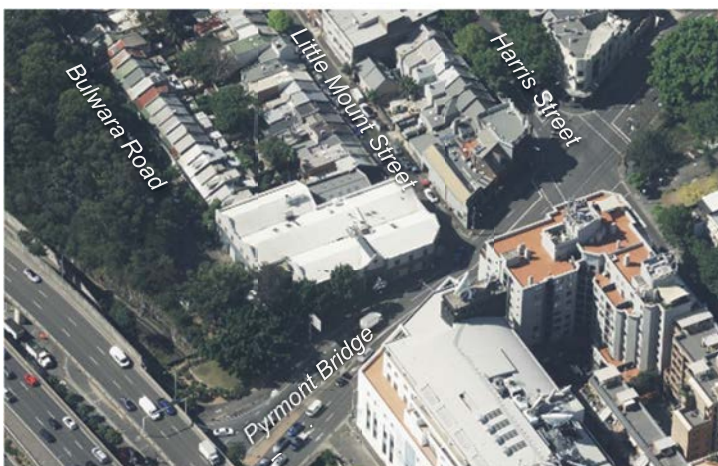


Figure 2 – oblique aerial of 46-48 Pyrmont Bridge Road

Background

46-48 Pyrmont Bridge Road was included in the Department of Planning's initial study. In this review it was amalgamated with an adjoining site within the Pyrmont HCA (63 Little Mount Street; Lot 1 DP 235536) and given an FSR of 6.0:1, a height of eight storeys was required to achieve this with zero setbacks to all sides, as shown in Figure 4. These controls can be seen in Table 1 below.

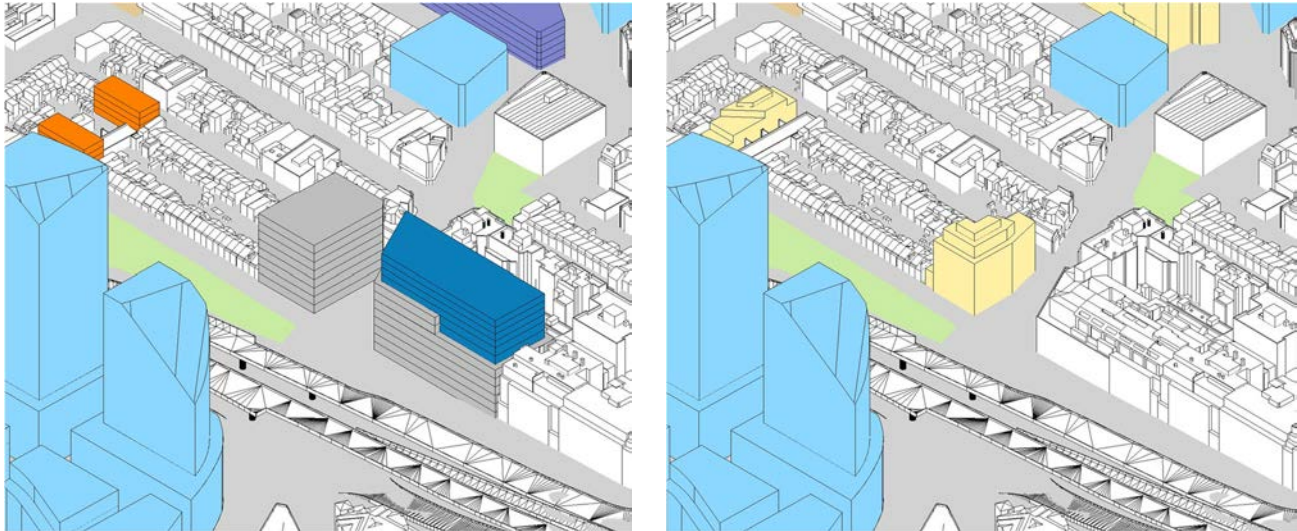


Figure 4 – comparison of Department of Planning's initial study, left in grey, and City of Sydney's study for a mixed use outcome, right in yellow, at 46-48 Pyrmont Bridge Road

The Department of Planning's initial study

Requiring amalgamation can slow and add cost to development unnecessarily. The proposed envelope without setbacks would overshadow neighbouring residential properties to the south, and Paradise Reserve to the west. An unrelieved windowless wall was likely on the northern face. The narrow footpath to Pyrmont Bridge Road was not addressed. No deep soil area for tree planting was provided. Too little allowance was made between the volume of the envelope and the floor area resulting in little if any façade articulation and difficulty for a future application to achieve design excellence and the maximum allowable floor area within the height, complicating and slowing future application and approval times.

Table 1 – Department of Planning's initial study for 46-48 Pyrmont Bridge Road

Department of Planning's initial study		Proposed controls	Alternative controls
Gross floor area	8,112 sqm*	5,060 sqm	5,815 sqm
Floor space ratio	6	3.40 + DesEx	3.91 + DesEx
Height of building	35m	37m	37m
Height in storeys	8 (<i>HiS not specified</i>)	10^	9^
Deep soil	0%	15%	15%
*Department of Planning's initial study included an adjoining site within the Pyrmont Heritage Conservation Area			

Existing controls

46-48 Pymont Bridge Road is currently occupied by a two-storey commercial building, with zero setbacks and 100% site cover, the existing conditions and existing planning controls are summarised in Table 2 below. The layout and position of the site can be seen in Figure 5.

Table 2 – existing building and existing planning controls for 46-48 Pymont Bridge Road

	Existing building	Existing controls
Land use & zoning	Commercial	B4 - MU
Floor space ratio	1.61 approx.	2.0
Height of building	12m	12m
Height in storeys	2	3
Deep soil	0%	10%



Figure 5 – existing site plan for 46-48 Pymont Bridge Road

Urban design principles

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

Rear setbacks of sufficient width, three metres, for deep soil and tree planting are provided to the northern side boundaries including a consolidated area of 100 square metres that coincides with the rear gardens of the dwellings in the lots to the north. Trees in this area will shade the future building and provide privacy to existing rear gardens to the north of the site.

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

The building envelope is setback 6.5 metres from the kerb of Pyrmont Bridge Road to widen the existing narrow footpath, the main future walking route between the Metro Station and the Fish Market and from Glebe to the City. The narrow footpath on Little Mount Street is widened by 3 metres to increase pedestrian amenity.

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 6).

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

The building envelope raises to seven floors on most of the street frontages to complement the street wall form of the majority of buildings on Pyrmont Bridge Road. The upper levels are setback to ensure the street wall is consistent, while allowing additional height where possible within the constructed sun access planes that minimise overshadowing to neighbouring properties.

Conserve **heritage** values –

The property adjoins the Pyrmont Heritage Conservation Area to the north. The building form is adjusted to fit this context by; a lower building height on Bulwara Road, two storeys, and setback to match the existing setback of the neighbouring property to the north.

Good **design for wind and noise** –

The site is subject to noise from the Anzac Bridge approach and Pyrmont Bridge Road, a busy road. The commercial use allows for artificial ventilation where residential use would not. The street wall design, the location, and surrounding building forms mean that wind is not likely to be a limiting issue on this site.

For residential use the building envelope is limited to 12 metres in depth forming a courtyard. The courtyard enables the windows from habitable ensure that habitable rooms

Match **land use** to place –

The existing commercial use is well suited to its location on a busy road, within a short walk of the metro station, and at the junction of the motorway access. The surrounding noisy environment limits the site's suitability for residential use. Consequently, commercial use is proposed.

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

The site is not constrained by view corridors.

Other issues –

Solar access to Paradise Reserve has been protected, with the proposed planning controls delivering a net increase in solar access (refer **Error! Reference source not found.**):

Maximise development **within constraints** –

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

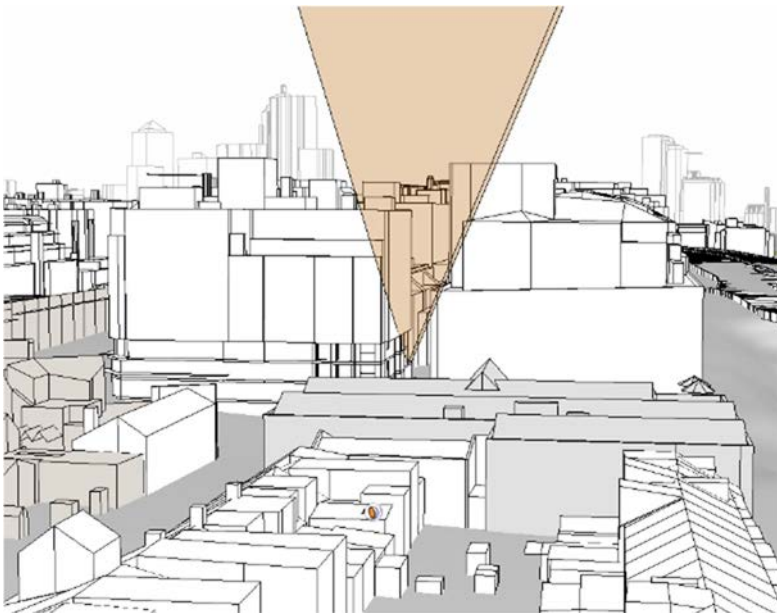


Figure 6 – solar access to 209 Harris Street

Proposed controls

For 46-48 Pyrmont Bridge Road, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use provisions have been reviewed to provide uplift in floor space and height to provide for more residential floor space. In addition, an alternative set of controls allows for a solely non-residential floor space outcome. The alternative controls were exhibited in late 2024. The uplift for this approach is greater than that for mixed use as the building envelope for non-residential uses can accommodate floor space more efficiently.

Controls for mixed use development

Changes to the existing mixed use controls for this site provide for residential floor space above street level commercial floor space uses. This allows for an FSR of 3.4:1 with a Design Excellence bonus, height limits of 37 metres and 10 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 3 below. Street wall height, site layout requirements, and streetscape improvements proposed are similar to those of the commercial option. Street-level and upper-level setbacks are designed to respond to the amenity requirements set out by the Apartment Design Guide (ADG). Details of site layout are shown in Figure 7 and Figure 8.

Table 3 – proposed changes to planning controls for mixed use development at 46-48 Pyrmont Bridge Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1	MU1
Floor space ratio	1.61 approx.	2.0	3.40 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	10
Deep soil	0%	10%	15%

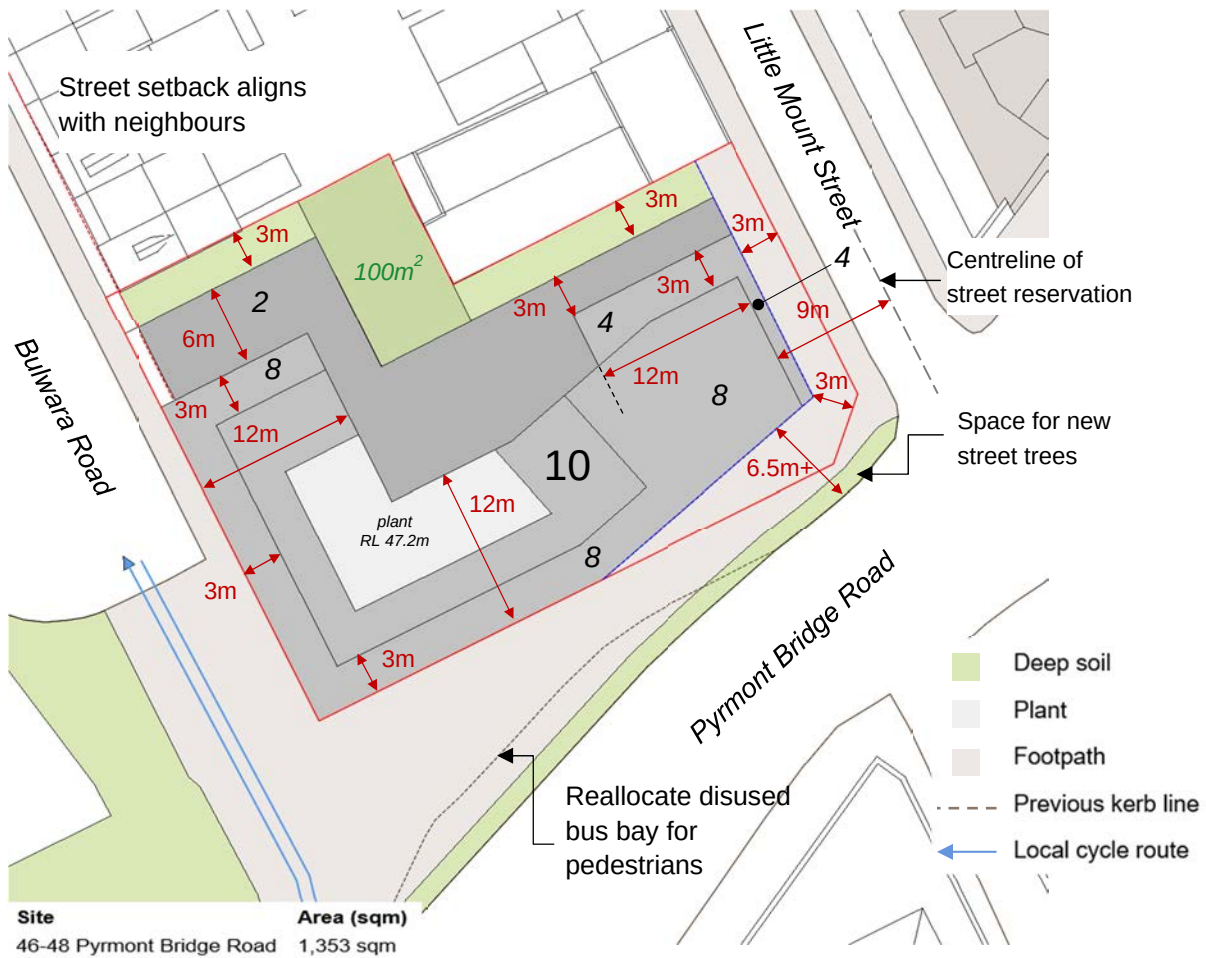


Figure 7 - site plan showing mixed use scheme for 46-48 Pymont Bridge Road

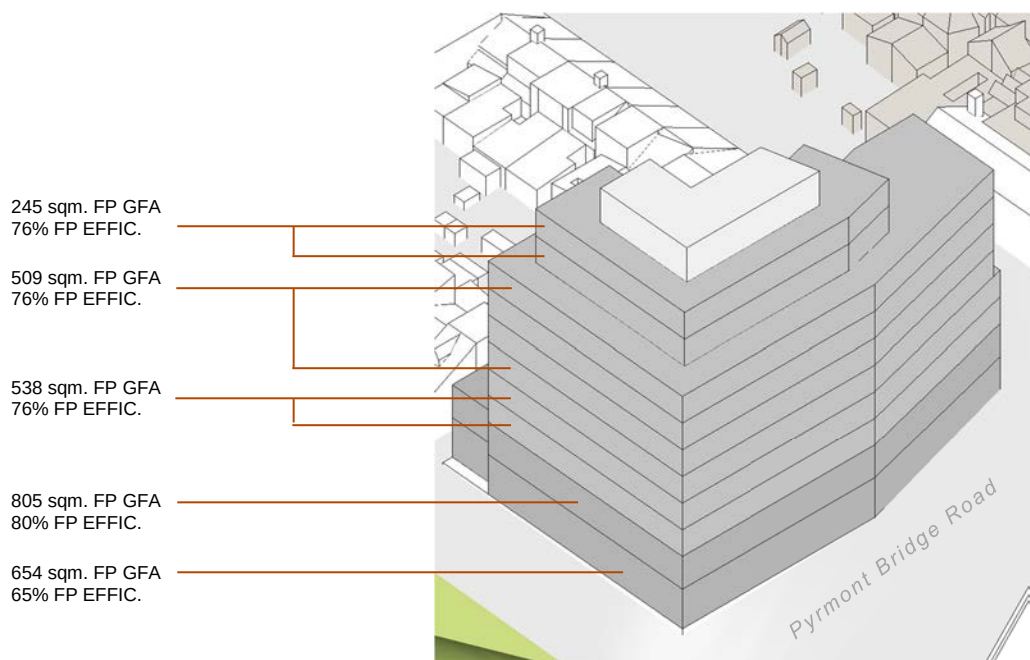


Figure 8 – isometric of mixed use scheme for 46-48 Pymont Bridge Road

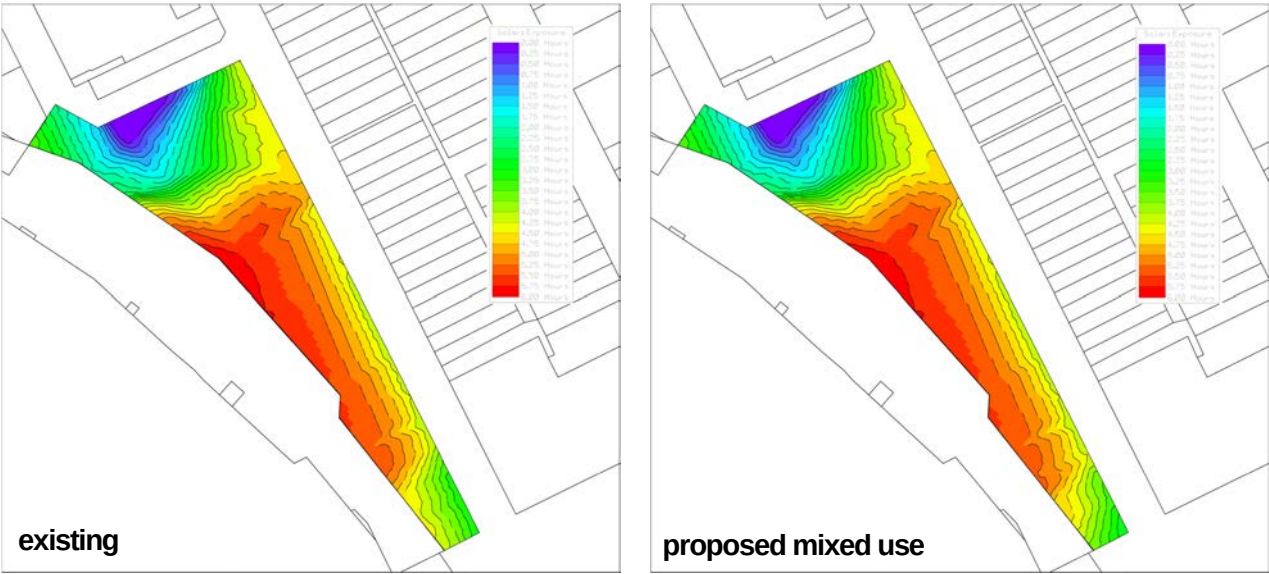


Figure 9 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

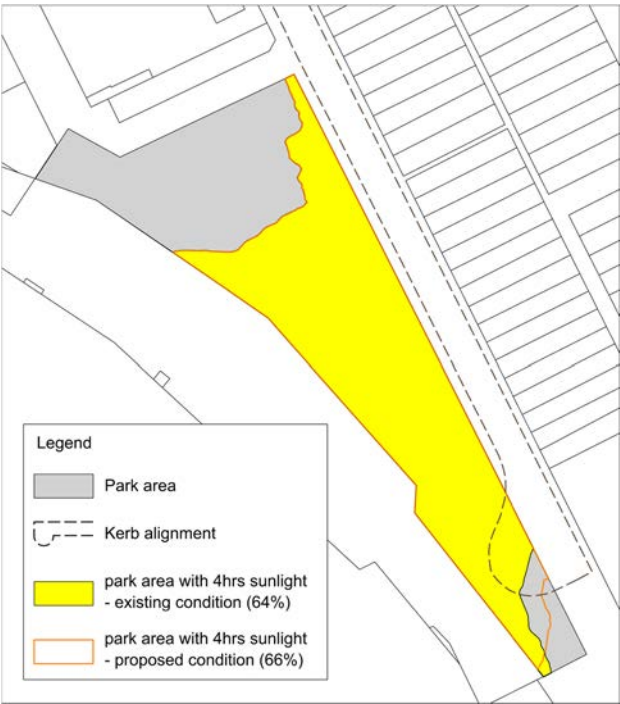


Figure 10 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from proposed mixed use controls at 46-48 Pyrmont Bridge Road

Alternative controls for non-residential development

The alternative set of controls (exhibited in late 2024) allow for an outcome of solely commercial floor space use. These include an uplift in FSR of 3.91:1 with a Design Excellence bonus; height limits of 37 metres and 9 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 4. Error! Reference source not found. below. The various street and upper-level setbacks, street wall height, site layout requirements, and streetscape improvements proposed are shown in Figure 11 and Figure 12.

Table 4 – proposed planning controls for 46-48 Pyrmont Bridge Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1	MU1
Floor space ratio	1.61 approx.	2.0	3.91 + DesEx
Height of building	12m	12m	37m
Height in storeys	2	3	9
Deep soil	0%	10%	15%



Figure 11 – proposed site plan for 46-48 Pyrmont Bridge Road

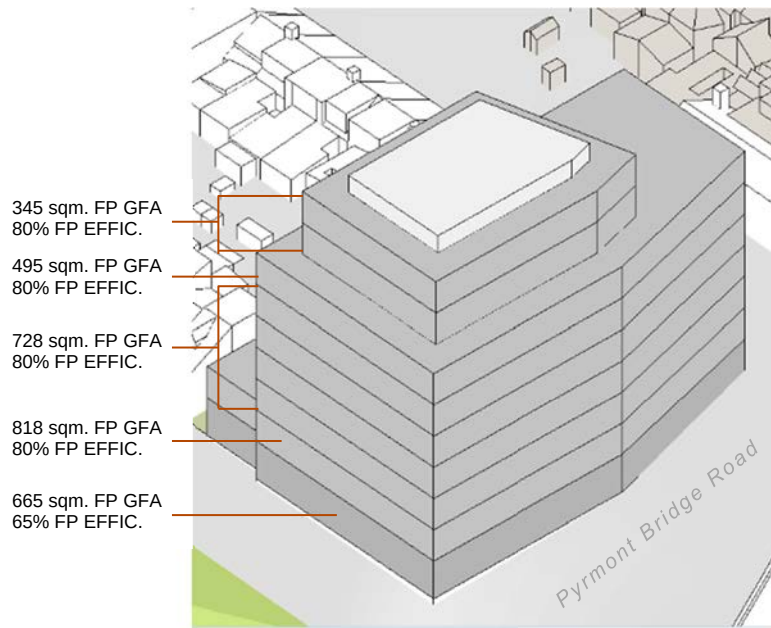


Figure 12 – isometric of proposed building envelope for 46-48 Pyrmont Bridge Road

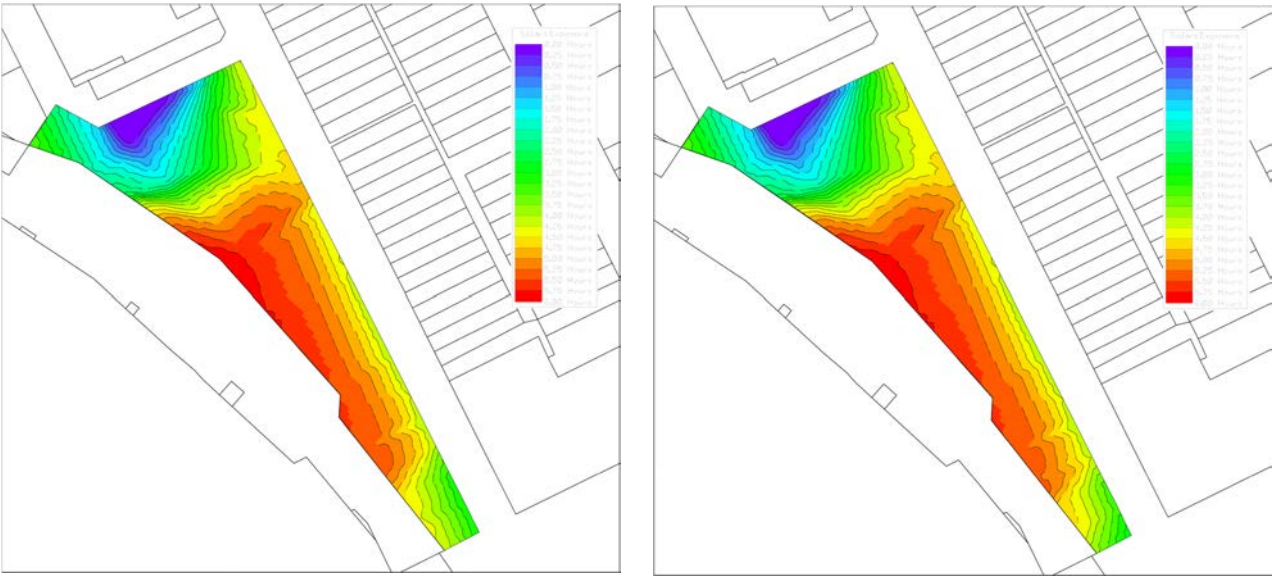


Figure 13 – diagrams showing sunlight to Paradise Reserve at the winter equinox, 9am – 3pm

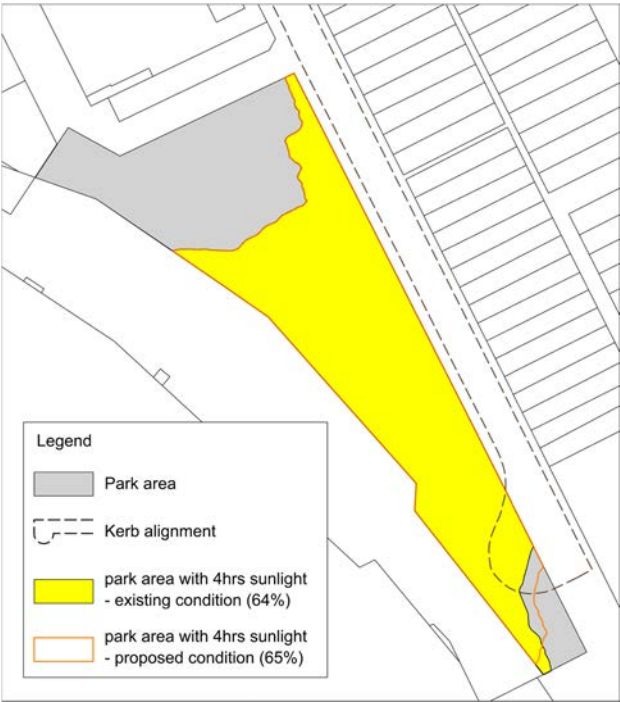


Figure 14 – diagram showing change in available sunlight to Paradise Reserve at the winter equinox that results from alternative non-residential controls at 46-48 Pymont Bridge Road

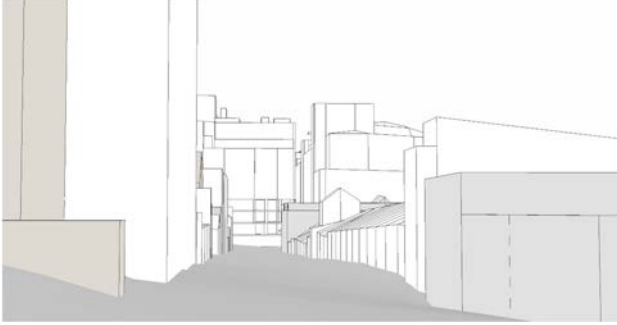
Visualisation



Figure 15 – view locations

Existing

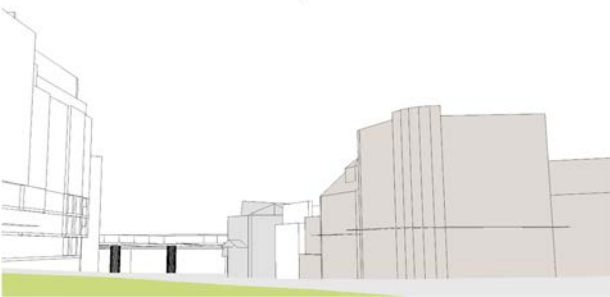
View south along Little Mount Street



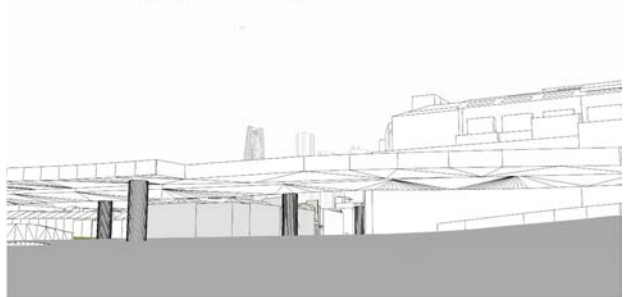
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pyrmont Bridge Road



Existing + Approved

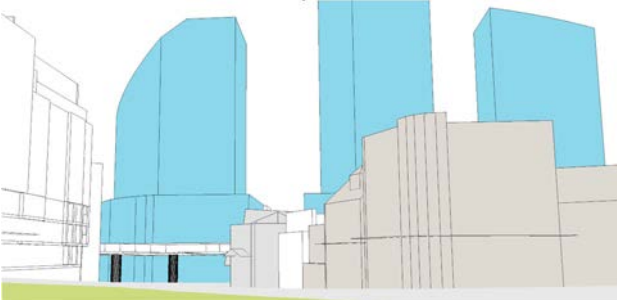
View south along Little Mount Street



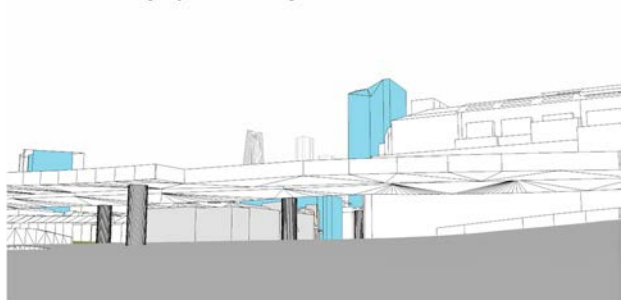
View south along Bulwara Road



View west from Elizabeth Healey Reserve

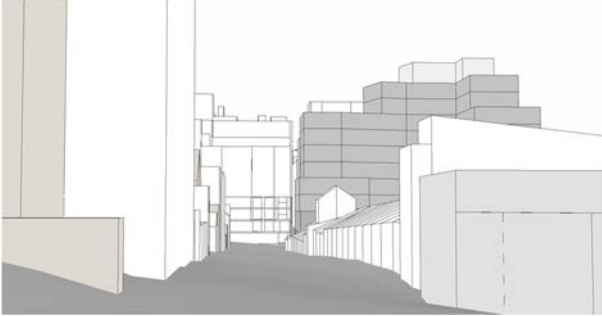


View east along Pyrmont Bridge Road

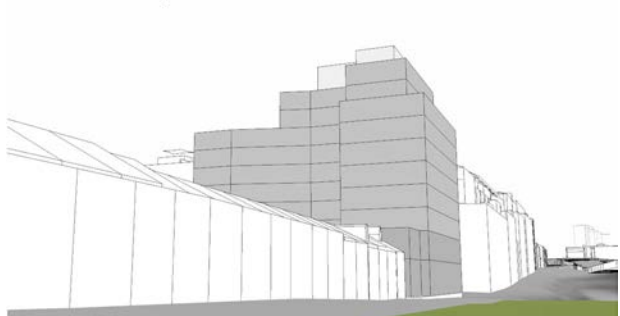


Controls for mixed use development

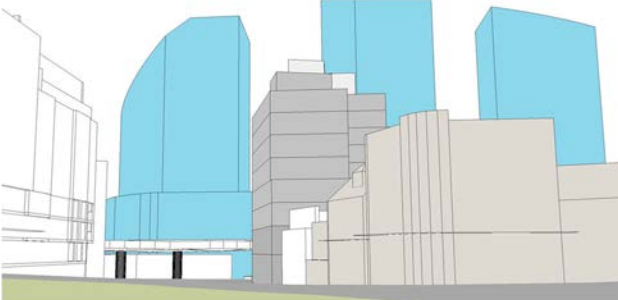
View south along Little Mount Street



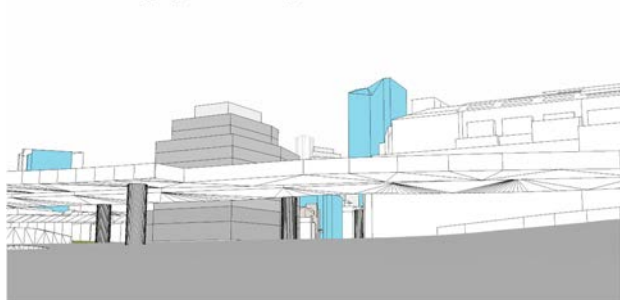
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pymont Bridge Road

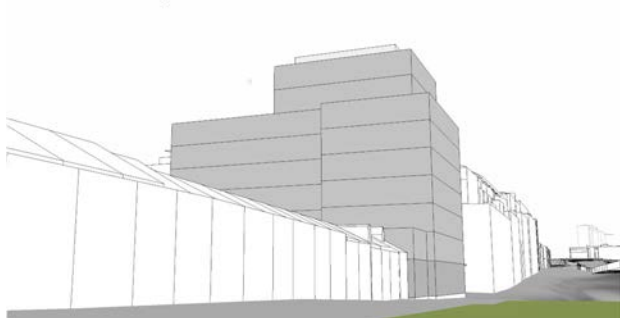


Alternative controls for commercial development (exhibited)

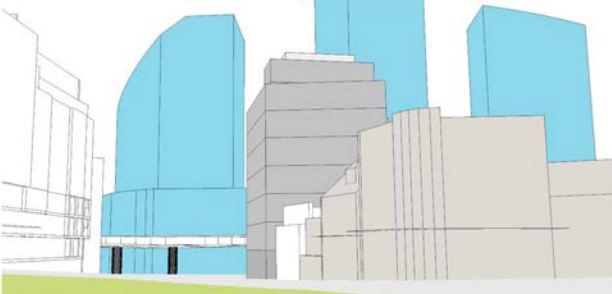
View south along Little Mount Street



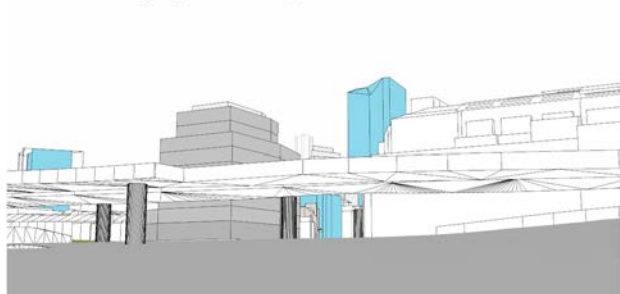
View south along Bulwara Road



View west from Elizabeth Healey Reserve



View east along Pymont Bridge Road



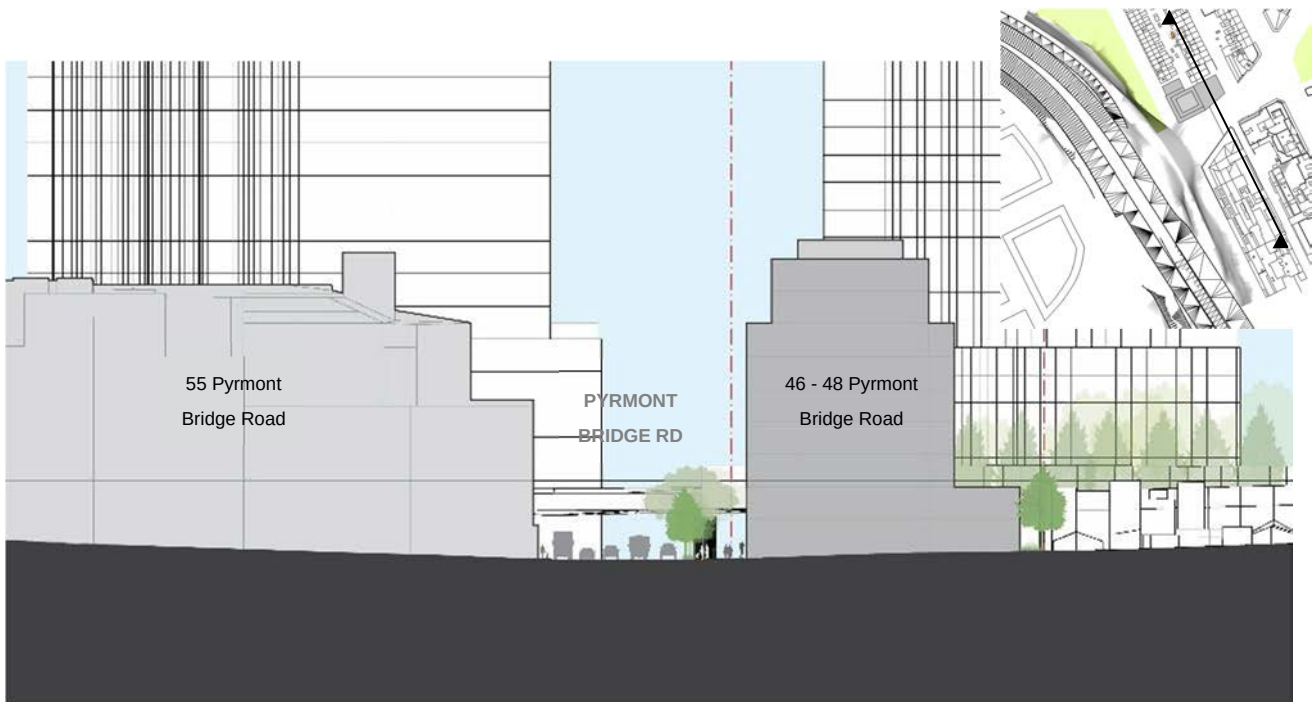


Figure 16 – section of 46-48 Pymont Bridge Road, looking west; showing alternative controls for commercial development (exhibited late 2024)

20-28 Bulwara Road

Overview

20-28 Bulwara Road (Lot 1 DP 433177) is located between Bulwara Road and Little Mount Street, it is within the Pyrmont Heritage Conservation Area (refer Figure 17 and Figure 18).



Figure 17 – location plan of 20-28 Bulwara Road



Figure 18 – oblique aerial of 20-28 Bulwara Road

Background

20-28 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 3.5:1, a height of four storeys, and zero setbacks to all sides, as shown in Figure 19. The heritage values of the Heritage Conservation Area were not considered. These controls can be seen in Table 5 below.

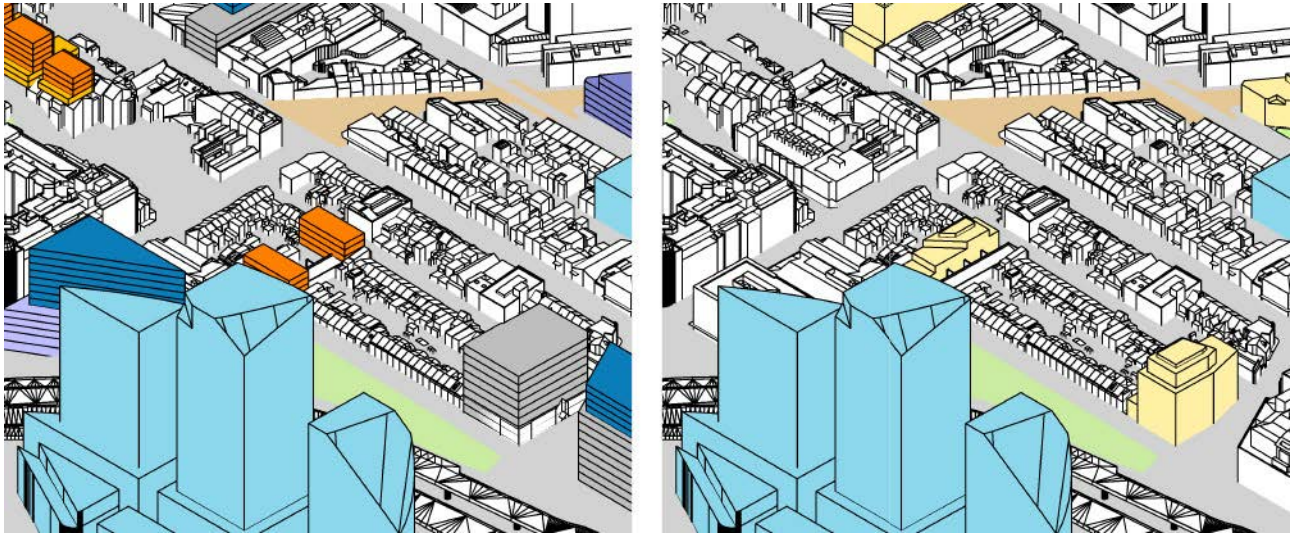


Figure 19 – comparison of Department of Planning's initial study and City of Sydney's study for 20-28 Bulwara Road

Table 5 – Department of Planning's initial study for 20-28 Bulwara Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	4,602 sqm*	1,861 sqm
Floor space ratio	3.5*	1.4
Height of building	Not specified	14m
Height in storeys	4 (<i>HiS not specified</i>)	4^
Deep soil	10%	15%
*Model shown represents GFA of approx. 2,140 sqm (FSR 1.62) , not the controls proposed		

Existing controls

20-28 Bulwara Road is currently occupied by a substation, the existing buildings' characteristics and current planning controls can be seen in Table 6 below. The layout and position of the site can be seen in Figure 20.

Table 6 – existing building and existing planning controls

	Existing buildings	Existing controls
Land use & zoning	Substation	R1 – GR
Floor space ratio	<0.2 approx.	1.0
Height of building	8m	9m
Height in storeys	2	2
Deep soil	0%	10%

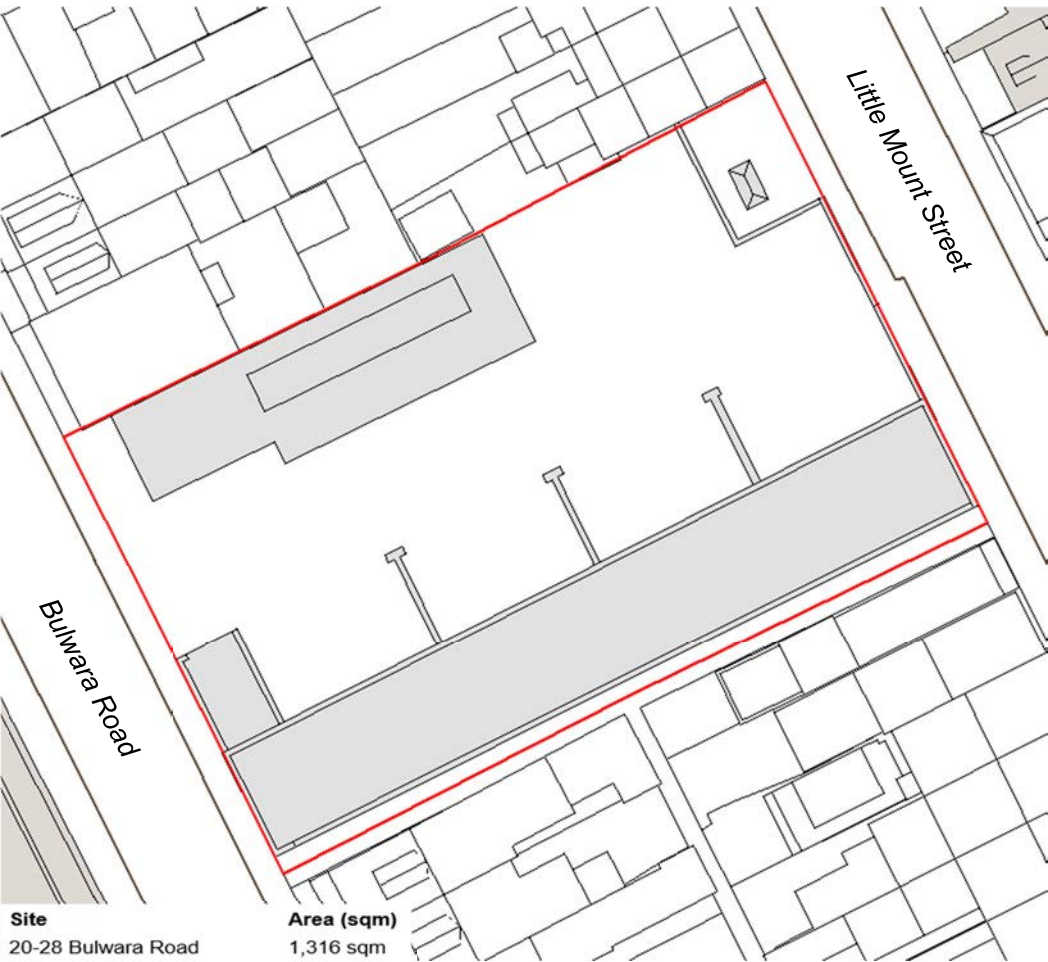


Figure 20 – existing site plan for 20-28 Bulwara Road

Urban design principles

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

Within the former yards of the substation deep soil areas of sufficient width, three metres, for tree planting are provided, enabling 15% of the site area to have deep soil.

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

The conservation of the significant fabric of the existing southern section of the building and maintaining the street alignment of these in the new envelope consistent with the street walls in the local Heritage Conservation Area context has meant that on this relatively small site no additional public space is provided.

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 City's Development Control Plan (refer Figure 21).

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

A street wall height of two storeys with setbacks set by the adjoining properties continues the existing street wall on both street frontages.

Conserve **heritage** values –

The property is within the Pymont Heritage Conservation Area. The building form and height is carefully modelled to be a good fit to these surroundings; with six-metre upper-level setbacks to the upper levels of the northern building and the height of the conserved southern building maintained as is.

Good **design for wind and noise** –

The site and the relative low building envelope are not exposed to wind or noise.

Match **land use** to place –

The existing commercial use is well suited to its location opposite other commercial uses, within a short walk of the metro station, and for the conservation of the fabric of the southern building. The site's size, configuration, orientation, likely contamination due to its existing substation use, and conservation of the southern building make residential uses difficult to accommodate. Consequently, a commercial use is proposed.

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

The site is not constrained by view corridors.

Other issues –

- Solar access to Paradise Reserve has been protected, with the proposed planning controls resulting in no changes to solar access (refer Figure 22).

Maximise development within constraints –

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



Figure 21 – solar access to adjoining residential properties

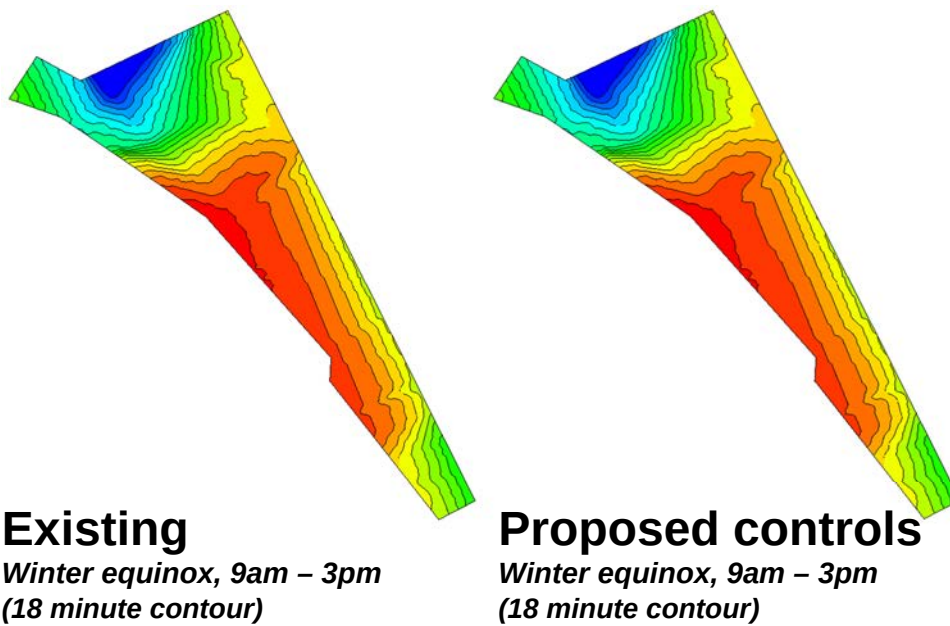


Figure 22 – solar insolation to Paradise Reserve at the winter equinox

Proposed controls

For 20-28 Bulwara Road, the proposed controls are for a commercial use with an FSR of 1.4:1; a height limit of 14 metres and 4 storeys; and a deep soil requirement for at least 15% of the site area, as shown in Table 7 below. The proposed site layout is shown in Figure 23.

Table 7 – proposed planning controls

	Existing building	Existing controls	Proposed controls
Land use & zoning	Substation	R1 – GR	Commercial
Floor space ratio	<0.2	1.0	1.4
Height of building	8m	9m	14m
Height in storeys	2	2	4^
Deep soil	0%	10%	15%



** excludes the ground floor located below the level of Little Mount Street

Figure 23 – proposed site plan for 20-28 Bulwara Road

Visualisation

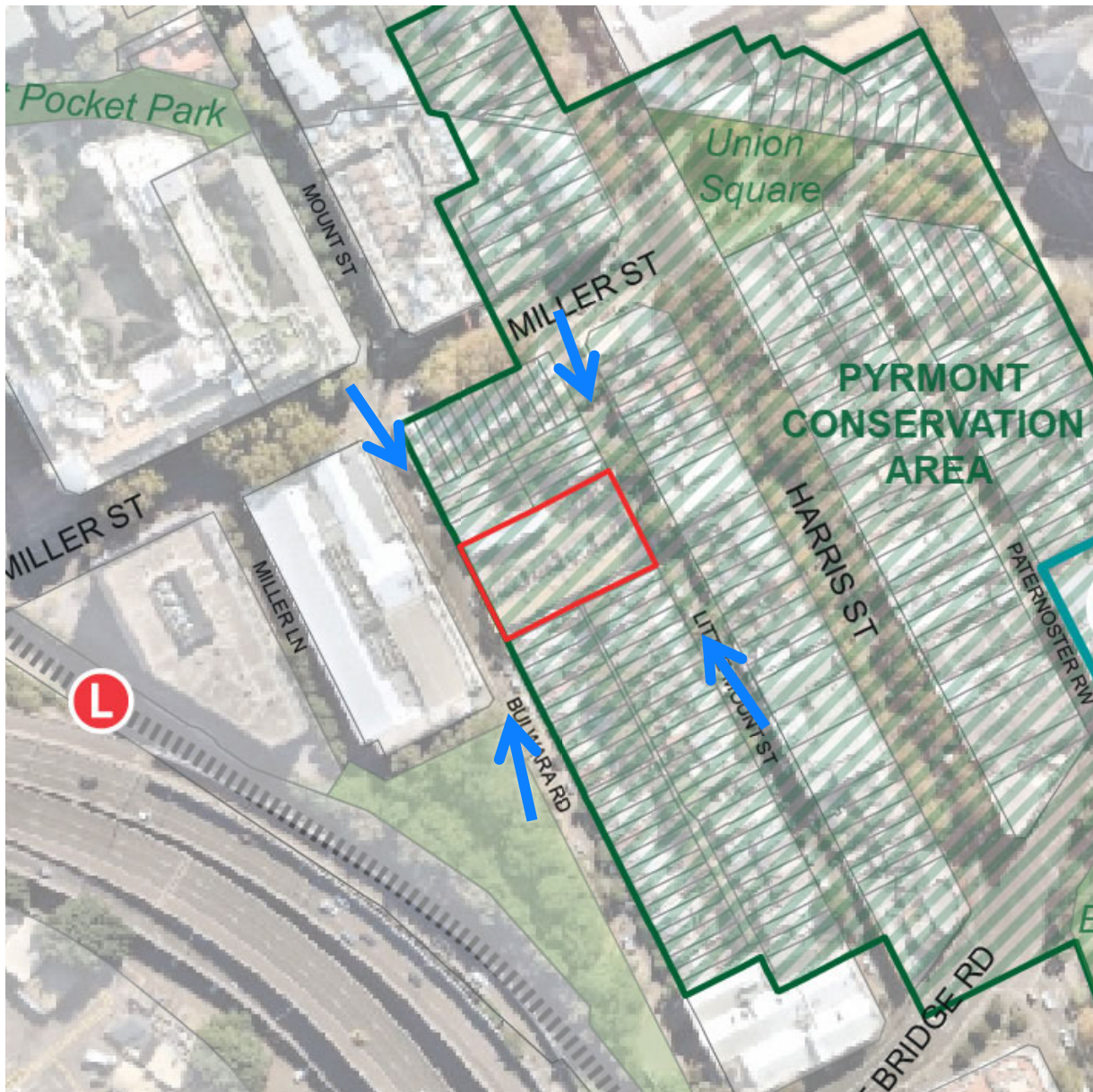


Figure 24 – view locations

Existing

View south along Little Mount Street



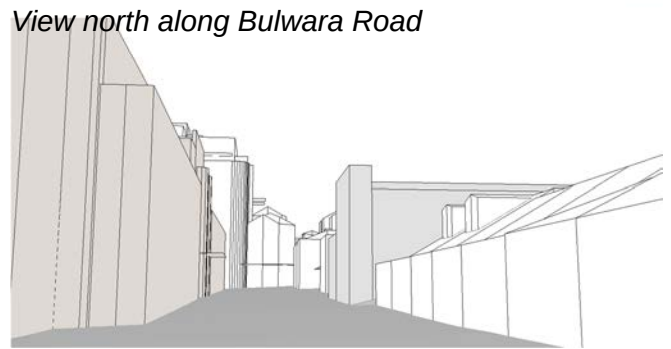
View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road



Proposed

View south along Little Mount Street



View south along Bulwara Road



View north along Little Mount Street



View north along Bulwara Road



2 Edward Street and 60 Union Street

Overview

2 Edward Street (Lot 21 DP 1000905) and 60 Union Street (Lot 2004 DP 1103434) are located immediately north of the eastern site of the proposed Pyrmont Metro on Union Street. Together they are bound by (clockwise) Edward Street to the west, Pirrama Road to the north, Harwood Place to the east, and Union Street to the south, as shown in Figure 25 and Figure 26 below.

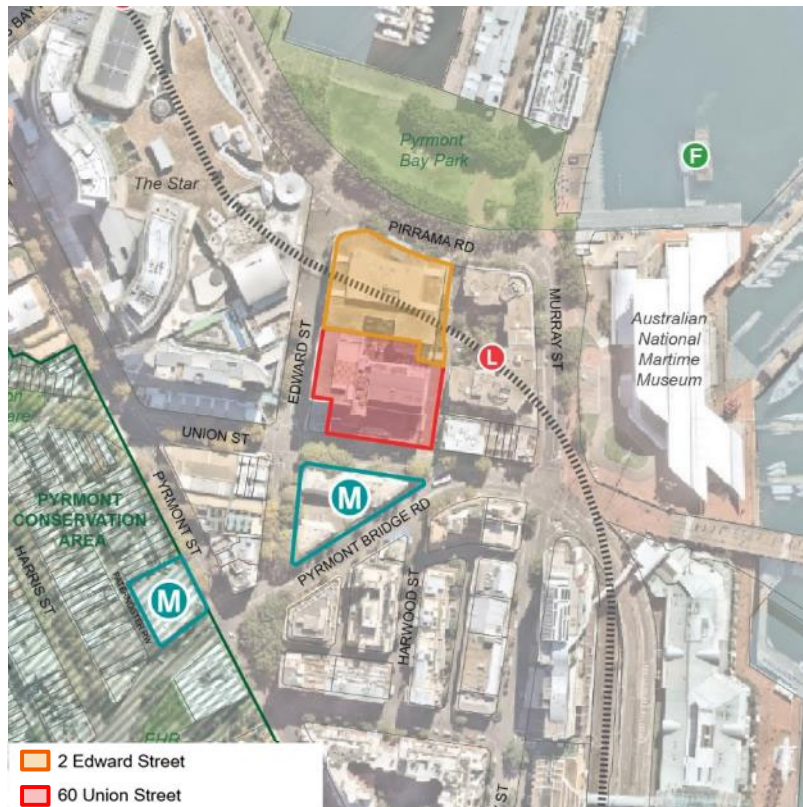


Figure 25 – location plan of 2 Edward Street & 60 Union Street

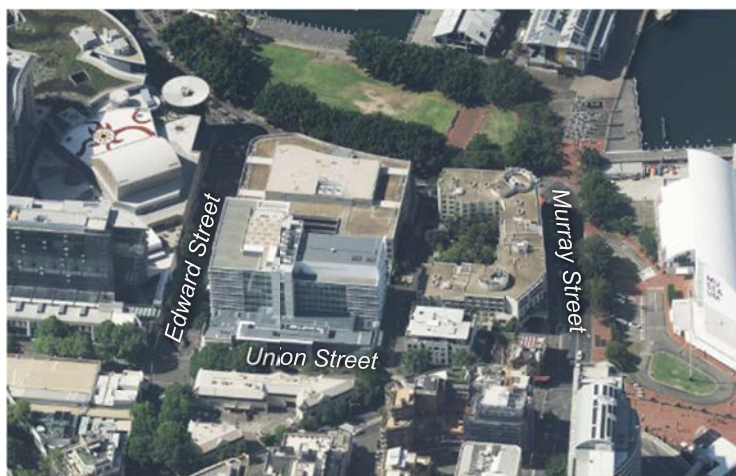


Figure 26 – oblique aerial of 2 Edward Street & 60 Union Street

Background

2 Edward Street and 60 Union Street were both included in the Department of Planning's initial study. In this review both sites were given an FSR of 7.0, with heights of RL 90 for 2 Edward Street, increasing to RL 130m for 60 Union Street. As shown in Figure 27 below, these envelopes would have had podia to the same extent as the existing buildings to the three street frontages and along Harwood Place, above which two tall tower envelopes would sit, reaching RL 130m, 10 metres above the approved Pyrmont Metro OSD envelope. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. The preliminary controls can be seen in **Error! Reference source not found.** below.

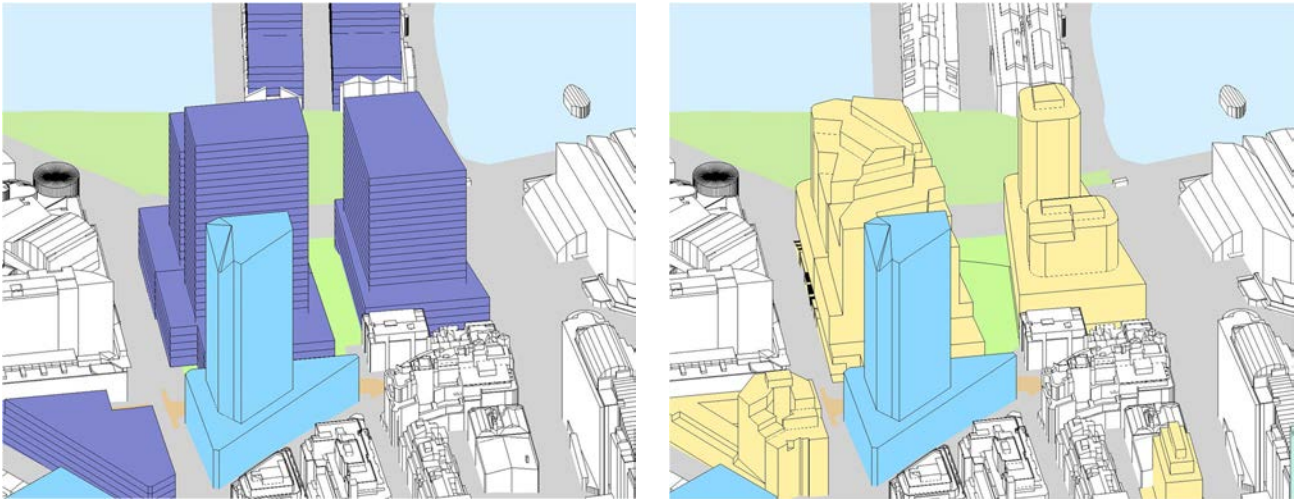


Figure 27 – comparison of Department of Planning's initial study and City of Sydney's study for 2 Edward Street & 60 Union Street

Existing controls

2 Edward Street and 60 Union Street are both currently zoned for commercial uses, these existing uses, along with the existing controls can be seen in Table 8 below. 2 Edward Street is currently occupied by a six-storey commercial building, with zero setbacks to Edward Street, Pirrama Road and Harwood Place, with no upper-level setbacks. 60 Union Street contains multiple retail uses on the lower level (below the level of Harwood Place), with commercial uses above. There are zero setbacks to Edward Street, Union Street and Harwood Place, with upper-level setbacks above. The layout and position of the site can be seen in Figure 28, overleaf.

Table 8 – existing building and existing planning controls for 2 Edward Street & 60 Union Street

	Existing building	Existing controls
2 Edward Street		
Land use & zoning	<i>Commercial</i>	B3 - CC
Floor space ratio	<i>4.12</i>	4.0
Height of building	<i>25.5m</i>	24m
Height in storeys	6	5
Deep soil	<i>0%</i>	10%
60 Union Street		
Land use & zoning	<i>Commercial</i>	B3 - CC
Floor space ratio	<i>4.67</i>	4.0
Height of building	<i>38m</i>	33m
Height in storeys	9	8
Deep soil	<i>0%</i>	10%



Figure 28 – existing site plan for 2 Edward Street & 60 Union Street

Urban design principles

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

On the eastern side of both sites, either side of the light rail corridor, areas of deep soil are required within the new publicly accessible open space, of the site area of both sites at least 15% is to be deep soil. This will provide for a substantial combined area of new tree planting.

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

Around the extended alignment of Harwood Street (Harwood Place) a, larger than existing, area of publicly accessible open space is formed in a wedge shape opening from Union Street in the south, towards Pyrmont Bay Park in the north. The open space is bounded by a colonnade continuous from Union Street to Pirrama Road, on its western edge it contains a stairway that links the higher Union Street level to the lower Pirrama Road level north of the light rail line. The level change is accessible to everyone by use of the existing, or renewed lift access to the light rail station. This space is a seamless, accessible, easily navigable link for people going to and from the metro station, light rail station, ferry stop and the surrounding areas. It increases the visibility and accessibility of the metro station, extends the openness and amenity of Pyrmont Bay Park opposite, and accommodates the recreational needs of workers in new buildings on these and surrounding sites. Its shape and split level are distinctive and memorable, opening up Union Street to the northern sunlight and harbour.

On Edward Street a new light rail overpass is contained within the podium of both buildings. Compared to the existing overpass the new passage is wider, a total of 6 metres deep, more open, at least 6 metres clear height, and more visible from Edward Street, and accessible to everyone with ramps to the south and a public lift to the north at Pirrama Road (refer Figure 29). Careful, cooperative arrangements are anticipated to ensure the staged completion of the overpass while maintaining the existing access.

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 30).

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

A street wall height as proposed in the Pyrmont Peninsula Sub-precinct Masterplan for the area on Pirrama Road sets the podium wall height for the buildings.

Conserve **heritage** values –

On Union Street the tower height is setback by 20 metres above a two-storey street wall height to accord with the existing setbacks to Union Street, allowing light into the street and setting an appropriate street wall height for the nearby heritage items on the north side of Union Street.

Good design for wind and noise –

The site is exposed to winds, particularly to the northeast. The minimum 6 metre podium setback, curved corners, and the splayed shape of the open space with non-parallel sides, are included in the building envelopes to minimise uncomfortable and unsafe winds on the accessible ground levels area. These may require supplementing or modifying following wind tunnel testing and wind expert advice.

The site is exposed to noise from the harbour and nearby late-night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated

commercial area that these sites are central to produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

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

The site maintains and opens up the Harwood Street view corridor, identified and made in the late twentieth century in previous agreed plans for the sites. The view corridor would be partly obstructed by any construction within the eastern *nose* of the metro site. This area should not be developed, and the envelope adjusted accordingly.

Maximise development **within constraints** –

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



Existing – from Pirrama Road



Proposed – from Pirrama Road

Figure 29 – improved public access on Edward Street over light rail

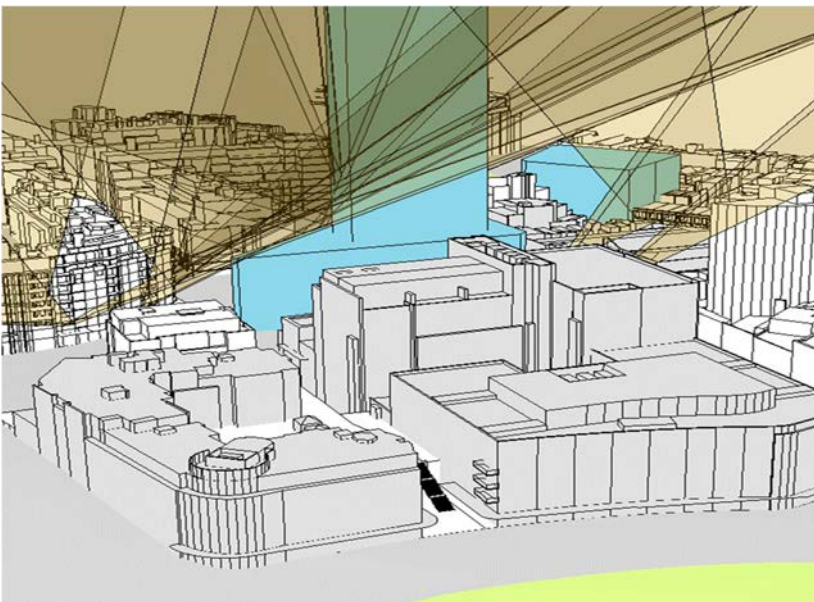


Figure 30 – solar access to adjoining residential properties

Harwood Street view corridor

The 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct identified several important view corridors across the peninsula. As shown in Figure 31 below, these were supported by key development controls to ensure the long-term protection of view to and from public places. These view corridors, including the Harwood Street view corridor can be seen in Figure 32, overleaf.

3.4 Views, Vistas and Siting

3.4.1 Views and vistas from the public domain

PRINCIPLE:

The siting and form of development must have regard to the creation, retention and enhancement of significant views and vistas from public places. This includes views into, out of and within the precinct and to significant buildings.

CONTROLS:

- Major existing views and vistas out from the precinct and to the precinct, should be maintained and new vistas and views should be opened up through the urban fabric, as indicated on **Map 10**.
- The sense of dramatic entry into the precinct should be heightened by development which maintains and enhances the views and vistas from the approaches and which frames them. These should include approaches by ferry and by light rail as well as pedestrian and vehicular routes.
- Development should provide for continuous views of the Harbour from the proposed waterfront promenade.
- Views and vistas along streets and from public places to buildings and places of architectural, streetscape or heritage significance should be maintained.
- Views of and to significant heritage items and buildings and conservation areas must be considered and maintained.
- The visibility of major cliff faces from public places and the water should be maintained.
- Important views and vistas should be enhanced by the form and treatment of buildings along the view corridor.
- Pedestrian over bridges are generally considered inappropriate in the Pyrmont Ultimo area, and they must not be introduced where they will impede significant views or vistas.
- Views and vistas must not be obstructed by advertising signs or other structures.
- The western and north-western slopes of Distillery Hill and the upper part of Pyrmont Point should be maintained and enhanced as an important viewing area and for public recreation.

Figure 31 – development controls for view corridors within the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 33]

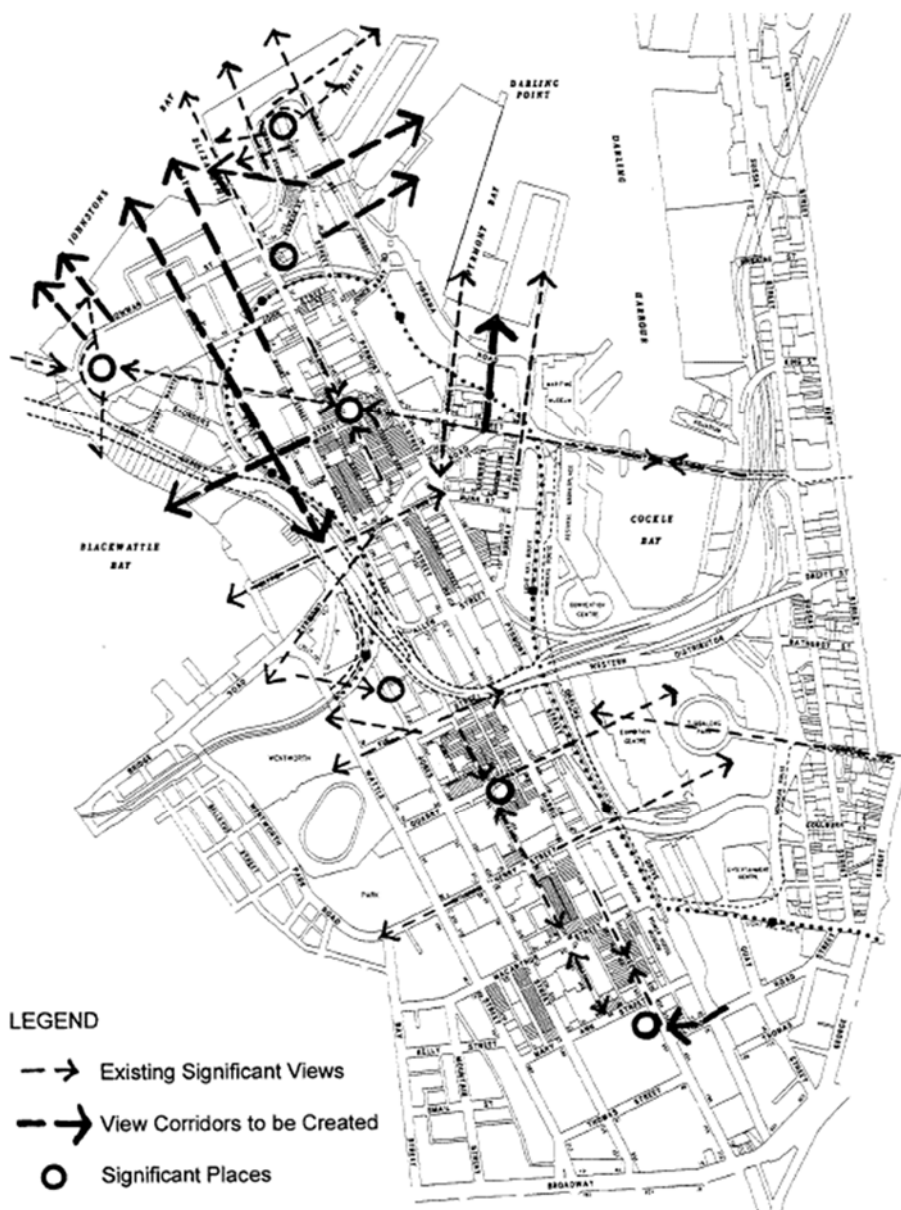


Figure 32 – 'Significant Places and View Corridors' identified in the 1999 Urban Development Plan for the Ultimo-Pyrmont Precinct [p. 32]

Previous development applications for 60 Union Street and 2 Edward Street both created setbacks to maintain the Harwood Street view corridor, as shown in Figure 33 below.



Figure 33 – Harwood Street view corridor
[source: Approved Plans for 60 Union Street (previously 50-72 Union) – R2004/00011-02]

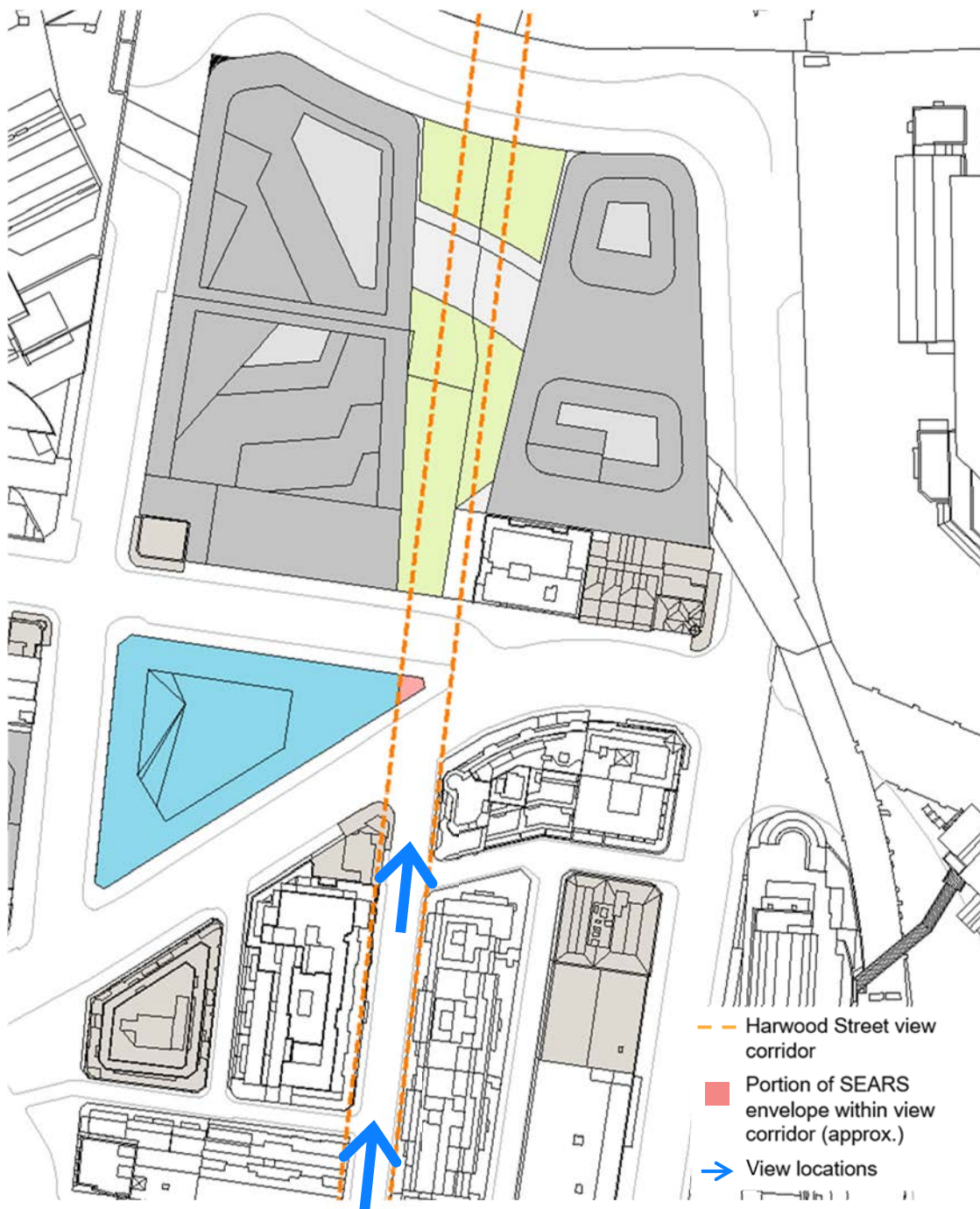


Figure 34 – Harwood Street view corridor shown through along Harwood Place

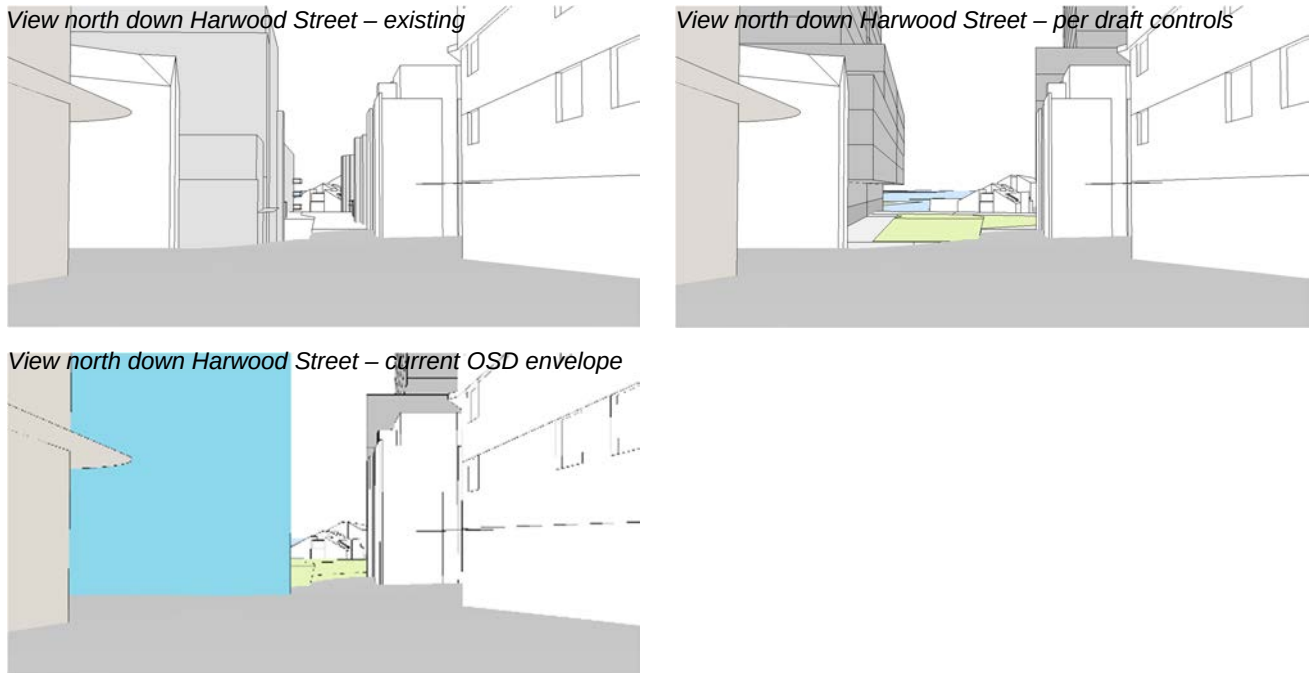


Figure 35 – looking north along Harwood Street, from the intersection of Pymont Bridge Road

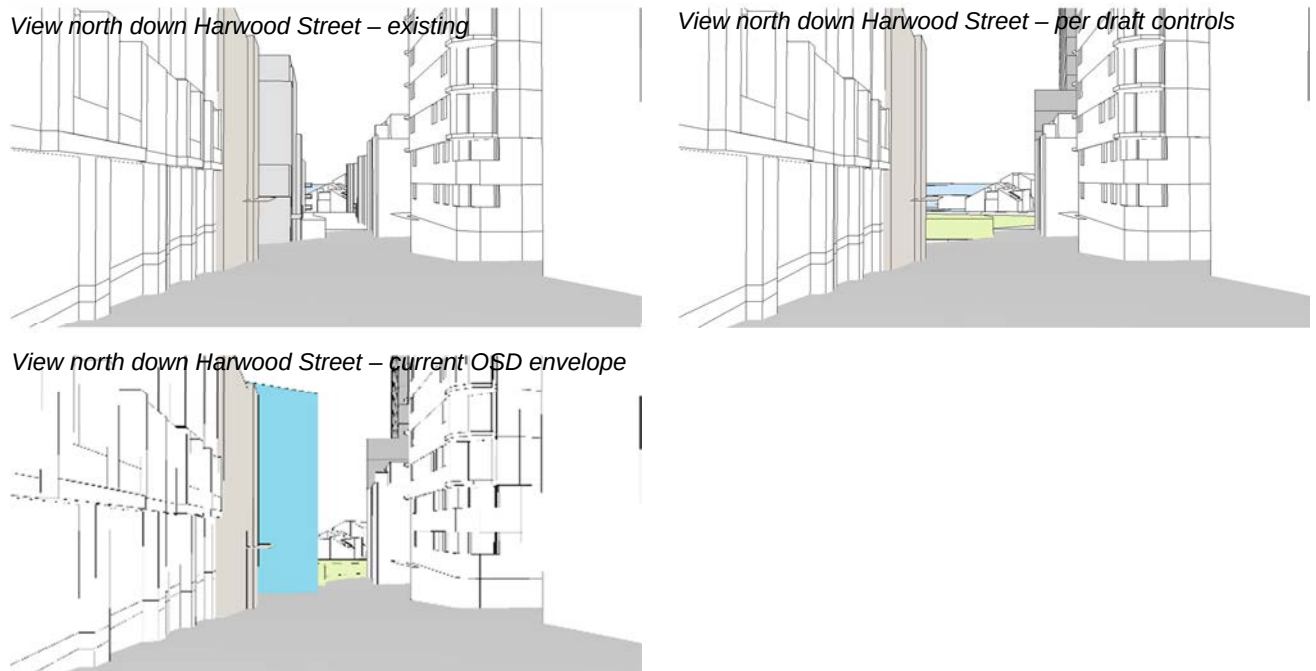


Figure 36 – looking north along Harwood Street, from the intersection of Bunn Street

Proposed controls

For 2 Edward Street and 60 Union Street, the proposed controls are for a commercial use on both sites. 2 Edward Street is to have an FSR of 7.70:1 with a Design Excellence clause; a height limit of RL86 metres and 20 storeys; and a deep soil requirement for at least 15% of the site. 60 Union Street is to have an FSR of 7.08:1 with a Design Excellence clause; a height limit of RL94 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. These controls can both be seen in Table 9.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 37, Figure 38 and Figure 39.

Table 9 – proposed planning controls for 2 Edward Street & 60 Union Street

	Existing building	Existing controls	Proposed controls
2 Edward Street			
Land use & zoning	<i>Commercial</i>	B3 - CC	Commercial
Floor space ratio	4.12	4.0	7.7 + DesEx
Height of building	25.5m	24m	RL86
Height in storeys	6	5	20^
Deep soil	0%	10%	15%
60 Union Street			
Land use & zoning	<i>Commercial</i>	B3 - CC	Commercial
Floor space ratio	4.67	4.0	7.08 + DesEx
Height of building	38m	33m	RL94
Height in storeys	9	8	21^
Deep soil	0%	10%	15%

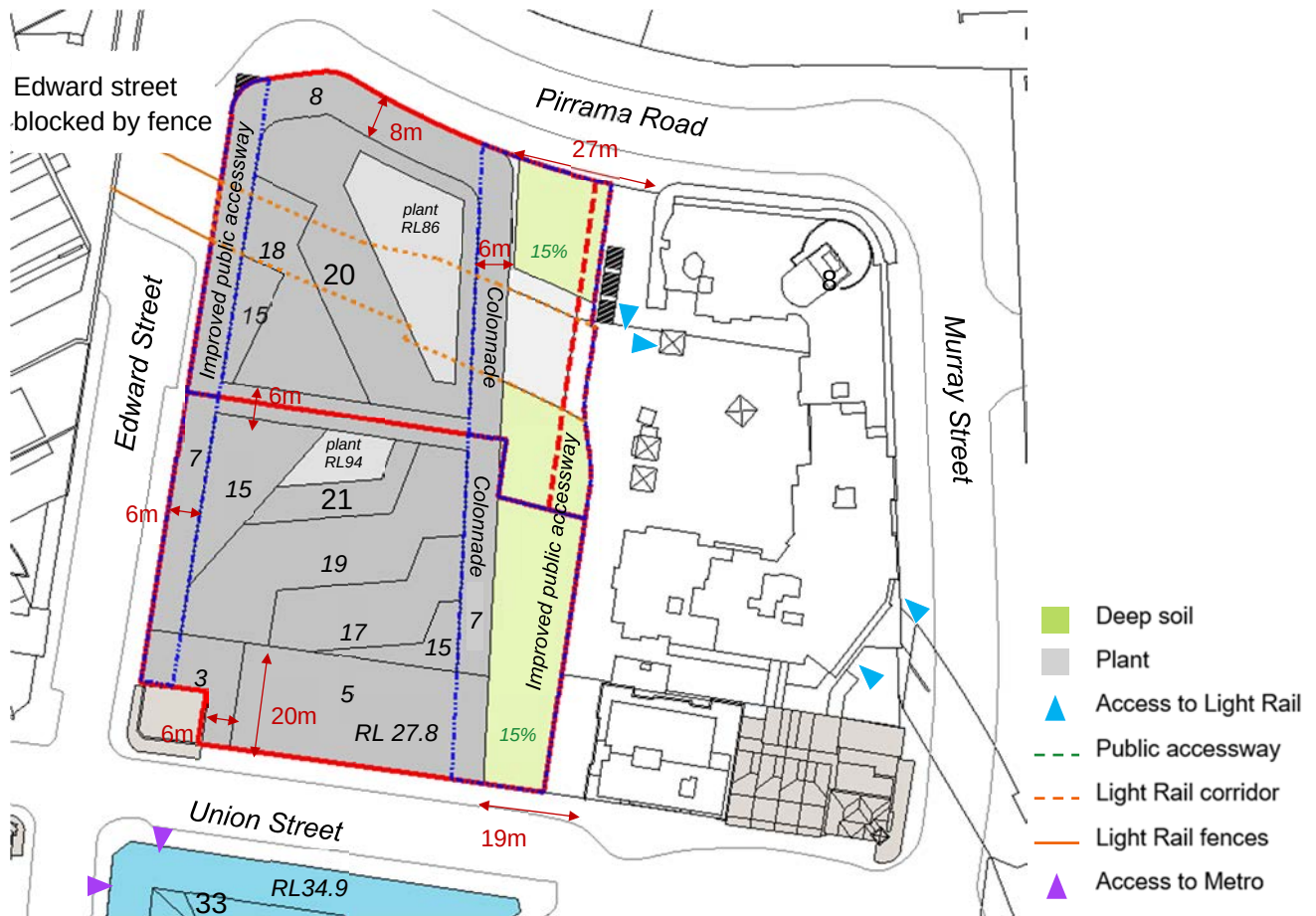


Figure 37 – proposed site plan for 2 Edward Street & 60 Union Street

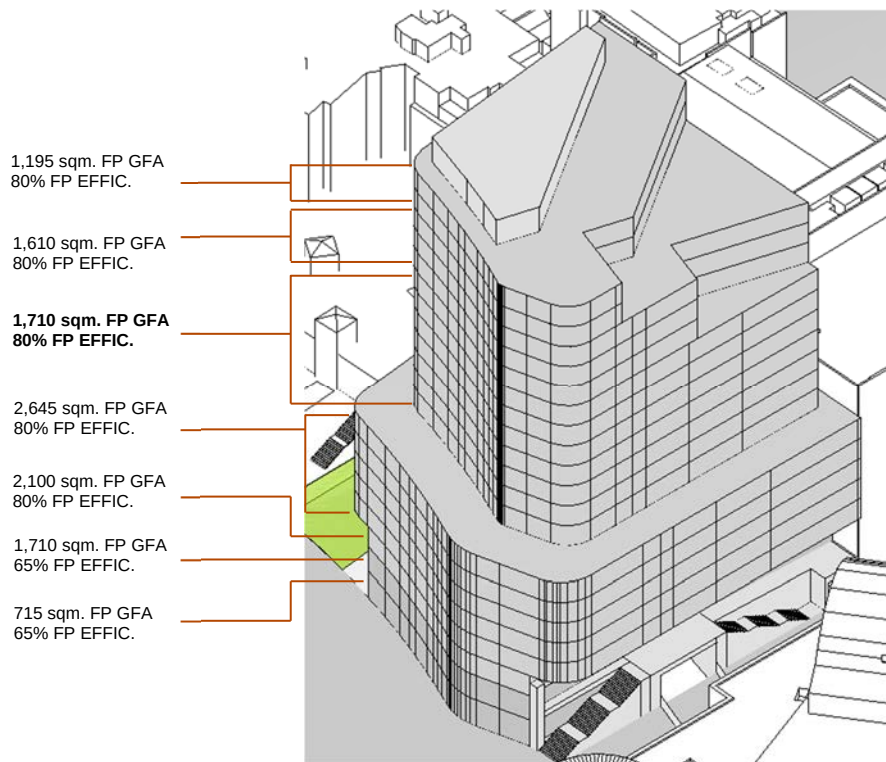


Figure 38 – floorplate diagram for 2 Edward Street

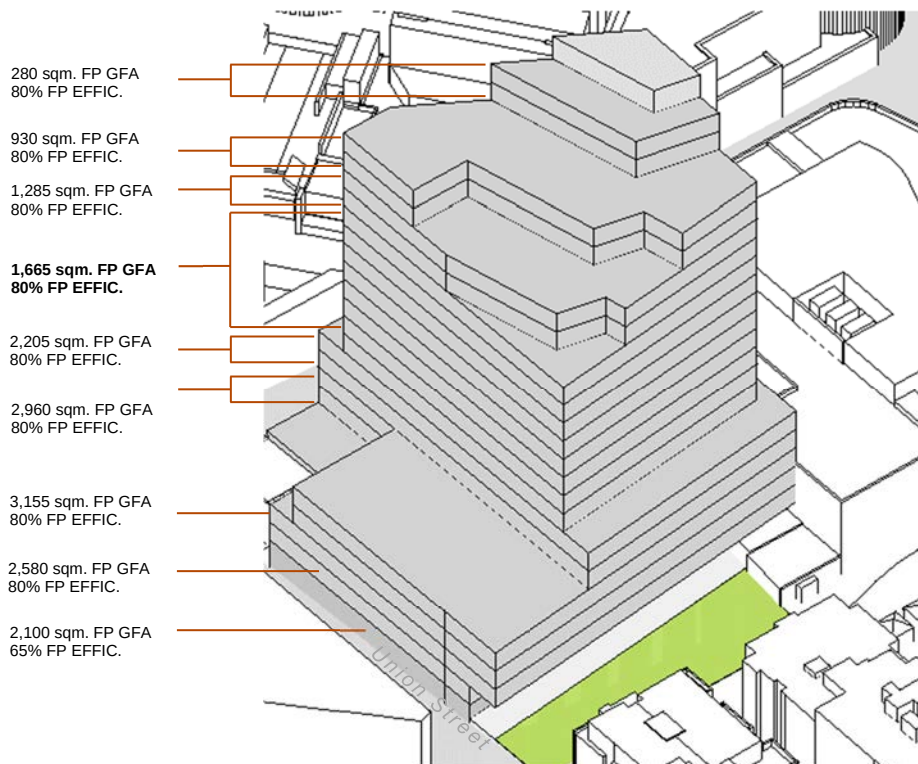


Figure 39 – floorplate diagram for 60 Union Street

Visualisation

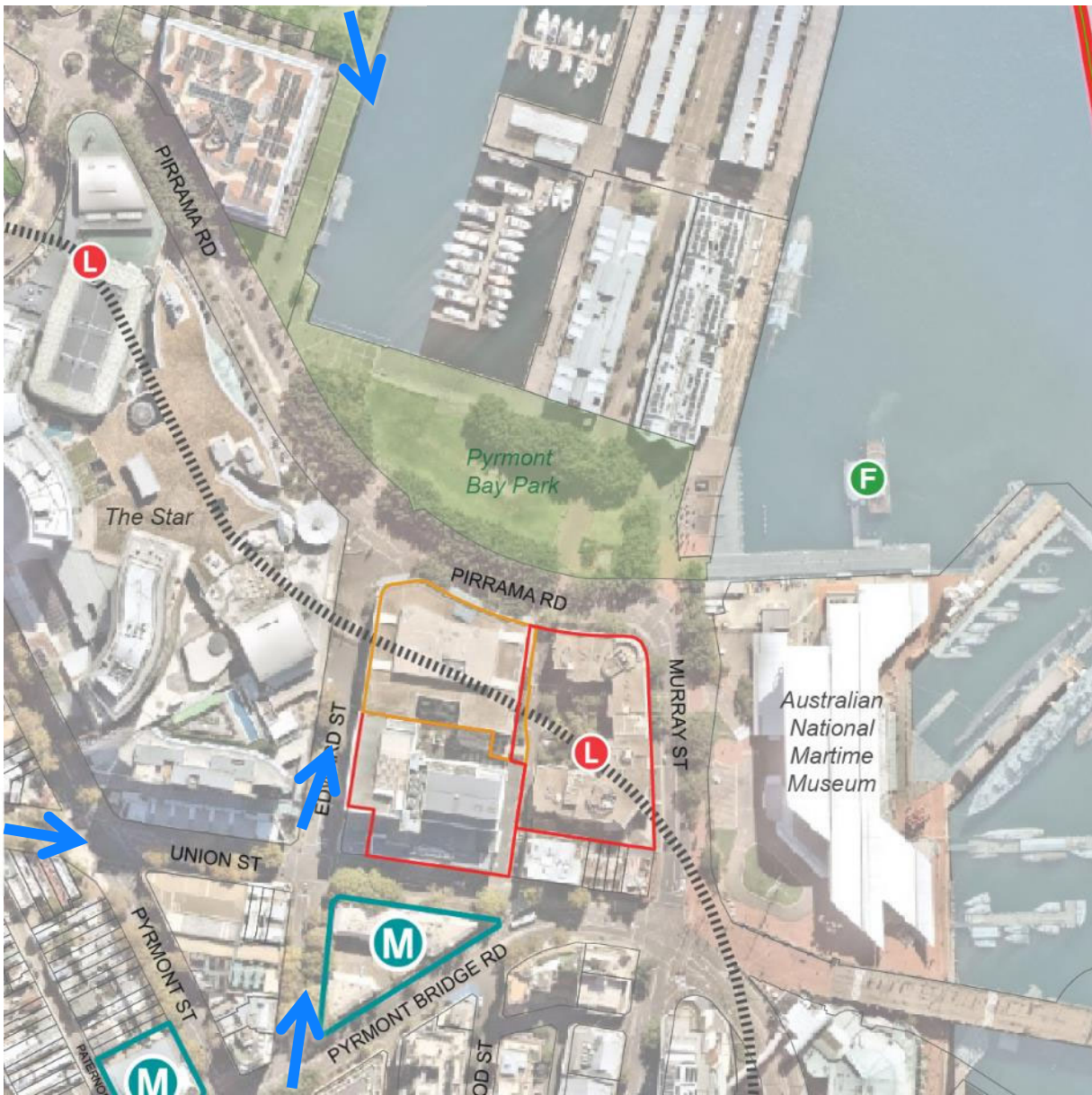


Figure 40 – view locations

Existing

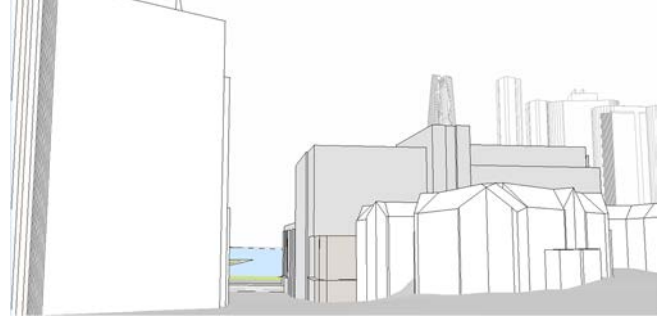
View east from Union Square



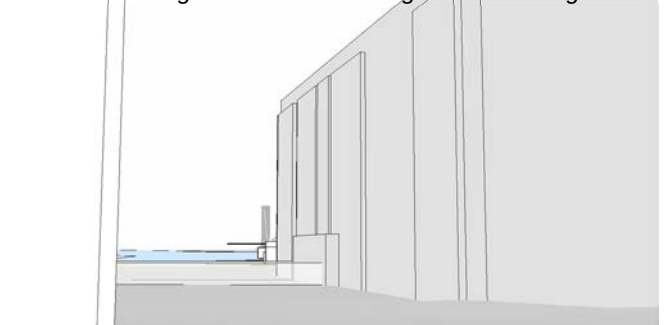
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



View north along Edward Street of Light Rail crossing

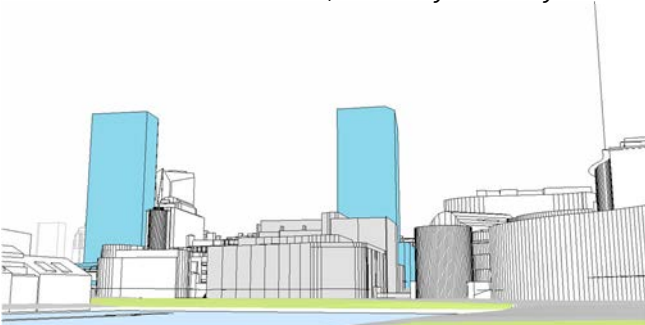


Existing + approved

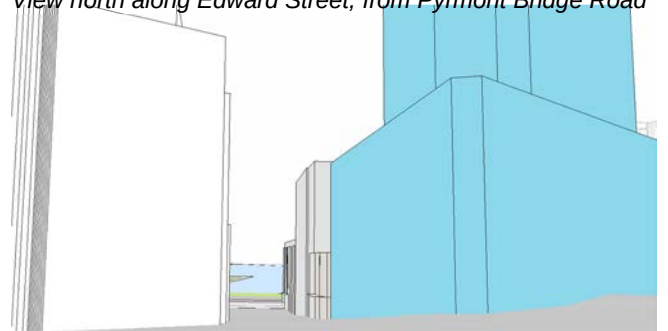
View east from Union Square



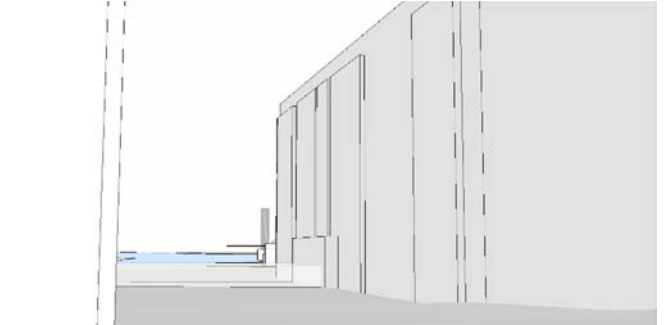
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



View north along Edward Street of Light Rail crossing



Ultimo Pymont Urban Design Study

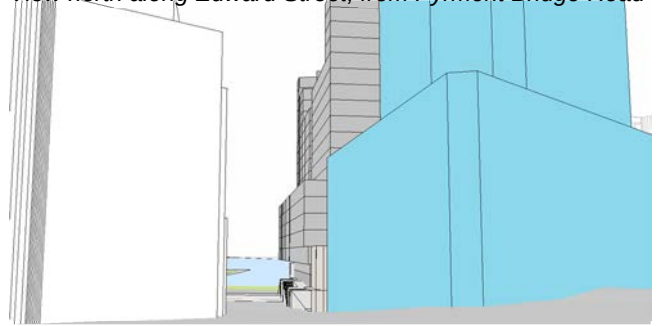
View east from Union Square



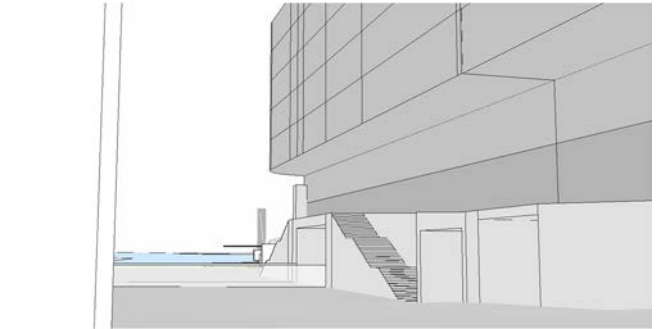
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



View north along Edward Street of Light Rail crossing



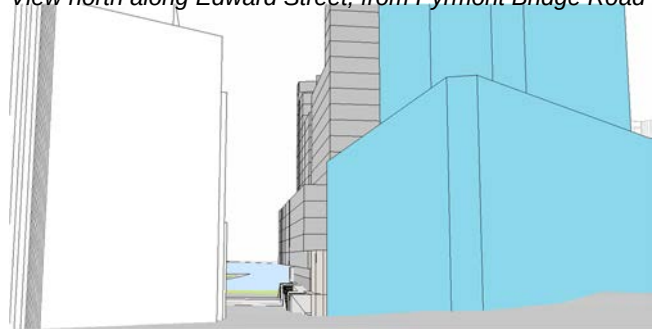
View east from Union Square



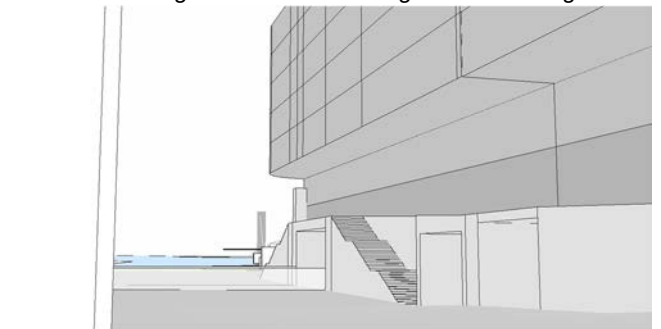
View south from Metcalfe Park, across Pymont Bay



View north along Edward Street, from Pymont Bridge Road



View north along Edward Street of Light Rail crossing



1-27 Murray Street

Overview

1-27 Murray Street (Lot 22 DP 1000905, Lots 1-133 SP 60306) is located northeast of the eastern portal of the proposed Pyrmont Metro on Union Street. The building has three frontages; (clockwise) Harwood Place to the west, Pirrama Road to the north, and Murray Street to the east, as shown in Figure 41 and Figure 42 below.

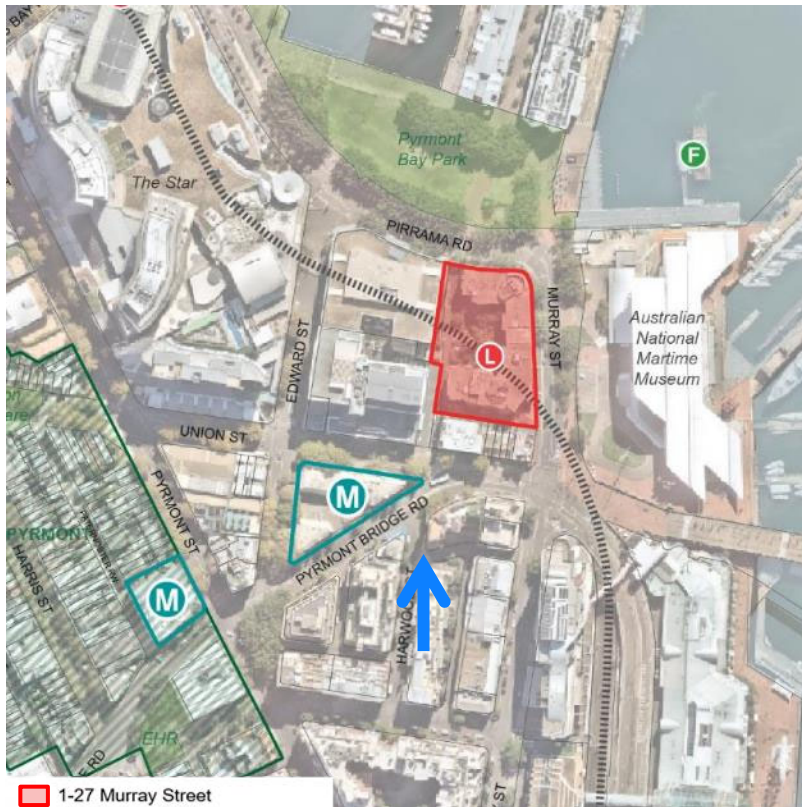


Figure 41 – location plan of 1-27 Murray Street



Figure 42 – oblique aerial of 1-27 Murray Street

Background

1-27 Murray Street was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of RL90m as shown in Figure 43. The study did not consider good design for wind, the poor amenity offered by the open space to the east of the sites, the existing poor connections from Union Street to Pirrama Road, and effects of sunlight on surrounding sites. These controls can be seen in Table 10 below.

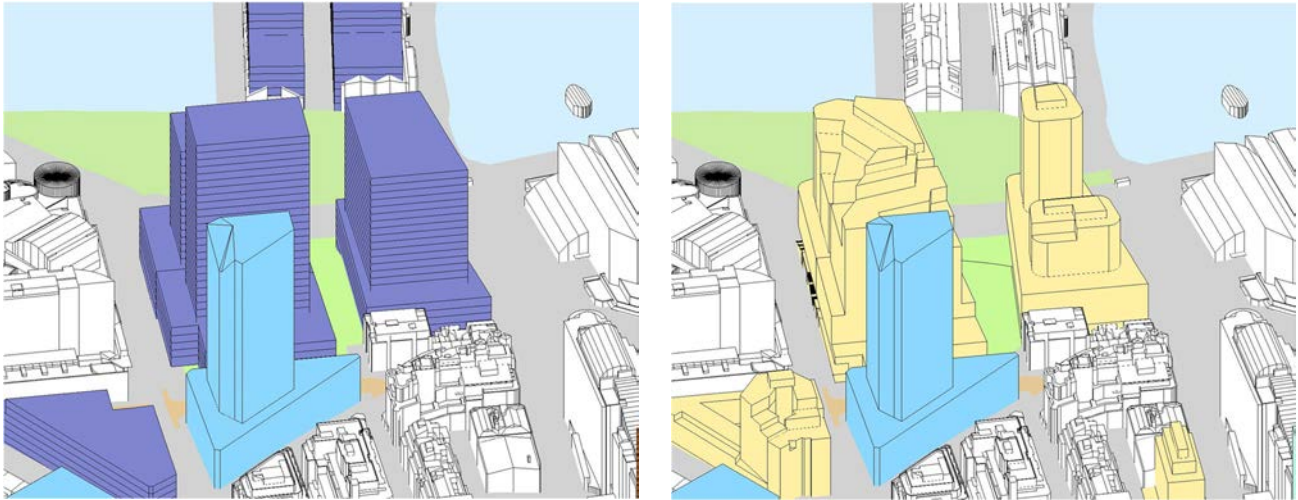


Figure 43 – comparison of Department of Planning's initial study and City of Sydney's study for a mixed use outcome at 1-27 Murray Street

Table 10 – Department of Planning's initial study for 1-27 Murray Street

Department of Planning's initial study		Proposed controls	Alternative controls
Gross floor area	35,140 sqm	30,100 sqm.	40,294 sqm
Floor space ratio	7.0	4.9 + Des Ex.	6.55 + Des Ex.
Height of building	RL90	RL90	RL90
Height in storeys	22 (<i>His not specified</i>)	24	21^
Deep soil	0%	15%	15%

Existing controls

1-27 Murray Street is currently occupied by a seven-storey mixed use building; with ground floor retail uses and six levels of residential units above, held in a strata. The existing building generally has zero setbacks to Pirrama Road and Murray Street, except for a small forecourt to the Murray Street light rail entrance, owing to the residential use of the site there is also a central courtyard located above carparking and the light rail line, mostly utilised by communal open space. This existing layout can be seen in Figure 44, while the existing building and existing controls can be seen in Table 11.

Table 11 – existing building and existing planning controls for 1-27 Murray Street

	Existing building	Existing controls
Land use & zoning	Residential	MU1
Floor space ratio	2.74 approx.	2.5
Height of building	22.5m	30m
Height in storeys	7	8
Deep soil	0%	10%



Figure 44 – existing site plan for 1-27 Murray Street

Urban design principles

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

On the western side of the site either side of the light rail corridor an area of deep soil is required within the new publicly accessible space, of at least 15% of the site area. This will provide for a substantial area of new tree planting, adjacent to the deep soil provided on the adjoining sites to the west.

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

Around the extended alignment of Harwood Street a, larger than existing, area of publicly accessible open space is formed in a wedge shape opening from Union Street in the south, towards Pyrmont Bay Park in the north. The open space is bounded by a colonnade, continuous from Pirrama Road towards Union Street, on its eastern edge. It contains a stairway that links the higher Union Street level to the lower Pirrama Road level north of the light rail line. The level change is accessible to everyone by use of the existing, or renewed lift access to the light rail station. This space is a seamless, accessible, easily navigable link for people going to and from the metro station, light rail station, ferry stop and the surrounding areas. It increases the visibility and accessibility of the metro station, it extends the openness and amenity of Pyrmont Bay Park opposite, and accommodates the recreational needs of workers in new buildings on these and surrounding sites. Its shape and split level are distinctive and memorable, opening up Union Street to the northern sunlight and harbour.

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 –

A street wall height as proposed in the Pyrmont Peninsula Sub-precinct Masterplan for the area on Pirrama Road sets the podium wall height for the buildings.

Conserve **heritage** values –

Behind the heritage items on Union Street the upper podium setback is six metres; an appropriate street wall height for the nearby heritage items on the north side of Union Street.

Good **design for wind and noise** –

The site is exposed to winds, particularly to the northeast. The minimum 6 metre podium setback, curved corners, and the splayed shape of the open space are included in the building envelopes to minimise uncomfortable and unsafe winds on the accessible ground level areas. These may require supplementing or modifying following wind tunnel testing and wind expert advice.

The site is exposed to noise from the harbour and nearby late-night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated commercial area that these sites are central to produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

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

The site maintains and opens up the Harwood Street view corridor identified and made in the late twentieth century in previous agreed plans for the sites.

Maximise development within constraints –

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

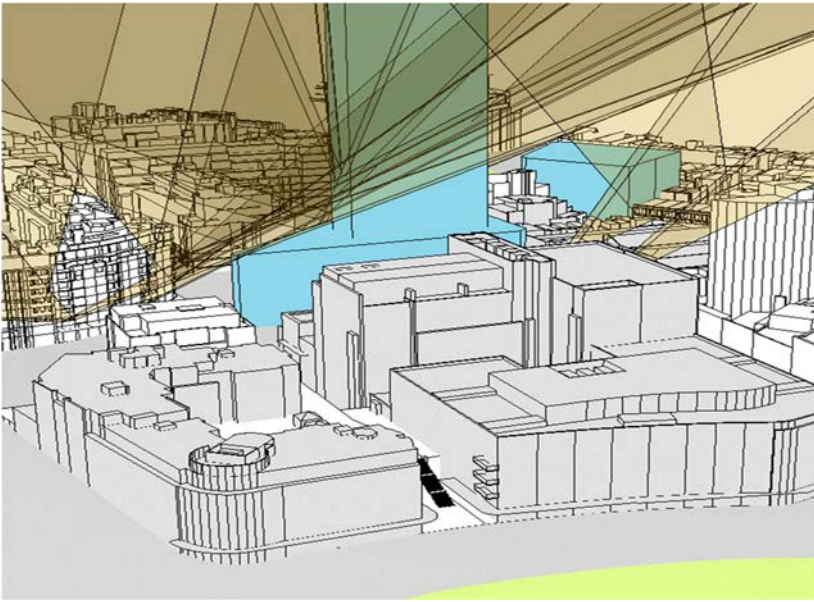


Figure 45 – solar access to adjoining residential properties

Proposed controls

For 1-27 Murray Street, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use controls have been reviewed to support provision of some additional commercial and residential floor space through an uplift in FSR and height. Alternative controls (as exhibited late 2024) incentivise a solely non-residential outcome.. The uplift in FSR is greater for the non-residential alternative as the building envelope can accommodate floor space more efficiently.

Controls for mixed use development

Changes to the existing controls for mixed use development are proposed that provide for an uplift in FSR and height while maintaining the existing land use. They allow for an FSR of 4.9:1 with a Design Excellence bonus, height limit set at RL90.0 (AHD) for 24 storeys; and a deep soil requirement for at least 15% of the site area. The proposed changes are summarised in Table 12 below. In addition to these changes there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed to complement proposed changes at 60 Union Street and 2 Edward St. Upper level setbacks and floor plates are designed to meet the amenity requirements for residential development in the ADG and good design for wind. Refer to Figure 47 and Figure 48.

Table 12 – alternative planning controls for mixed use at 1-27 Murray Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Residential	MU1 – Mixed use	MU1 - Mixed use
Floor space ratio	2.74 approx.	2.5	4.9 + DesEx
Height of building	22.5m	30m	RL90
Height in storeys	7	8	24^
Deep soil	0%	10%	15%

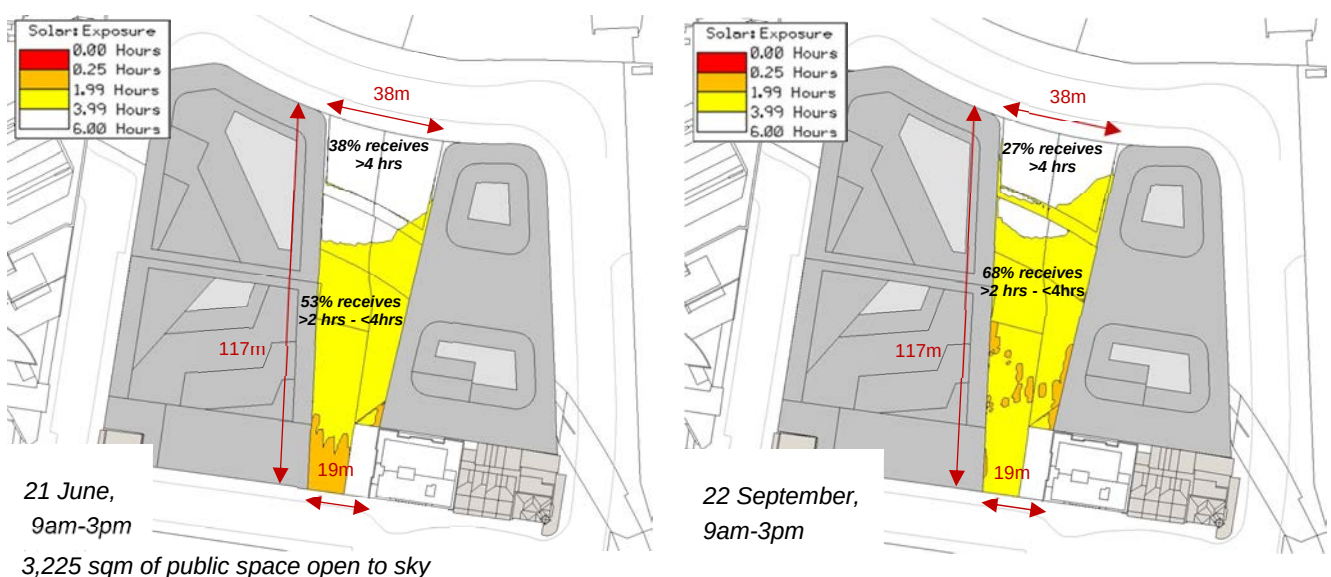


Figure 46 – solar insolation to public space resulting from proposed mixed use controls

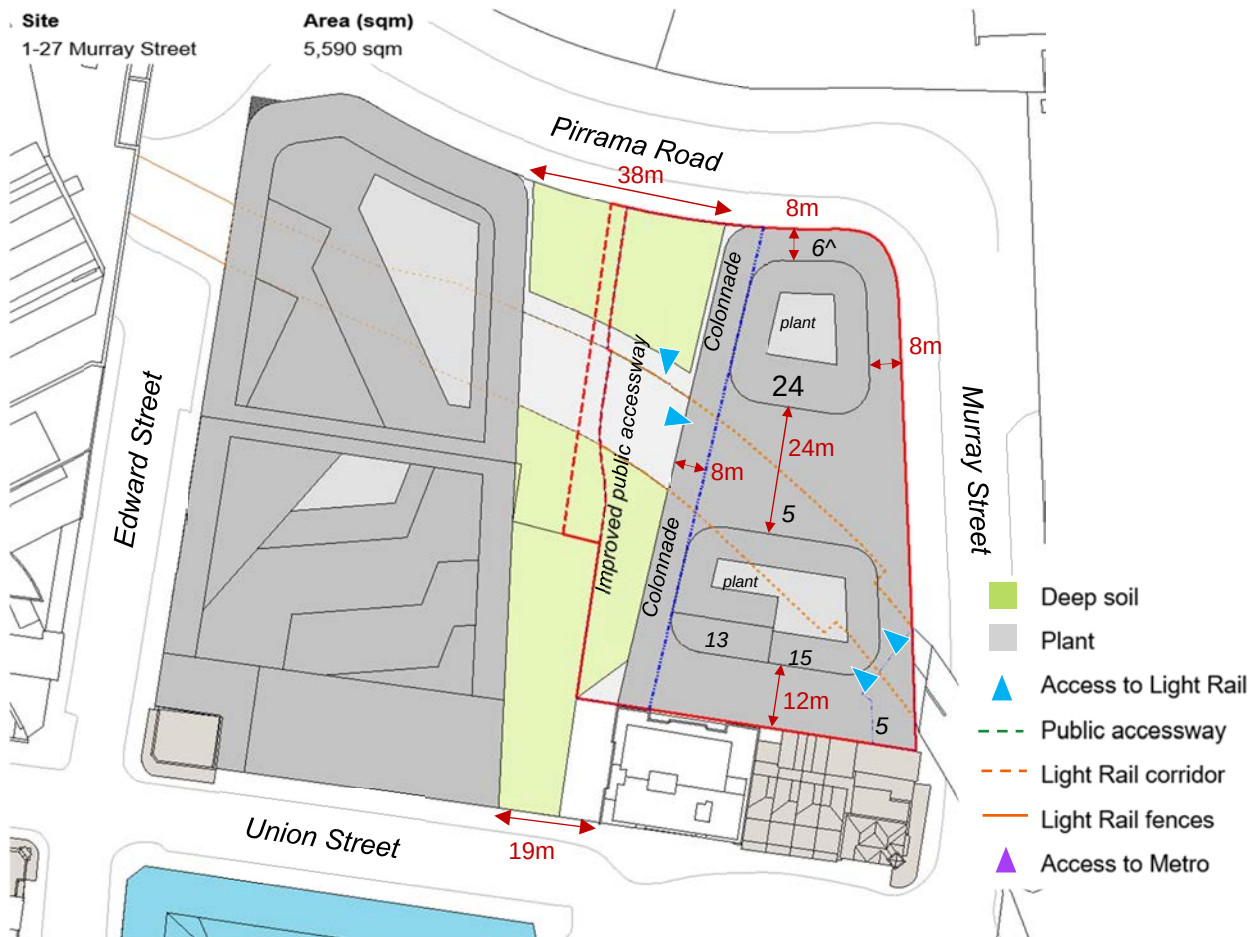


Figure 47 – site plan showing proposed controls for mixed use development at 1-27 Murray Street

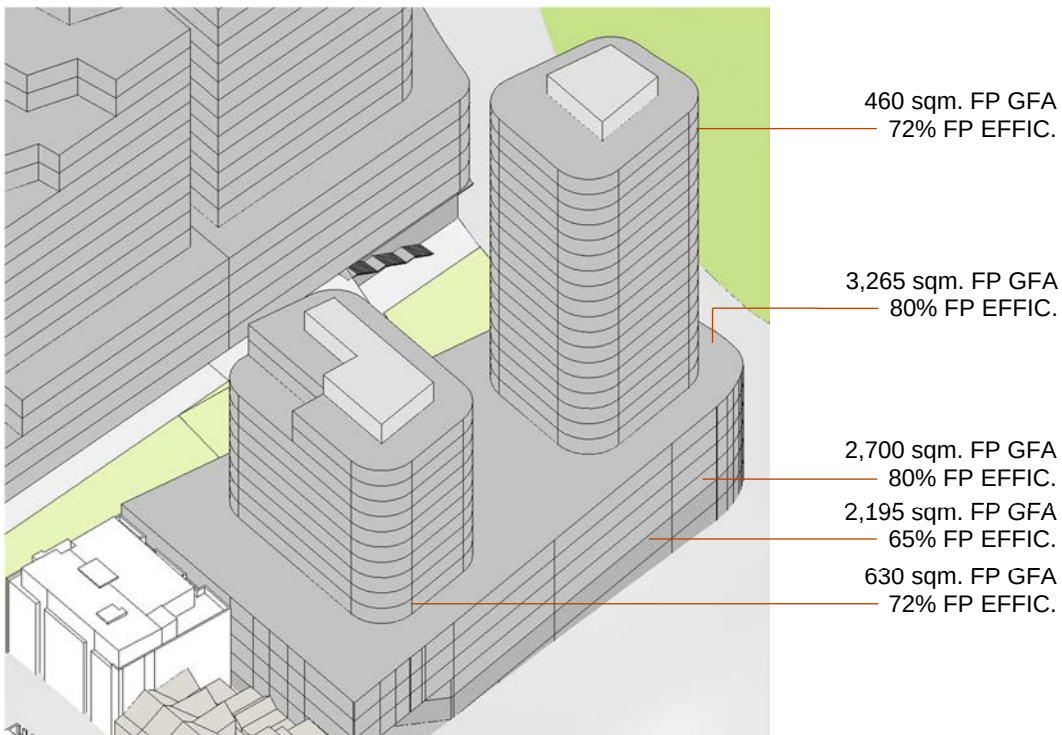


Figure 48 – aerial view showing proposed controls for mixed use development at 1-27 Murray Street

Alternative controls for non-residential development

The below controls for 1-27 Murray Street that were exhibited in late 2024 encourage a non-residential land use outcome. They provide for commercial floor space only with an FSR of 6.55:1 and a Design Excellence clause; a height limit of RL90 metres and 21 storeys; and a deep soil requirement for at least 15% of the site. The proposed controls are summarised in Table 13 – alternative planning controls for commercial use at 1-27 Murray Street. Various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements are also proposed, as illustrated in Figure 49 and Figure 50.

Table 13 – alternative planning controls for commercial use at 1-27 Murray Street

	Existing building	Existing controls	Proposed alternative controls – non-residential use
Land use & zoning	Residential	MU1 – Mixed use	E2 – Commercial centre
Floor space ratio	2.74 approx.	2.5	6.55 + DesEx
Height of building	22.5m	30m	RL90
Height in storeys	7	8	21^
Deep soil	0%	10%	15%



Figure 49 –site plan showing proposed controls for mixed use at 1-27 Murray Street

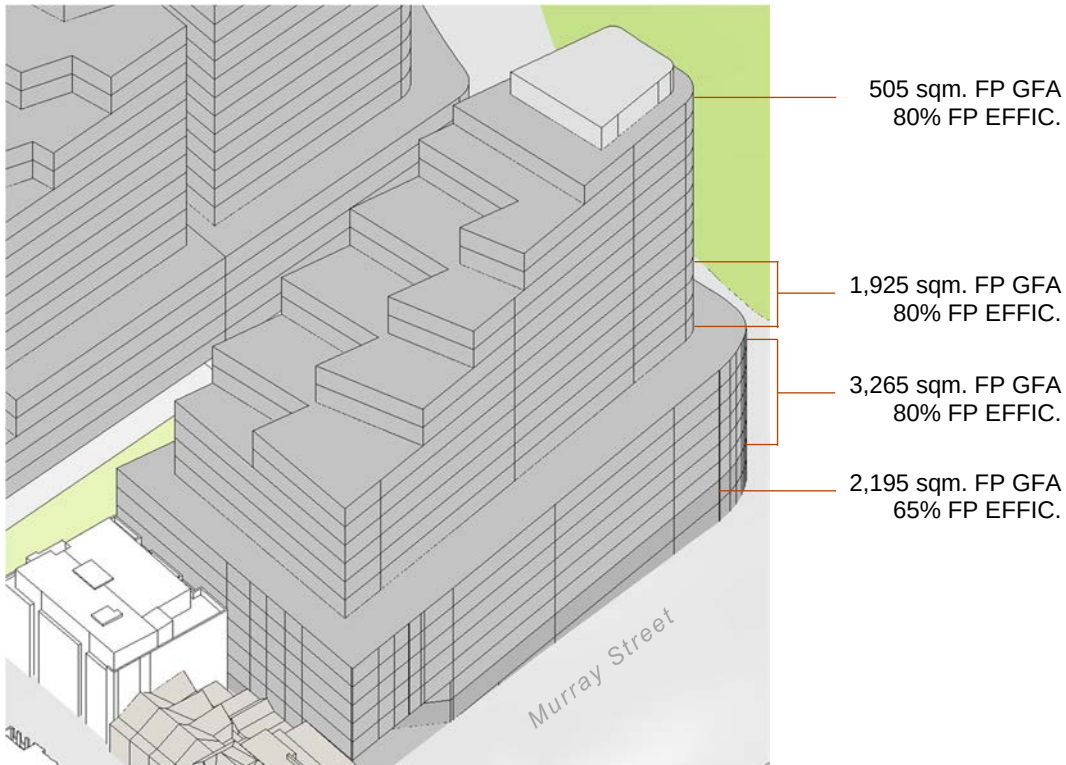


Figure 50 – floorplate diagram for 1-27 Murray Street showing alternative non-residential controls

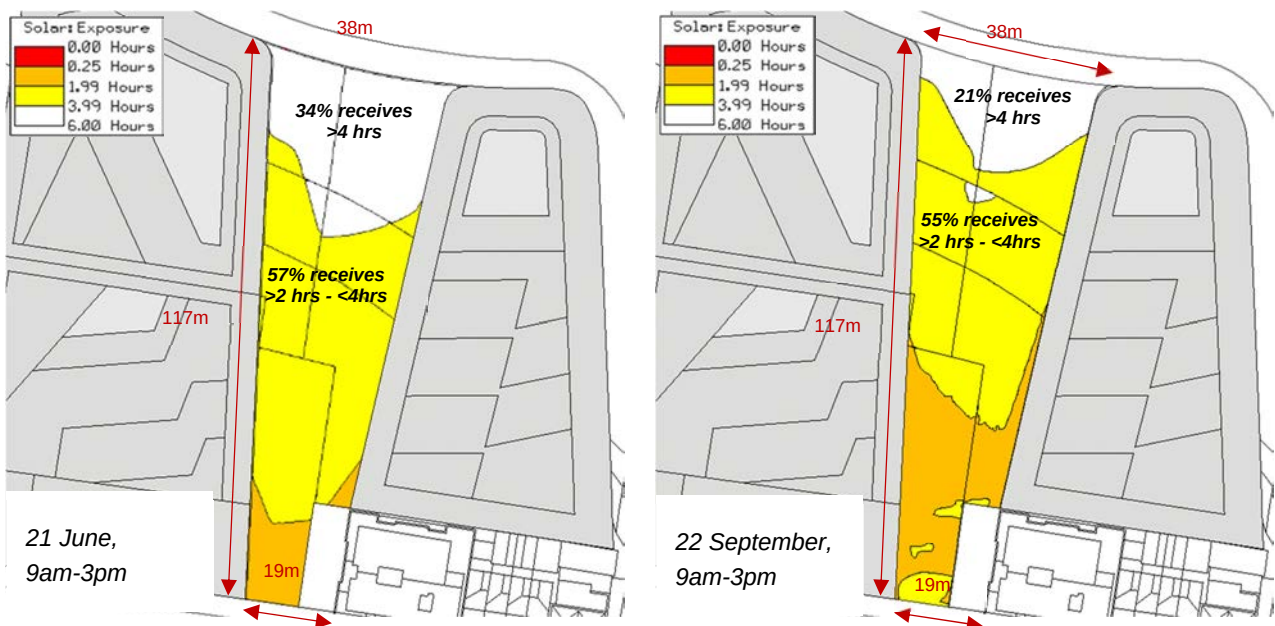


Figure 51 - solar insolation to public space resulting from alternative non-residential controls

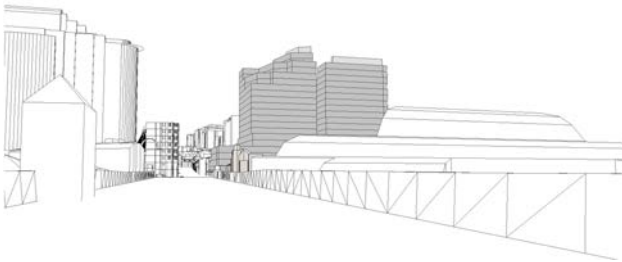
Visualisation



Figure 52 – view locations

Existing

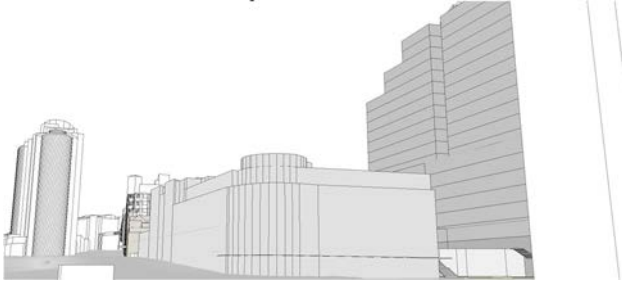
View west from centre of Pyrmont Bridge



View north down Harwood Street



View southwest from Google Wharf 7

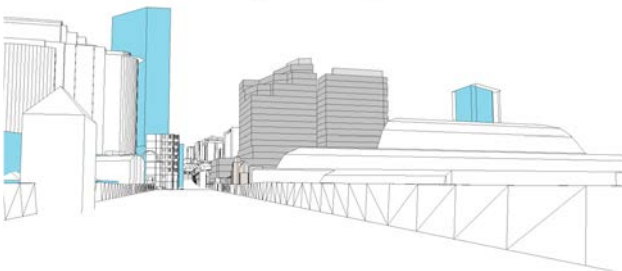


View south from Pyrmont Bay Park



Existing + approved

View west from centre of Pyrmont Bridge



View north down Harwood Street



View southwest from Google Wharf 7

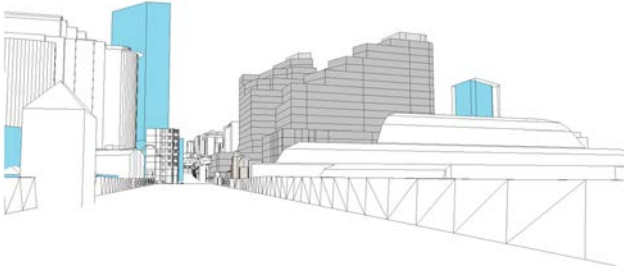


View south from Pyrmont Bay Park

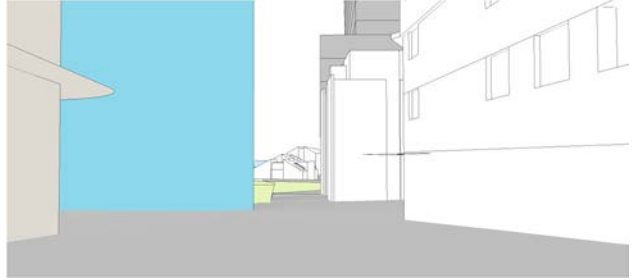


Alternative controls for commercial development

View west from centre of Pyrmont Bridge



View north down Harwood Street



View southwest from Google Wharf 7

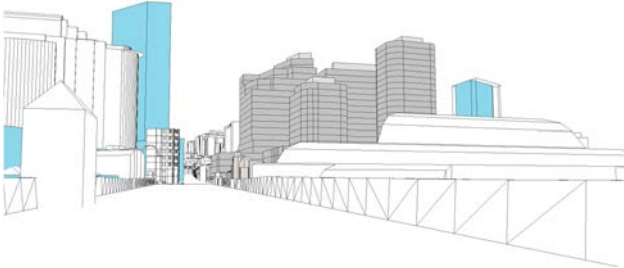


View south from Pyrmont Bay Park

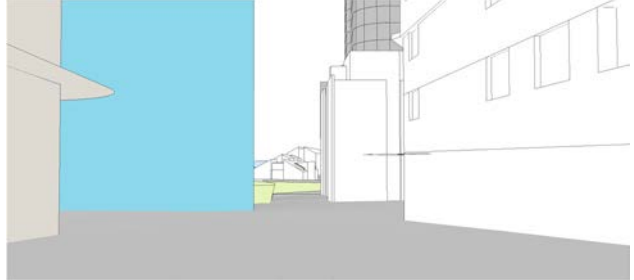


Proposed controls for mixed use development

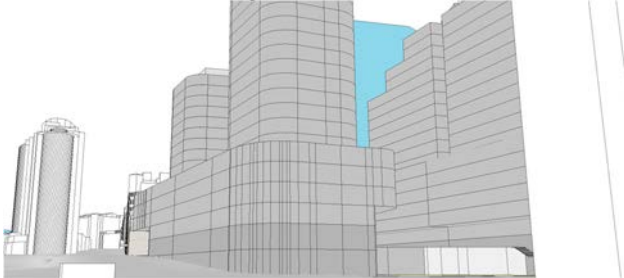
View west from centre of Pyrmont Bridge



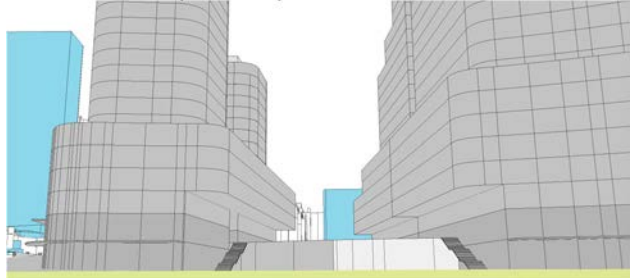
View north down Harwood Street



View southwest from Google Wharf 7



View south from Pyrmont Bay Park



13A-29 Union Street & 69-71 Edward Street

Overview

13A-29 Union Street & 69-71 Edward Street (Lot 1 DP 119654; and Lot 1 and Lot 2 DP 1076300) are located between (clockwise) Pyrmont Street, Union Street and Edward Street (refer Figure 53 and Figure 54).



Figure 53 – location plan of 13A-29 Union Street & 69-71 Edward Street



Figure 54 – oblique aerial of 13A-29 Union Street & 69-71 Edward Street

Background

13A-29 Union Street & 69-71 Edward Street were in the Department of Planning's initial study, along with the adjoining 102 Pyrmont Street. In this review they were given a blanket control of FSR 5.0, with a seven storey and 60m height limit, as can be seen in Figure 55. The study did not consider increasing deep soil, trees or open space, improving connections to the metro station, and effects of sunlight on surrounding sites. These controls can be seen in **Error! Reference source not found.** below.

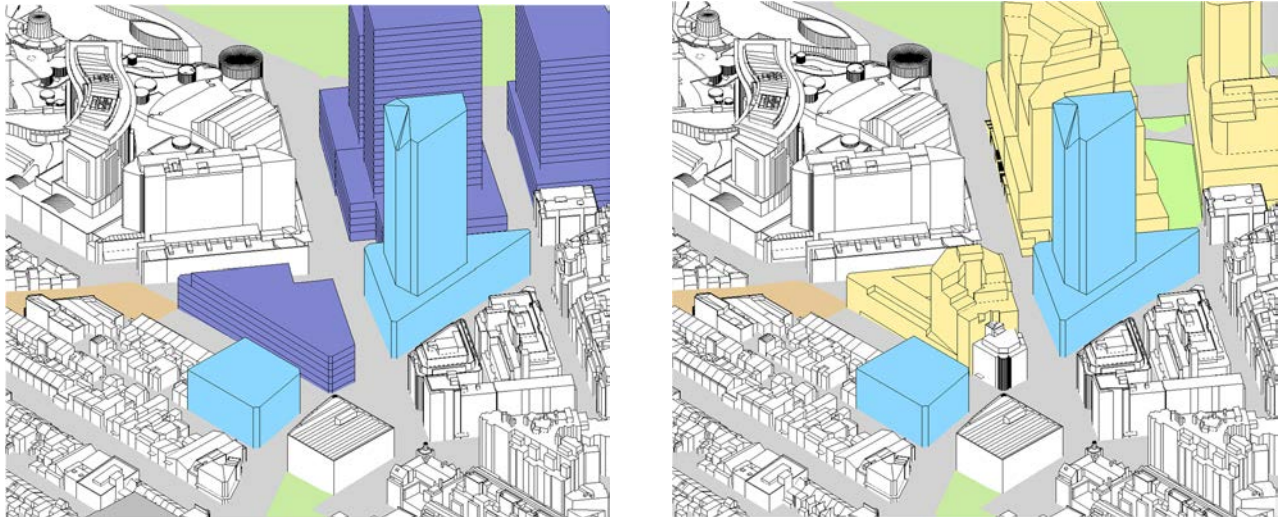


Figure 55 – comparison of Department of Planning's initial study and City of Sydney's study for mixed use at 13A-29 Union Street & non-residential use at 69-72 Edward Street

Table 14 – Department of Planning's initial study for 13A-29 Union Street & 69-71 Edward Street

	Department of Planning's initial study		City of Sydney's study – mixed use	
	13A-29 Union	69-71 Edward	13A-29 Union	69-71 Edward
Gross floor area	11,955 sqm	1,384 sqm	9,710 sqm	2,070 sqm
Floor space ratio	5.0	5.0	3.73 + DesEx	5.67 + DesEx
Height of building	60m	60m	45m	38m
Height in storeys	7 (HiS not specified)	7 (HiS not specified)	14^	8^
Deep soil	0%	0%	15%	0%

Existing controls

13A-29 Union Street & 69-71 Edward Street are currently occupied by commercial uses. 13A-29 Union Street is a two-storey former warehouse with zero setbacks to its three street frontages, the building is currently used as a commercial office space. 69-72 Edwards Street is a four-storey commercial building, with zero setbacks to either Pymont or Edward Streets, these existing uses and controls can be seen in Table 15 below. The layout and position of the site can be seen in Figure 56.

Table 15 – existing building and existing planning controls for 13A-29 Union Street & 69-71 Edward Street

	Existing building	Existing controls
13A-29 Union Street		
Land use & zoning	<i>Commercial</i>	B4 – MU
Floor space ratio	<i>0.45 approx.</i>	3.5
Height of building	<i>11.5m</i>	24m
Height in storeys	<i>2</i>	5
Deep soil	<i>0%</i>	10%
69-71 Edward Street		
Land use & zoning	<i>Commercial</i>	B4 – MU
Floor space ratio	<i>3.18 approx.</i>	4.0
Height of building	<i>19m</i>	24m
Height in storeys	<i>4</i>	5
Deep soil	<i>0%</i>	10%



Figure 56 – existing site plan for 13A-29 Union Street & 69-71 Edward Street

Urban design principles

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

On Pyrmont Street an area of deep soil of at least 15% of the site area is placed within the new publicly accessible space. This provides a substantial area of new tree planting.

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

On Pyrmont Street, at the least steep part of the street frontage is a triangular publicly accessible open space, its hypotenuse on the street side with an area at least 15% of the site area. On the other two sides of the triangle, through site links extend to Union and Edward Streets so that all people can pass through the site from each street to each of the other streets. The through site links enable better connections to and from the metro station entries and the surrounding areas.

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 21).

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

The street wall height varies on each street frontage. Lower on Union Street there is general alignment with the buildings opposite and close to the height of the neighbouring heritage items. A higher street frontage on Pyrmont and Edward Streets fits with the surrounding buildings on these street frontages.

Conserve **heritage** values –

On Union Street the podium setback height and the gap for the through site link provides an appropriate setting for the neighbouring heritage items.

Good design for wind and noise –

The site is generally protected from winds by neighbouring developments.

The site is exposed to noise from the nearby late night entertainment areas. The commercial use ensures that nuisance does not result from this noise and the nearby uses can continue unaffected.

Match **land use** to place –

The existing commercial use is well suited to its location opposite the metro station, surrounded by existing commercial uses and close to Central Sydney. The combined floor area of a consolidated commercial area that these sites are central to, produces a critical mass of commercial floor space. This concentration potential increases productivity due to agglomeration effects and will increase patronage on the west metro line. Consequently, commercial use is proposed.

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.

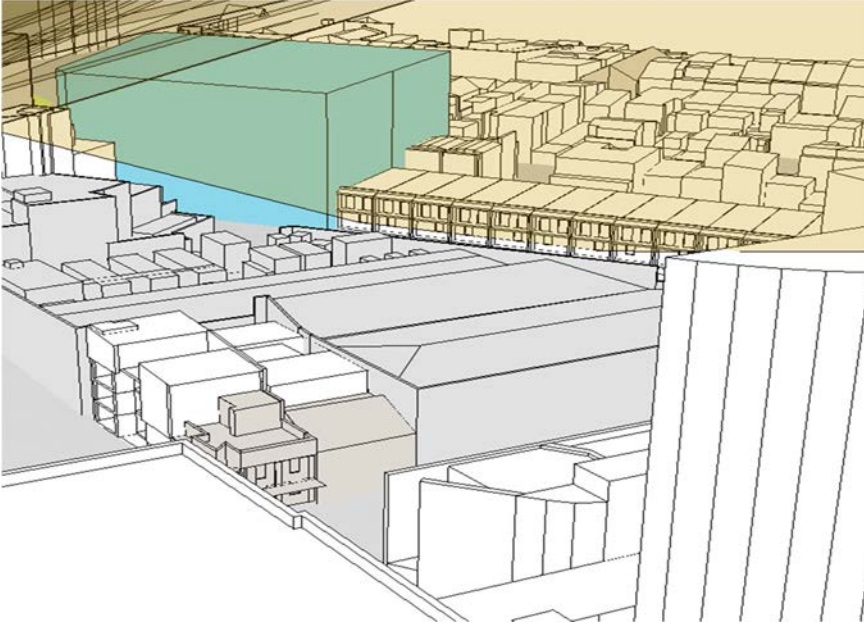


Figure 57 – solar access to adjoining residential properties

Proposed controls

For 13A-29 Union Street, changes to controls are proposed to support two possible outcomes for floor space use. The existing mixed use controls have been reviewed to support provision of commercial and residential floor space through an uplift in FSR and height. Alternative controls (as exhibited late 2024) incentivise a solely non-residential outcome.. The uplift in FSR is greater for the non-residential alternative as the building envelope can accommodate floor space more efficiently.

For 69-71 Edward Street, the alternative controls exhibited in late 2024 will also incentivise a non-residential outcome through an uplift in FSR and height on this site. The existing mixed use provisions that apply to this site remain unchanged.

Mixed use controls

Changes to the existing controls for mixed use development apply to the site at 13A-29 Union Street only, supporting growth for residential floor space.

These controls propose an FSR of 3.73:1 with a Design Excellence clause, a height limit of 45 metres and 14 storeys, and a deep soil requirement of at least 15% of the site. Refer to Table 16 below. Street wall heights, upper level setbacks, and site layout requirements are designed to meet the requirements of the ADG. These are illustrated in Figure 58, Figure 59, and Figure 60.

Table 16 – proposed planning controls for 13A-29 Union Street & 69-71 Edward Street

	<i>Existing building</i>	Existing controls	Proposed controls
13A-29 Union Street			
Land use & zoning	<i>Commercial</i>	B4 – MU	Mixed use
Floor space ratio	<i>0.45 approx.</i>	3.5	3.73 + Des. Ex.
Height of building	<i>11.5m</i>	24m	45m
Height in storeys	2	5	14^
Deep soil	0%	10%	15%



Figure 58 – floorplate diagram for a mixed use outcomes at 13a-29 Union Street

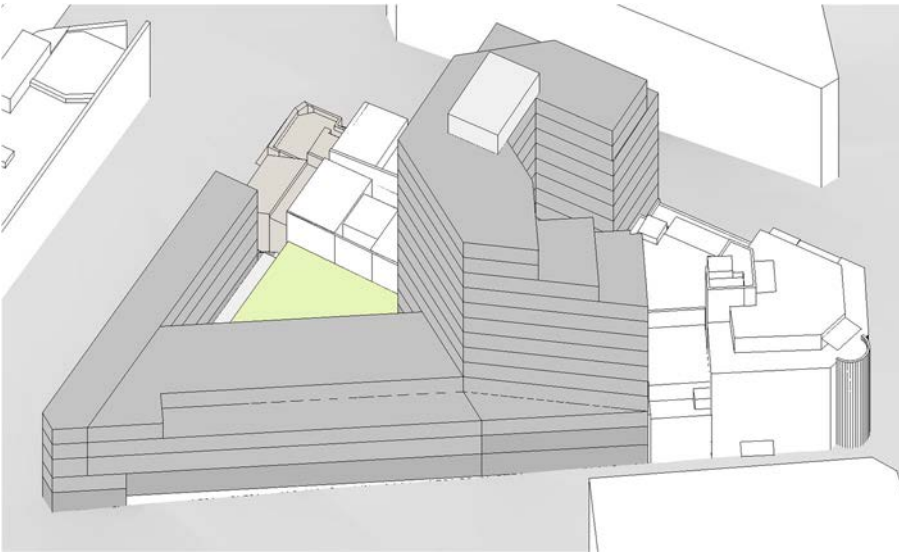


Figure 59 – aerial view from west of alternative mixed use scheme at 13a-29 Union Street

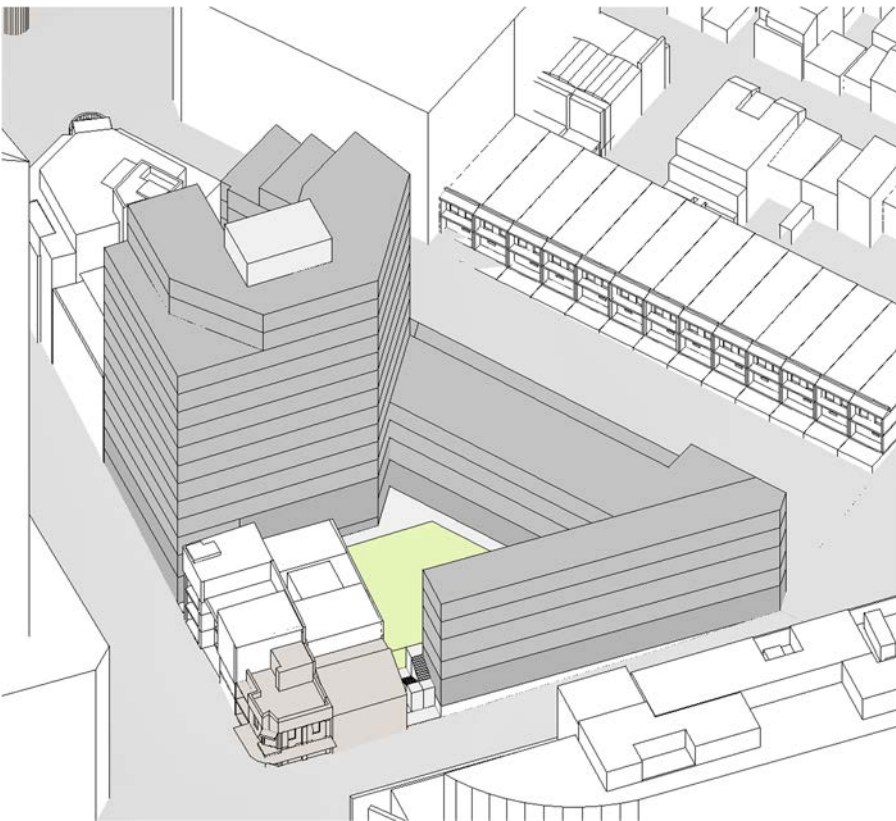


Figure 60 – aerial view from north of alternative mixed use scheme at 13a-29 Union Street

Alternative controls for non-residential development

The alternative controls that were exhibited in late 2024 encourage non-residential uses on both sites. 13A-29 Union Street is to have an FSR of 3.75:1 with a Design Excellence clause; a height limit of 45 metres and 10 storeys; and a deep soil requirement for at least 15% of the site. 69-71 Edward Street is to have an FSR of 5.67:1 with a Design Excellence clause; and a height limit of 38 metres and 8 storeys. These controls can both be seen in Table 17.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 61, Figure 62 and Figure 63.

Table 17 – proposed alternative controls for 13A-29 Union Street & 69-71 Edward Street

	<i>Existing building</i>	Existing controls	Proposed alternative controls – non-residential use
13A-29 Union Street			
Land use & zoning	<i>Commercial</i>	MU1 – Mixed use	commercial
Floor space ratio	<i>0.45 approx.</i>	3.5	4.0 + Des. Ex.
Height of building	<i>11.5m</i>	24m	50m
Height in storeys	2	5	11^
Deep soil	0%	10%	15%
69-71 Edward Street			
Land use & zoning	<i>Commercial</i>	MU1 – mixed use	E2 - Commercial
Floor space ratio	<i>3.18 approx.</i>	4.0	5.67 + DesEx
Height of building	<i>19m</i>	24m	38m
Height in storeys	4	5	8^
Deep soil	0%	10%	n/a



Figure 61 – proposed site plan for 13A-29 Union Street & 69-72 Edward Street

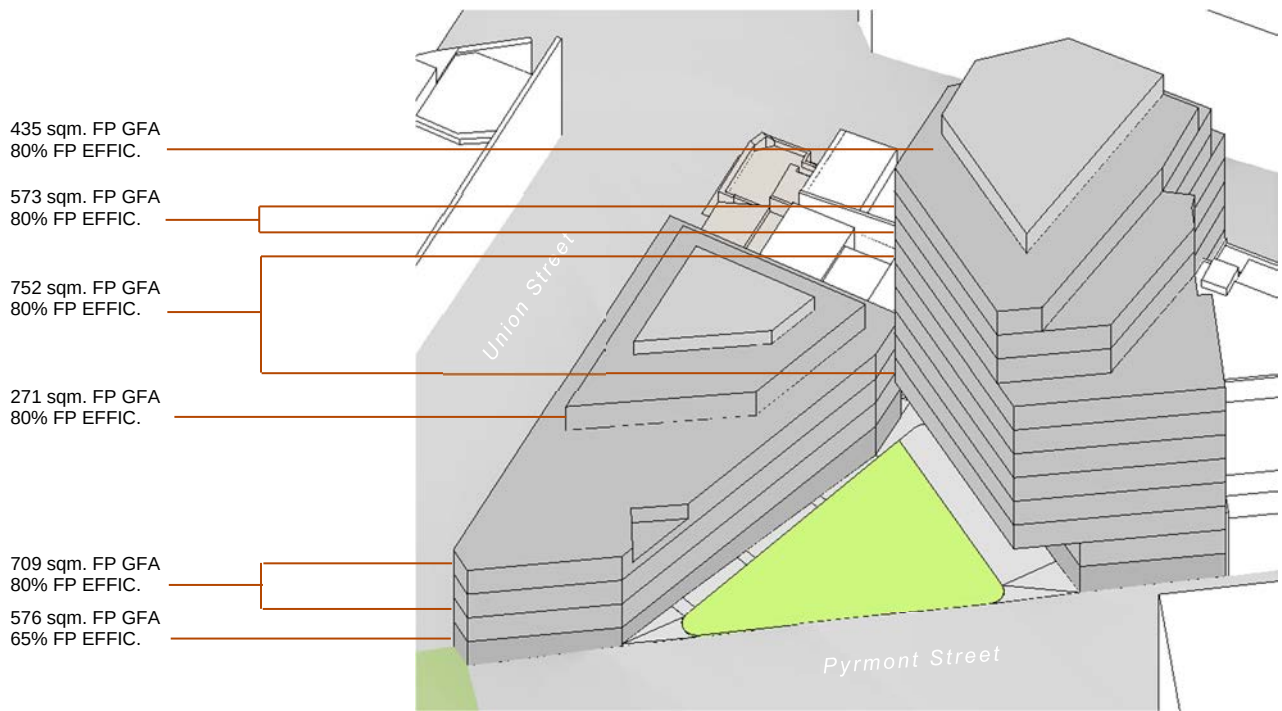


Figure 62 – floorplate diagram for 13A-29 Union Street

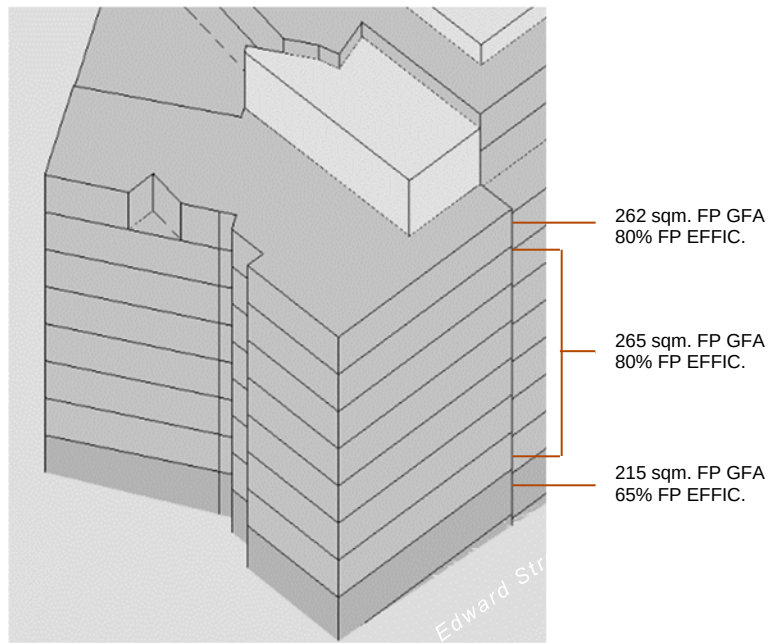
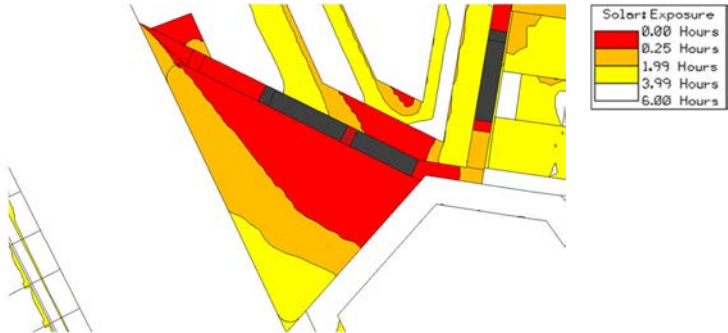


Figure 63 – floorplate diagram for 69-72 Edward Street

21 June, 9am-3pm

4 hrs+	2 hrs +
0%	14.9%



22 September, 9am-3pm

4 hrs+	2 hrs +
43.8%	72.7%

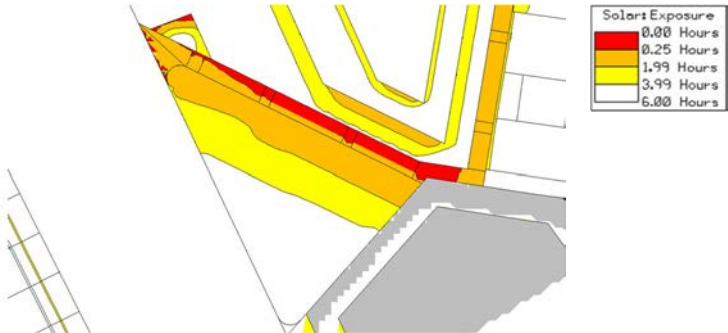


Figure 64 – solar insolation to publicly accessible open space in the scheme for non-residential floor space use at 13a-29 Union Street

Visualisation



Figure 65 – view locations for 13A-29 Union Street & 69-72 Edward Street

Existing

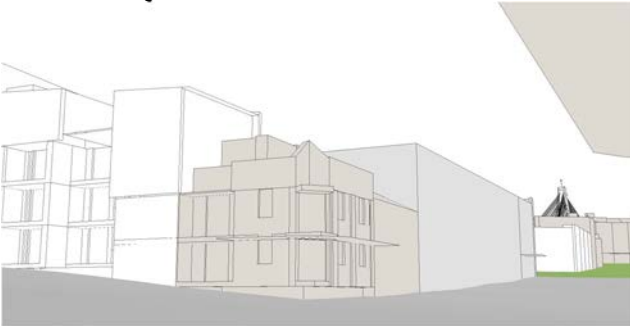
View east from Union Square



View north along Pymont Street from Pymont Bridge Road



View west along Union Street – 50mm lens

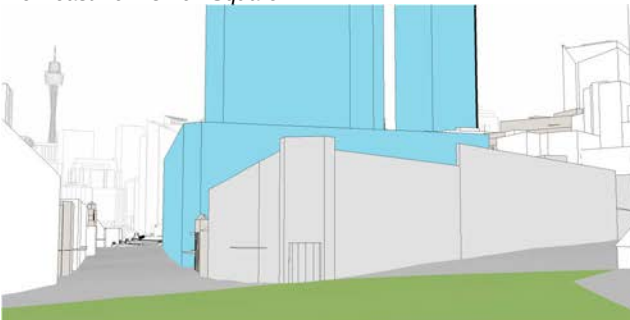


View north toward Pymont Street Civic Space



Existing + approved

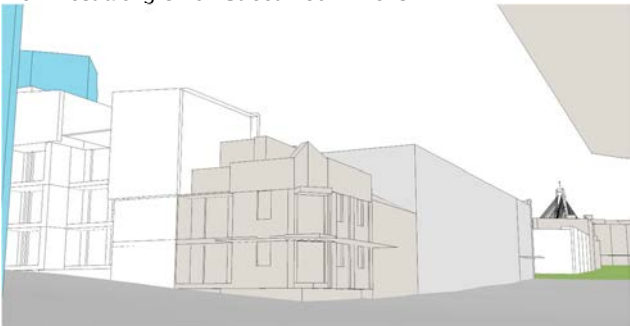
View east from Union Square



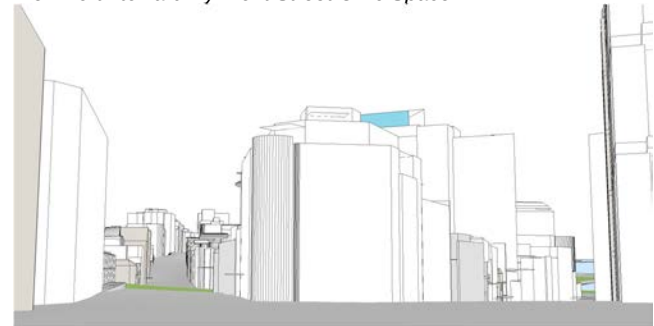
View north along Pymont Street from Pymont Bridge Road



View west along Union Street – 50mm lens

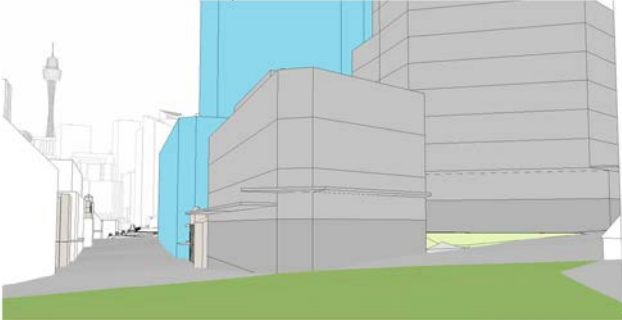


View north toward Pymont Street Civic Space



Alternative controls for non-residential development

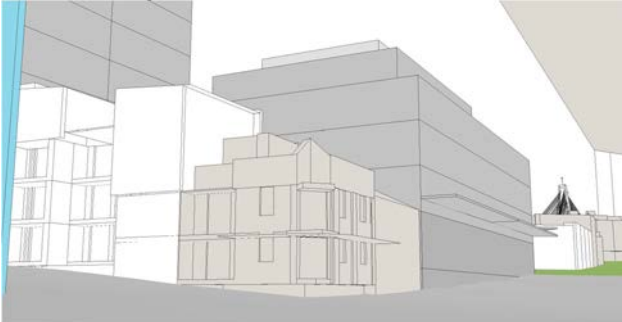
View east from Union Square



View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens

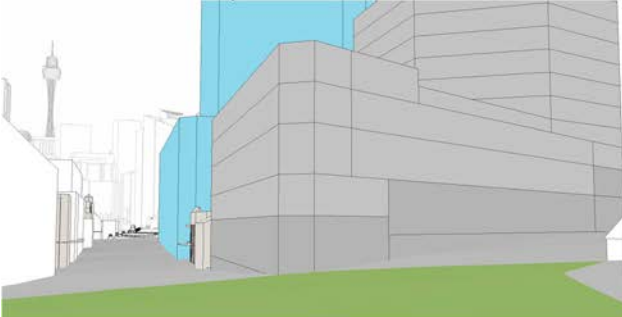


View north toward Pyrmont Street Civic Space



Proposed controls for mixed use development

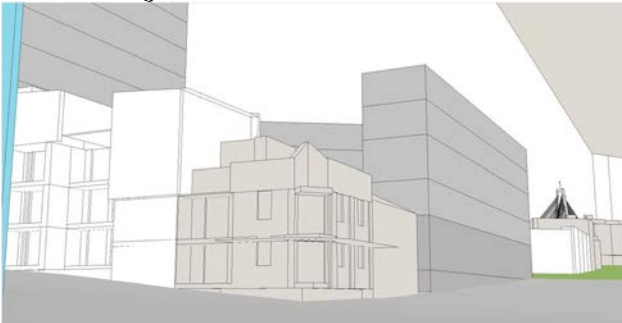
View east from Union Square



View north along Pyrmont Street from Pyrmont Bridge Road



View west along Union Street – 50mm lens



View north toward Pyrmont Street Civic Space



55-65 Murray Street

Overview

55-65 Murray Street (Lot 14 DP 32575, Lot 15 DP 32575, Lot 16 DP 32575) is located between Murray Street and Harwood Lane, a short distance from the proposed Pyrmont Metro (refer Figure 67 and Figure 66).

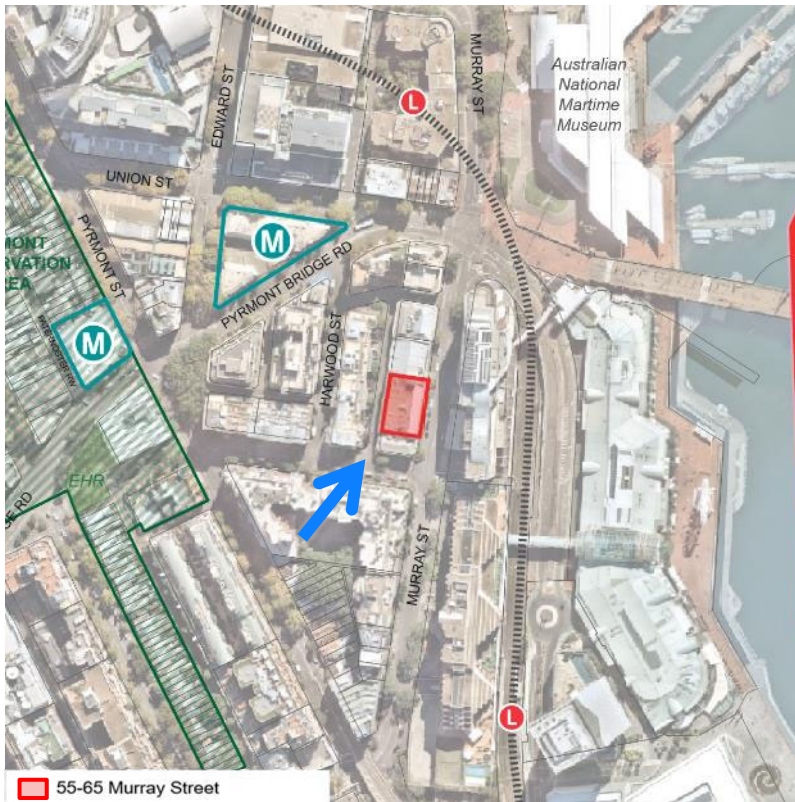


Figure 67 – location plan of 55-65 Murray Street



Figure 66 – oblique aerial of 55-65 Murray Street

Background

55-65 Murray Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 55-65 Murray Street was identified as a site capable of change.

Existing controls

55-65 Murray Street is currently occupied by a four-storey commercial building, with zero setbacks to either street frontage. The existing controls can be seen in Table 18, while the layout and position of the site can be seen in Figure 68.

Table 18 – existing building and existing planning controls for 55-65 Murray Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Commercial</i>	MU1 – MU
Floor space ratio	<3.46 approx.	4.0
Height of building	18m	30m
Height in storeys	4	8
Deep soil	0%	10%



Figure 68 – existing site plan for 55-65 Murray Street

Urban design principles

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

On the western side of the site Harwood Lane is narrow without trees adjacent to the site. A six-metre deep soil strip alongside the lane will accommodate a row of trees to improve the street.

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

The strip of deep soil is open to and extends the publicly accessible open space of the street.

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 69).

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

The height of the street wall to Murray Street matches the existing building to its north, with setbacks for the upper levels.

Conserve **heritage** values –

The street wall and building form fits well amongst the neighbouring heritage items.

Good **design for wind and noise** –

The site is protected from winds by the surrounding development. The site is not exposed to noise being in a quiet street.

Match **land use** to place –

The residential use extends the neighbouring residential areas to the south and west.

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.

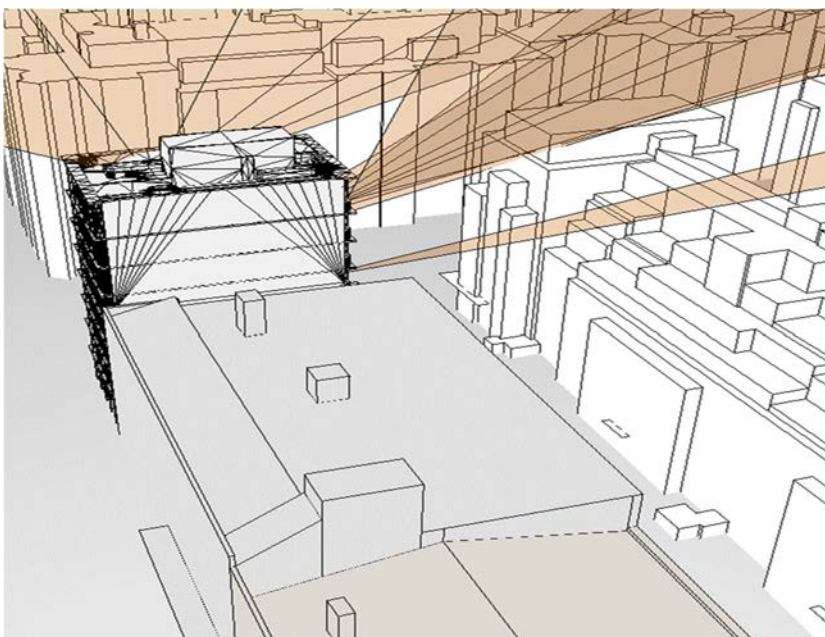


Figure 69 – solar access to adjoining residential properties

Proposed controls

For 55-65 Murray Street, the proposed controls are for a residential use, with ground floor retail uses to Murray Street. The site is to have an FSR of 4.83:1 with a Design Excellence clause; a height limit of 39 metres and 11 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 19 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 70.

Table 19 – proposed planning controls for 55-65 Murray Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	MU1 - MU	Residential
Floor space ratio	<3.46 approx.	4.0	4.83 + DesEx
Height of building	18m	30m	39m
Height in storeys	4	8	11^
Deep soil	0%	10%	15%



Figure 70 – proposed site plan for 55-65 Murray Street

Visualisation

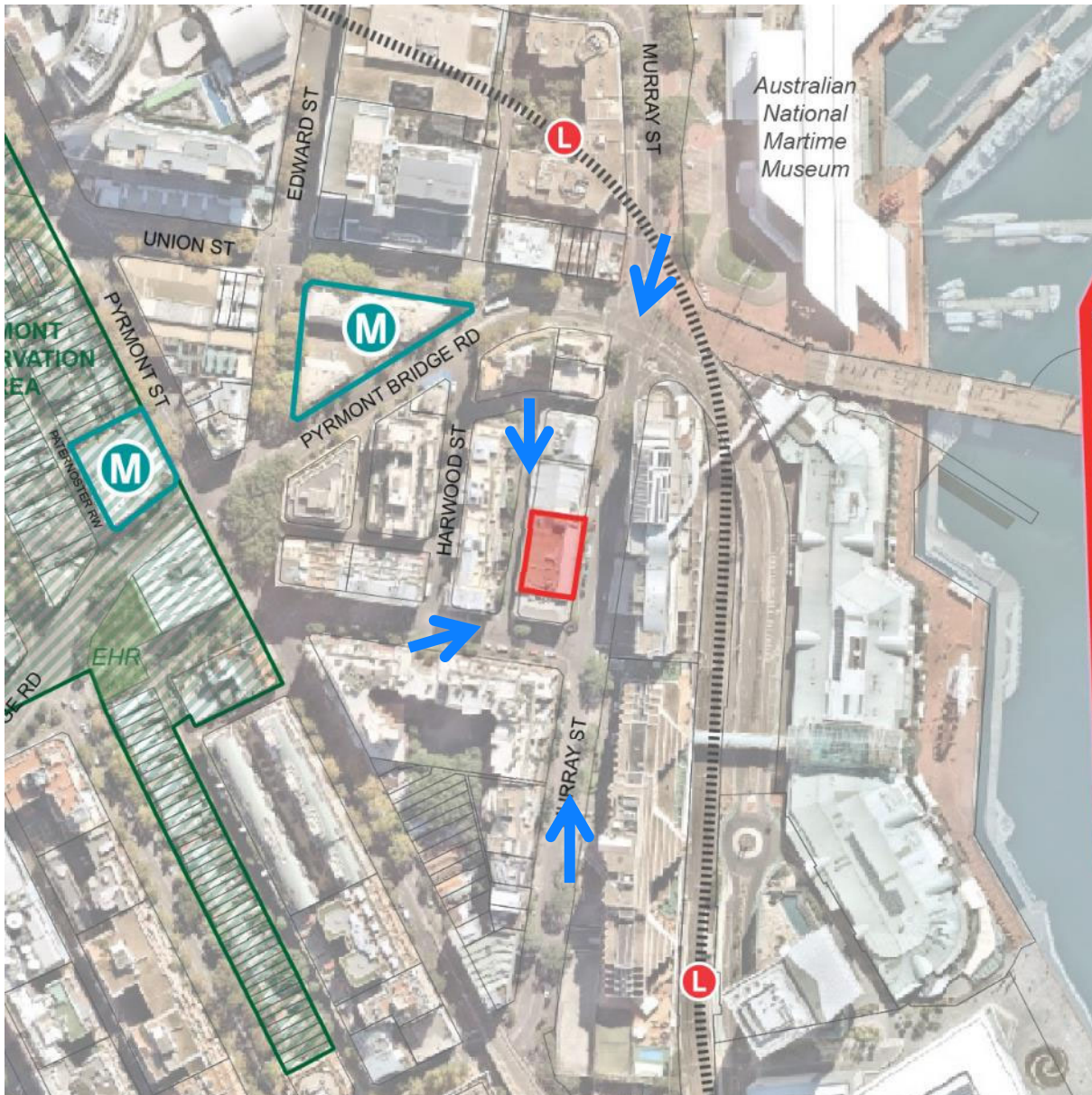


Figure 71 – view locations

Existing

View south along Murray Street



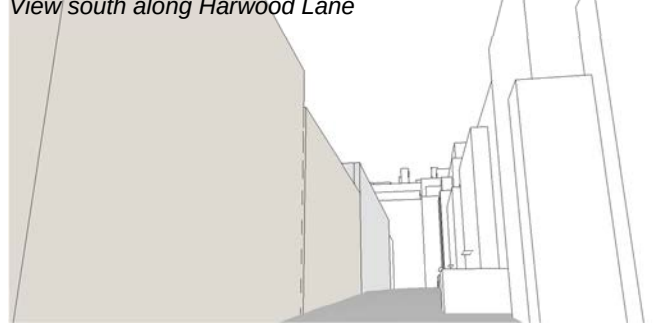
View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



Existing + approved

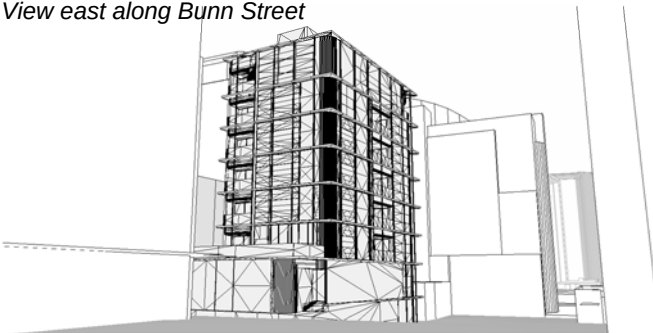
View south along Murray Street



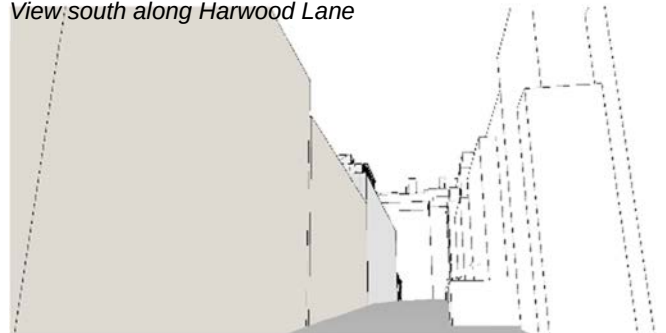
View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



Proposed

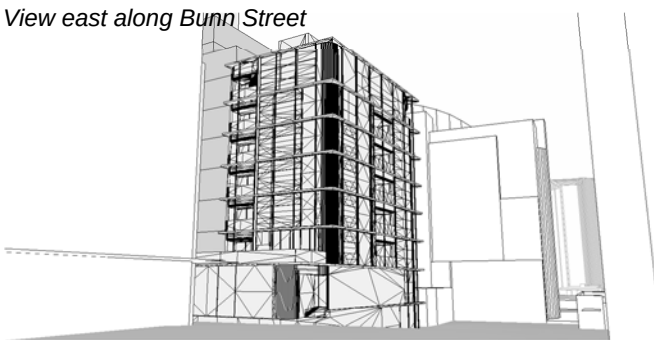
View south along Murray Street



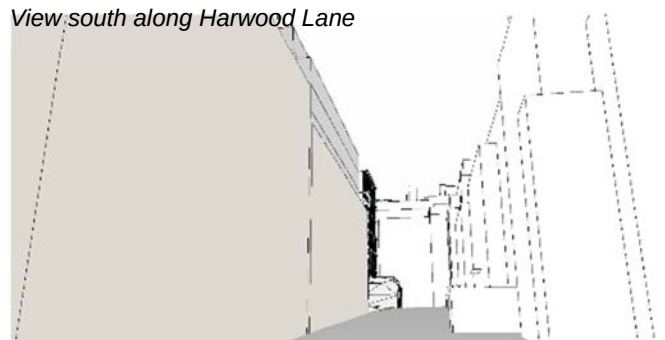
View north along Murray Street



View east along Bunn Street



View south along Harwood Lane



1-33 Saunders Street & 140-148 Bank Street

Overview

1-33 Saunders Street (Lot 101 DP 853704, Lot 102 DP 853704) & 140-148 Bank Street (Lot 1 DP 8205) are located adjacent the Anzac Bridge approach/Western Distributor, immediately north of the Blackwattle Bay SSP. The two sites are bound by (clockwise) Bank Street to the South, Quarry Master Drive to the west, Saunders Street to the north and a small section of Miller Street to the east (refer Figure 72 and Figure 73).

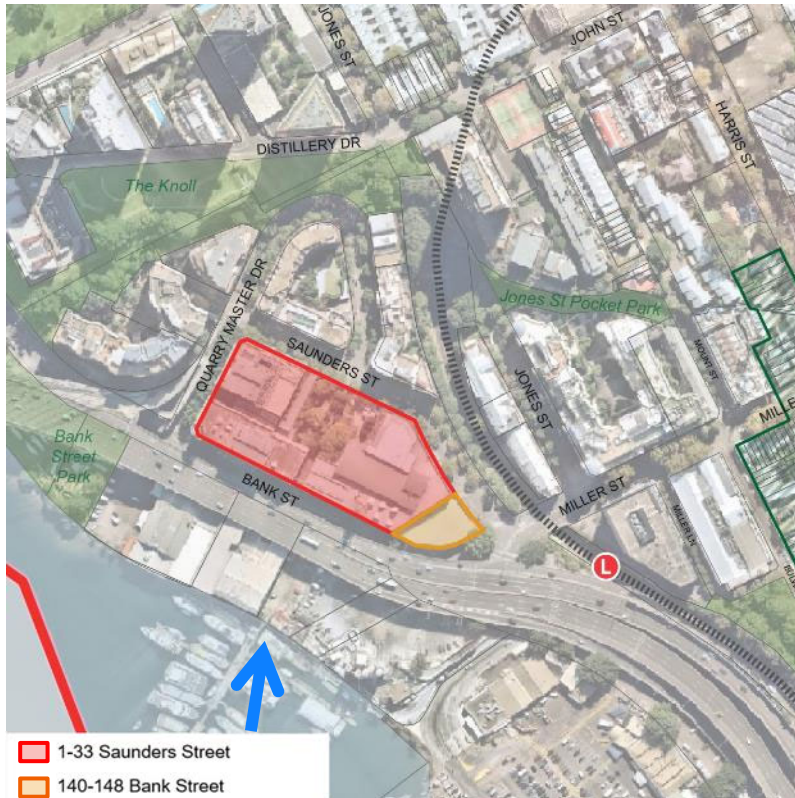


Figure 72 – location plan of 1-33 Saunders Street & 140-148 Bank Street



Figure 73 – oblique aerial of 1-33 Saunders Street & 140-148 Bank Street

Background

1-33 Saunders Street & 140-148 Bank Street were both included in the Department of Planning's initial study. In this review they were both given an FSR of 8.0 and an 85m height limit, though as shown in Figure 74 below, the envelopes produced do not match the height controls for 140-148 Bank Street. The study did not consider good design for wind and noise, the poor amenity of the existing streets and open space of the sites, the existing poor connections from across the sites, and effects of sunlight on surrounding sites. These controls can be seen in Table 20 below.

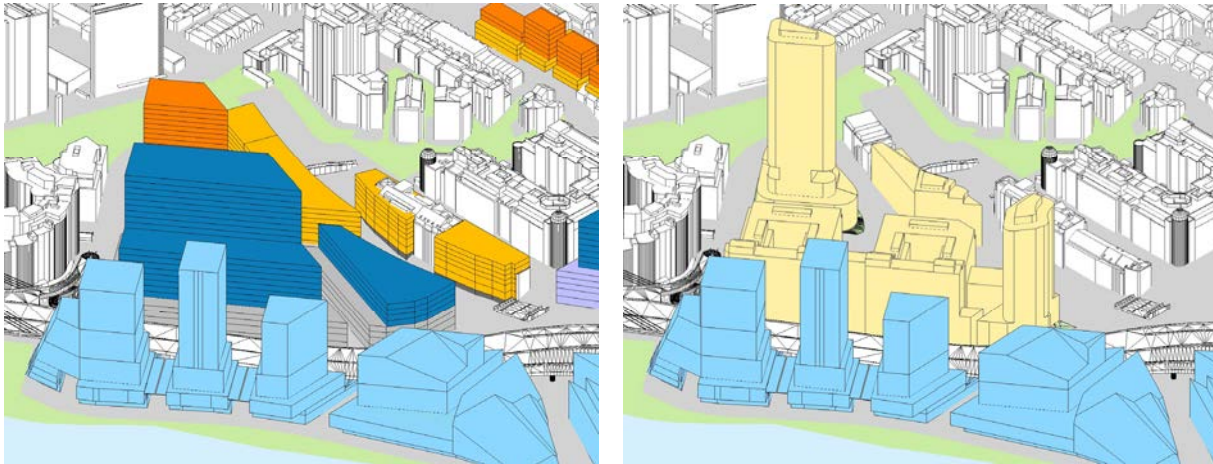


Figure 74 – comparison of Department of Planning's initial study and City of Sydney's study for 1-33 Saunders Street & 140-148 Bank Street

Table 20 – Department of Planning's initial study for 1-33 Saunders Street & 140-148 Bank Street

	Department of Planning's initial study		City of Sydney's study	
	1-33 Saunders	140-148 Bank	1-33 Saunders	140-148 Bank
Gross floor area	79,744 sqm	8,128 sqm	46,602 sqm	12,304 sqm
Floor space ratio	8.0	8.0	4.21 + DesEx	10.9 + DesEx
Height of building	85 m	85 m	54m	85m
Height in storeys	21 (HiS not specified)	8 (HiS not specified)	15^	21^
Deep soil	n/a	n/a	15%	15%

Existing controls

1-33 Saunders Street and 140-148 Bank Street are both currently used for commercial uses. 1-33 Saunders Street 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. 140-148 Bank Street is currently occupied by a two-storey commercial building with zero street setbacks. These controls can be seen in Table 21 below. The layout and position of the site can be seen in Figure 75.

Table 21 – existing building and existing planning controls for 1-33 Saunders Street & 140-148 Bank Street

	Existing building	Existing controls
1-33 Saunders Street		
Land use & zoning	<i>Commercial</i>	B3 – CC
Floor space ratio	<i>2.61 approx.</i>	4.0
Height of building	<i>35m</i>	33m
Height in storeys	<i>8</i>	9
Deep soil	<i>TBC</i>	10%
140-148 Bank Street		
Land use & zoning	<i>Commercial</i>	B3 – CC
Floor space ratio	<i>1.81 approx.</i>	4.0
Height of building	<i>11m</i>	33m
Height in storeys	<i>2</i>	9
Deep soil	<i>0%</i>	10%

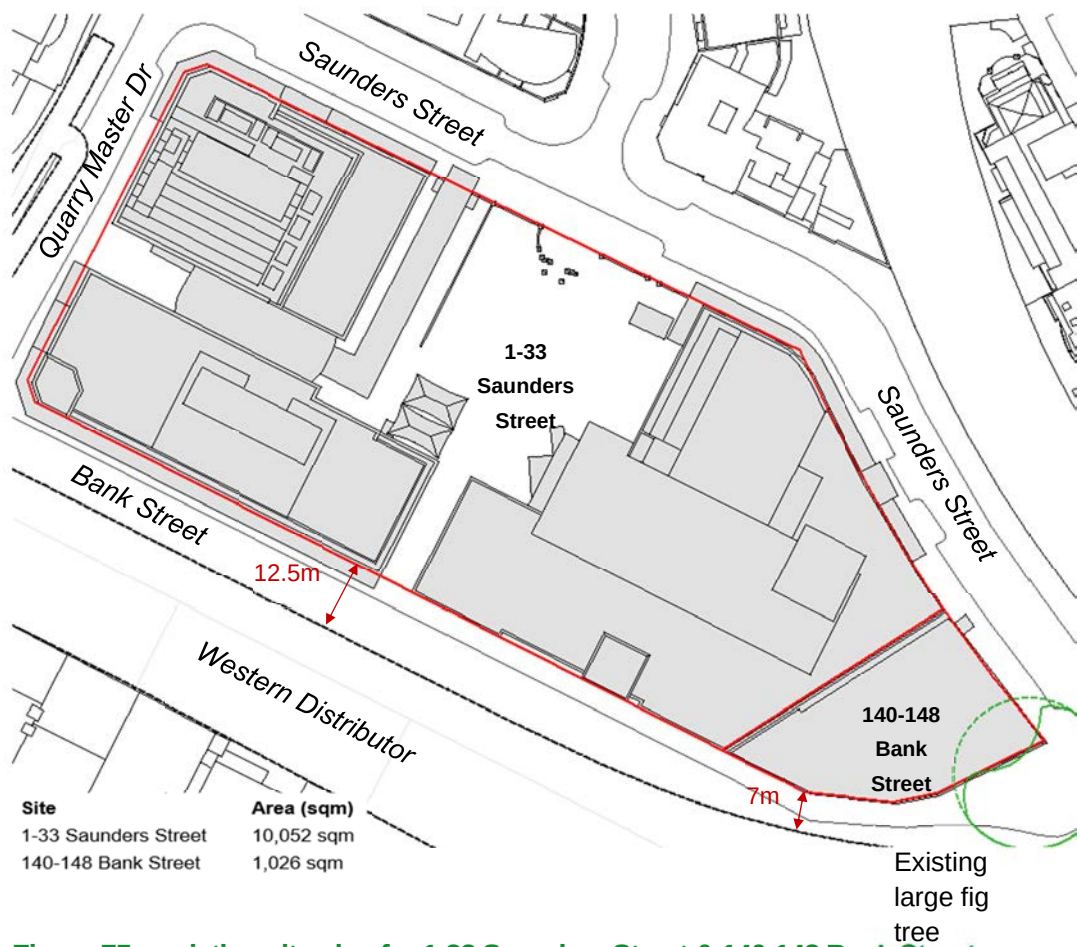


Figure 75 – existing site plan for 1-33 Saunders Street & 140-148 Bank Street

Urban design principles

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

On the corner of Bank, Miller, and Saunders Streets is a large existing tree. The building form is setback around the existing tree to allow it to remain.

On Saunders Street, opposite the eastern leg of Quarry Master Drive, a square of deep soil can support a copse of trees and deep soil setbacks extend the width of the western leg of Quarry Master Drive, and alongside Saunders Street will support street planting to extend its canopy.

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

The square is a publicly accessible open space at the centre of the local area. It receives sunlight throughout the year and will be surrounded by active frontages, overlooked by apartments, protected from noise from the Anzac Bridge approach, 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 connect Saunders Street to Bank Street. The walkway is lined with active frontages and is protected from noise and wind.

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 (refer Figure 79).

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

The height of the continuous street wall to Bank Street protects the area from noise from the Anzac Bridge approach and nearby concrete batching plant. The street wall form of the residential buildings form the square on Saunders Street. On the corner of Miller and Bank Streets the shape and size of the site does not suit a street wall form and instead a tower form is proposed.

Conserve **heritage** values –

There are no heritage items in the vicinity of these sites.

Good **design for wind and noise** –

The site is exposed to winds from the west, southwest, and south. The continuous building along Bank Street protects the local area from winds.

It is narrow and comb shaped in plan to allow apartment planning with habitable room openable windows to face away from the noise from the Anzac Bridge approach and concrete batching plant.

The commercial tower building is shaped with curved corners to minimise wind downdraft,

Match **land use** to place –

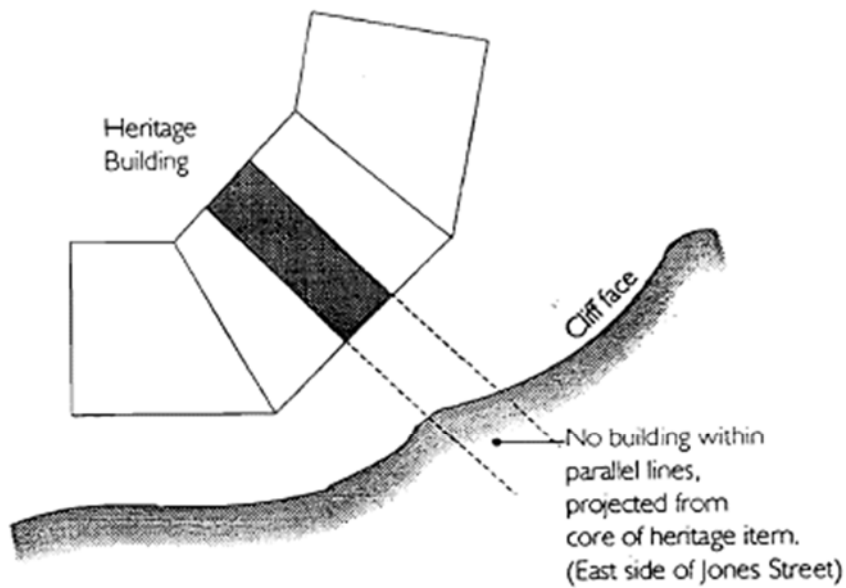
The residential use extends the neighbouring residential area to the north and east.

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

A view corridor of the former CSR McCaffrey's building first found in planning controls late last century intersects the site and building heights and form is adjusted to maintain this view corridor (refer Figure 76 and Figure 77).

Maximise development **within constraints** –

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



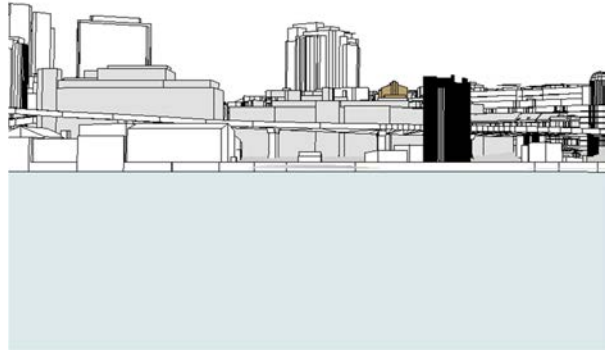
b) Development in respect of Heritage Building

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 76 – view corridor identified in the Ultimo-Pyrmont Precinct Urban Development Plan to the 'Former CSR McCaffery's Building'

Source: Ultimo-Pyrmont Precinct Urban Development Plan 1999 Update; Fig. 9. b)' Development in respect of heritage Building', Page 93-94

Existing



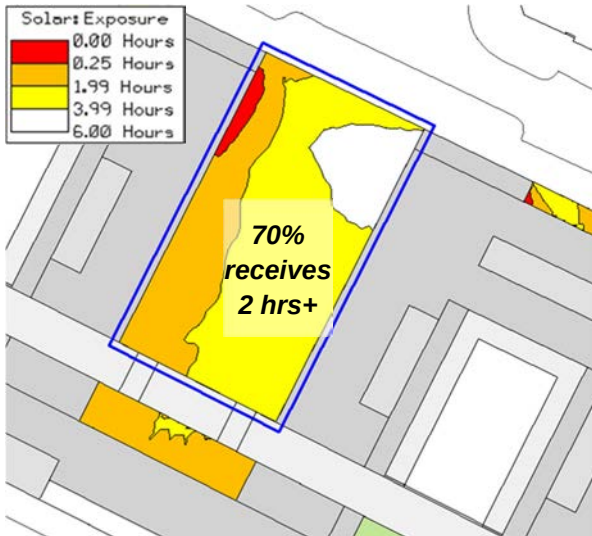
Draft BWB LEP instrument



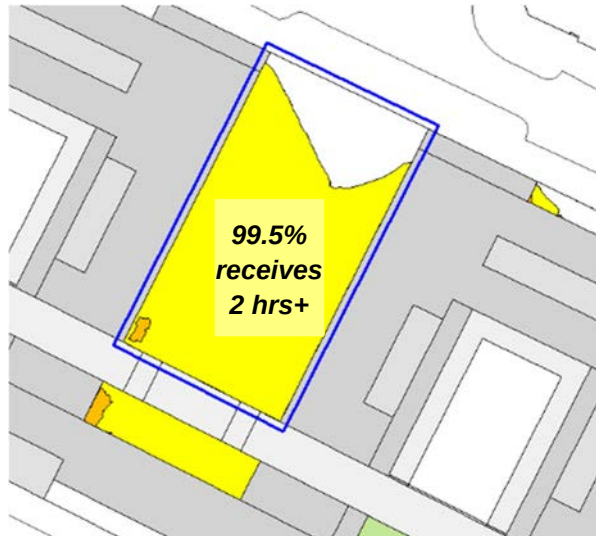
*Draft BWB LEP instrument &
140-148 Bank Street & 1-33 Saunders Street*



Figure 77 – view across Blackwattle Bay from the Glebe Foreshore Walk (Stage 5)

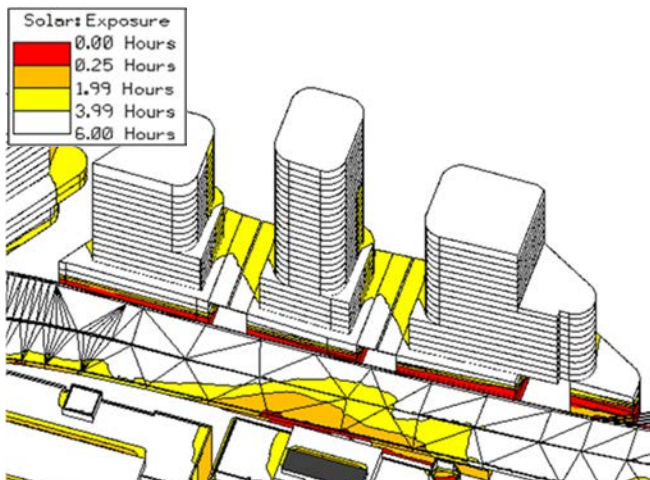


21 June, 9am-3pm

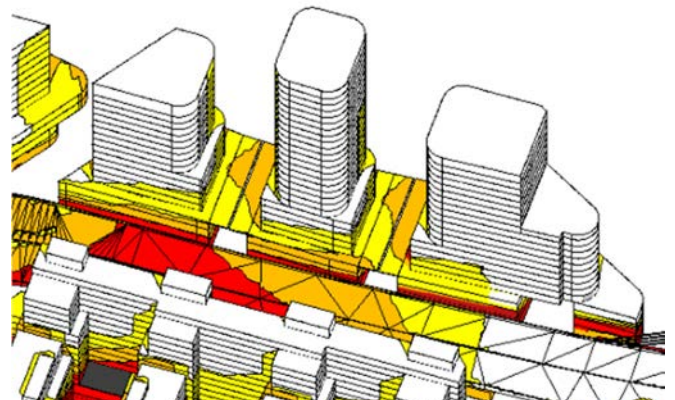


22 September, 9am-3pm

Figure 78 – solar access to public deep soil



21 June, 9am-3pm – BWB LEP



21 June, 9am-3pm – BWB LEP + **proposed**

Figure 79 – solar access to Blackwattle Bay LEP planning envelopes

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). As shown in Figure 80, the proposed controls for 1-33 Saunders Street and

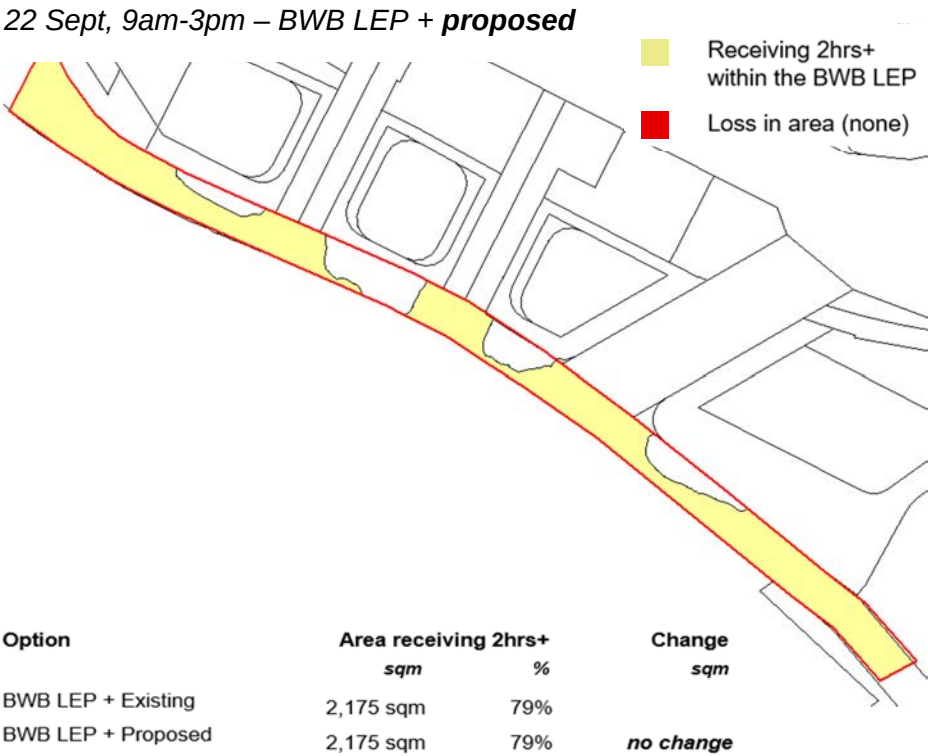


Figure 80 – solar insolation to the Blackwattle Bay northern foreshore promenade

Proposed controls

For 1-33 Saunders Street the proposed controls are for mixed use; with ground floor commercial and retail uses and residential uses above. The site is to have an FSR of 4.21:1 with a Design Excellence clause; a height limit of 54 metres and 15 storeys; and a deep soil requirement for at least 15% of the site. For 140-148 Bank Street the proposed controls are for commercial with an FSR of 10.9:1 with a Design Excellence clause; and a height limit of 85 metres and 21 storeys. These controls can both be seen in Table 22.

In addition to these planning controls there are various street and upper-level setbacks, street wall height, site layout requirements, access improvements, and streetscape improvements proposed for both sites, as can be seen in Figure 81.

Table 22 – proposed planning controls for 1-33 Saunders Street & 140-148 Bank Street

	Existing building	Existing controls	Proposed controls
1-33 Saunders Street			
Land use & zoning	<i>Commercial</i>	B3 – CC	Mixed use
Floor space ratio	<i>2.61 approx.</i>	4.0	4.21 + DesEx 4.14 resi 0.49 non-res
Height of building	<i>35m</i>	33m	54m
Height in storeys	8	9	15^
Deep soil	0%	10%	15%
140-148 Bank Street			
Land use & zoning	<i>Commercial</i>	B3 – CC	Commercial
Floor space ratio	<i>1.81 approx.</i>	4.0	10.9 + DesEx
Height of building	<i>11m</i>	33m	85m
Height in storeys	2	9	21^
Deep soil	0%	10%	15%

Widen
narrow
footpath

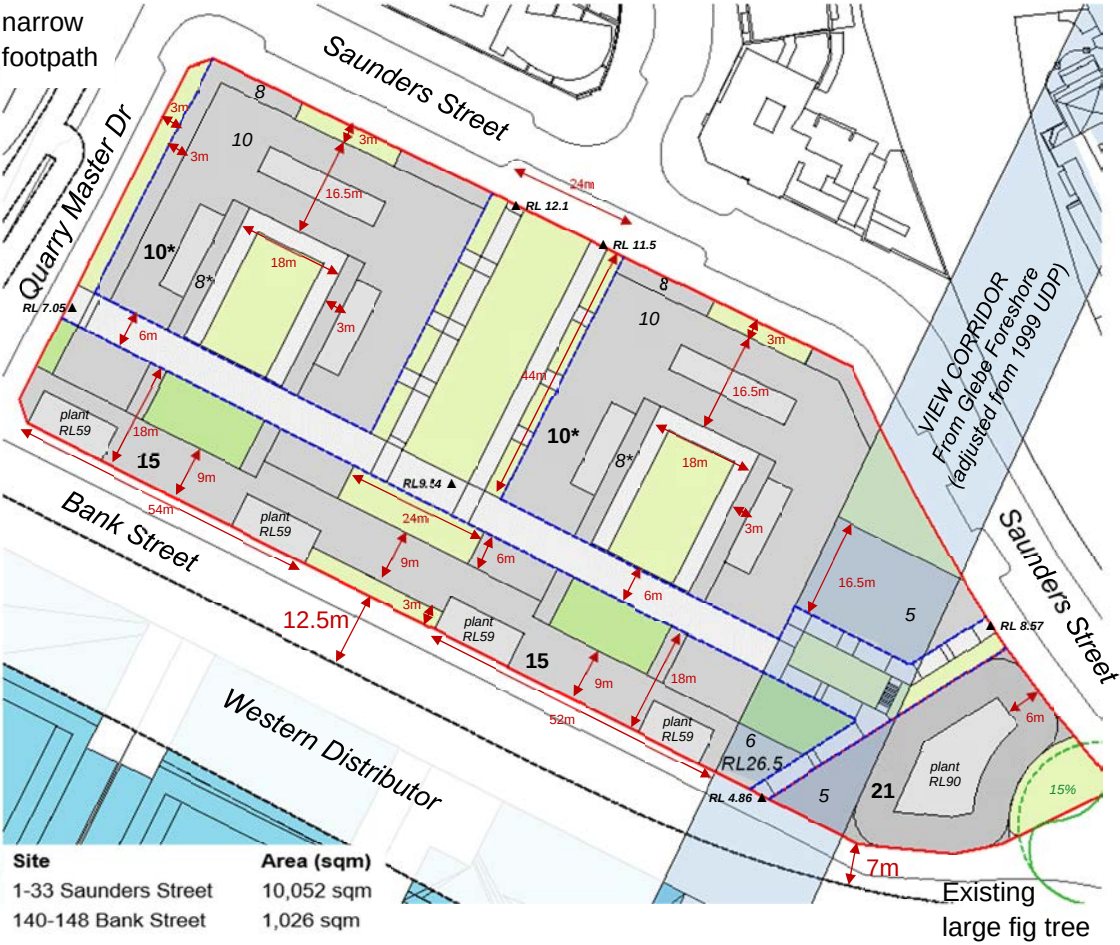


Figure 81 – proposed site plan for 1-33 Saunders Street & 140-148 Bank Street

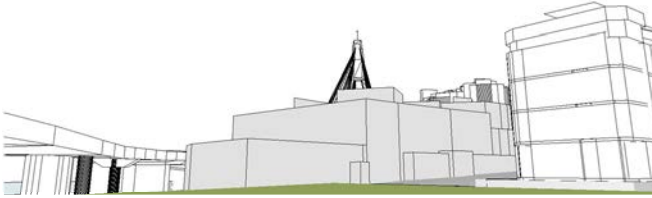
Visualisation



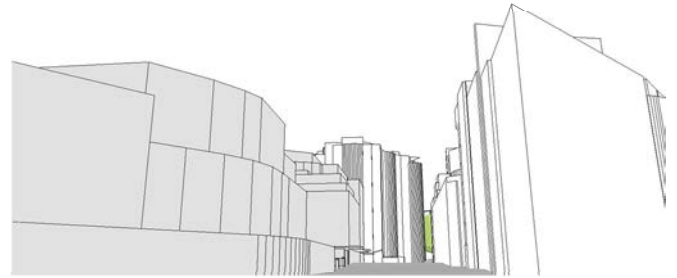
Figure 82 – view locations

Existing (35mm lens)

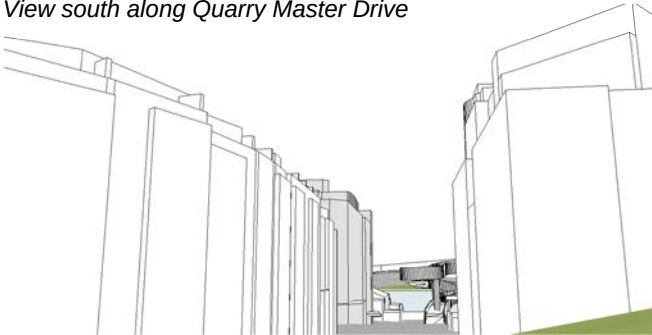
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive

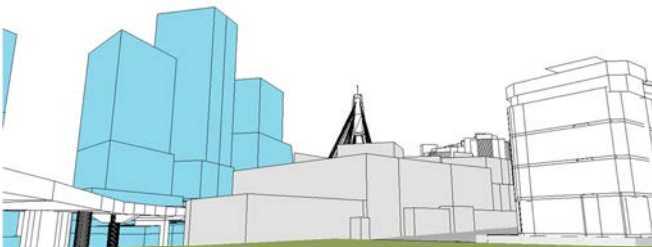


View south from Carmichael Park

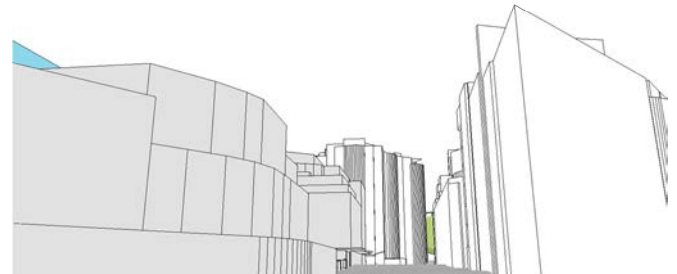


Existing + approved (35mm lens)

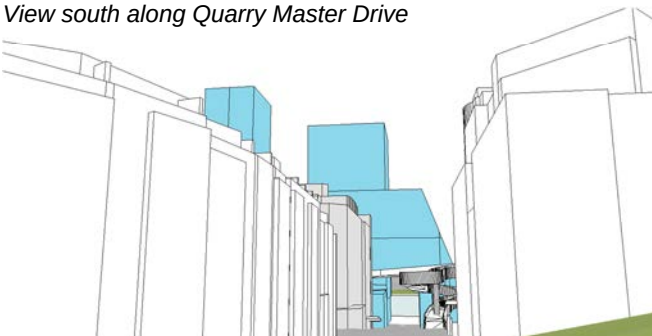
View west from Miller Street Civic Space



View west along Saunders Street



View south along Quarry Master Drive



View south from Carmichael Park



Proposed (35mm lens)

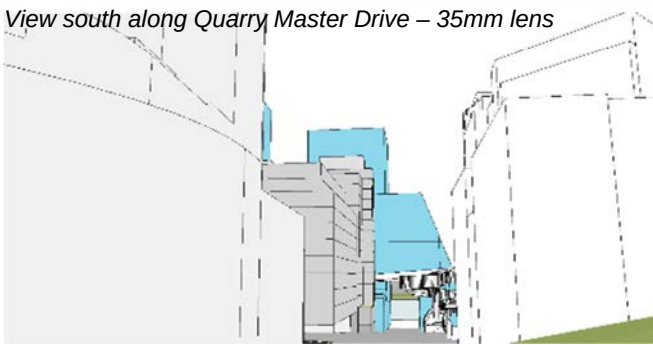
View west from Miller Street Civic Space



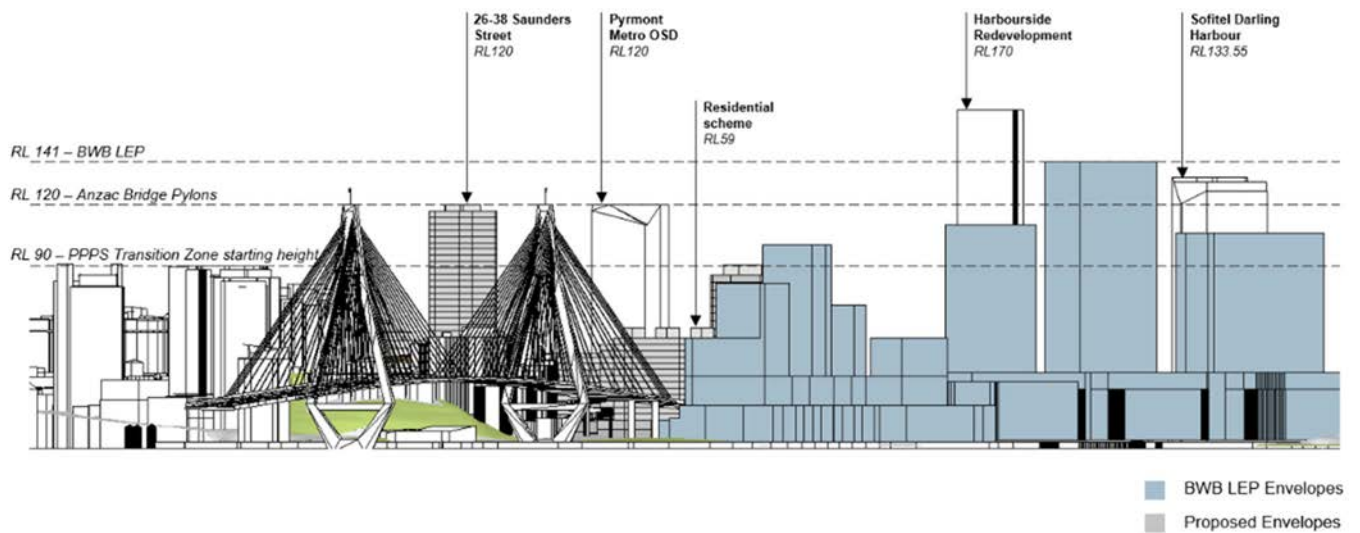
View west along Saunders Street



View south along Quarry Master Drive – 35mm lens



View south from Carmichael Park – 35mm lens



Elevation – looking east

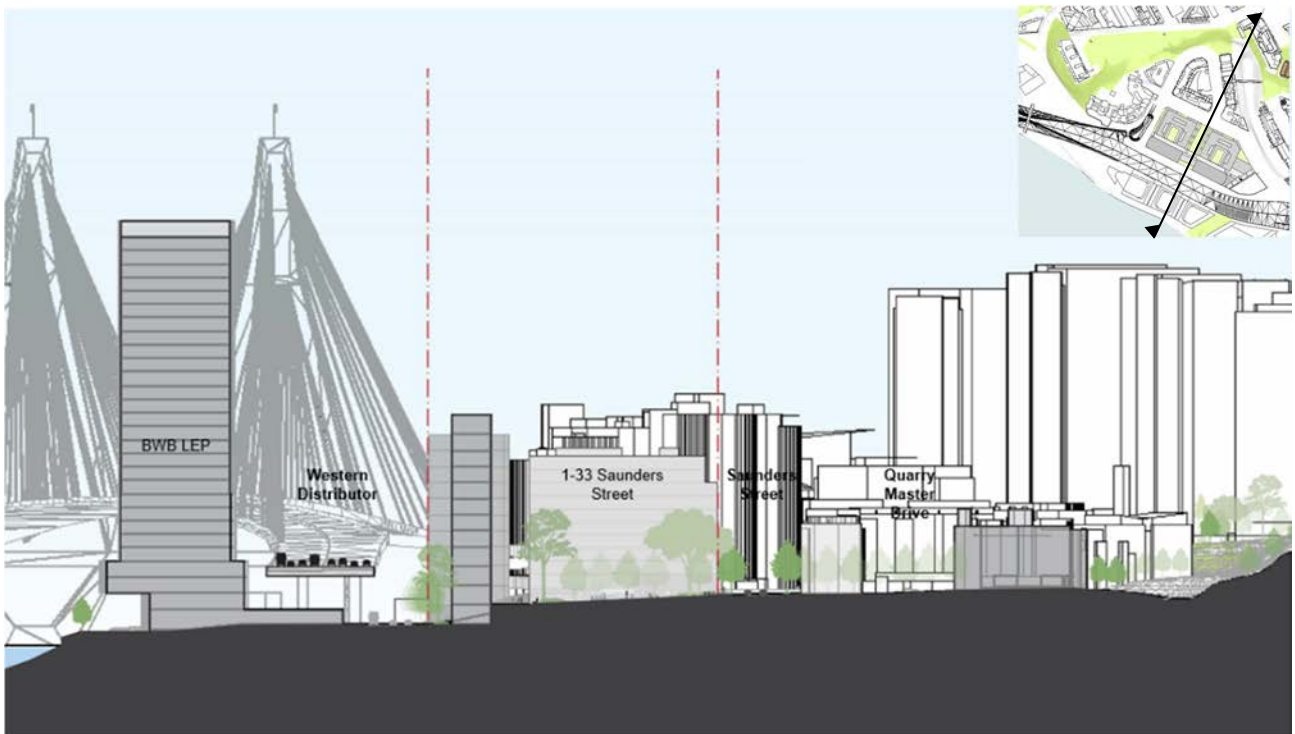


Figure 83 – Section of 1-33 Saunders Street and the Blackwattle Bay planning envelopes, looking west

Attachment G2

Amended Ultimo Pyrmont Urban Design Study – Part 2
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26-38 Saunders Street

Overview

26-38 Saunders Street (Lot 31 DP 859243, Lot 20 SP 61725, Lots 1-18 SP 61725, Lots 22-33 SP 61725, Lots 35-64 SP 62121, Lots 65-66 SP 65131) is located between Distillery Hill/Jacksons Landing to the north and the Blackwattle Bay SSP to the south. It is bound by Saunders Street to the south, with Quarry Master Drive encircling the west, north and east of the site (refer Figure 84 and Figure 85).



Figure 84 – location plan of 26-38 Saunders Street

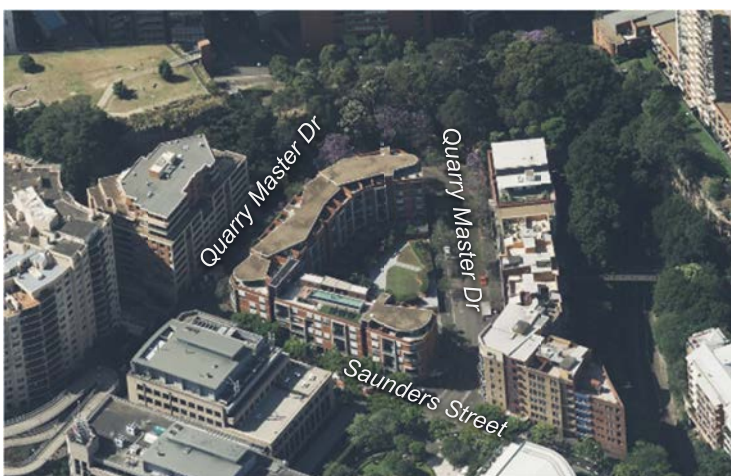


Figure 85 – oblique aerial of 26-38 Saunders Street

Background

26-38 Saunders Street was included in the Department of Planning's initial study. In this review it was given an FSR of 6.50 and a height of approximately 77m (measured off of the model), as shown in Figure 86. The study did not consider good design for wind, the poor amenity of the surrounding streets, and effects of sunlight on surrounding sites. These controls can be seen.

In response to feedback from the exhibition process, the City of Sydney modified its scheme for 26-38 Saunders Street to further account for wind challenges. The image at right in Figure 86 shows the modified tower form. Table 23 below summarises these modifications and detailed discussion is provided further on in this section.

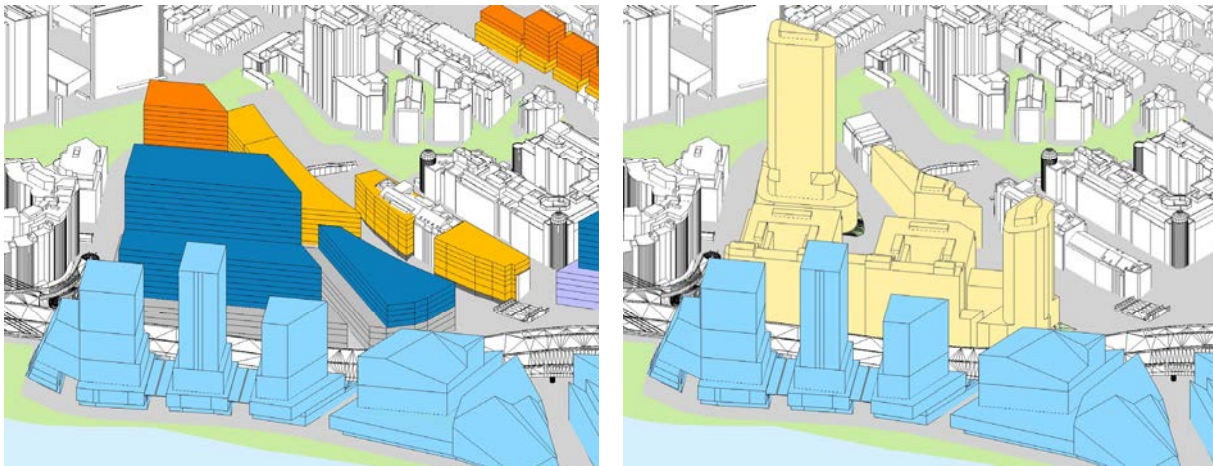


Figure 86 – comparison of Department of Planning's initial study and City of Sydney's updated study for 26-38 Saunders Street

Table 23 – Department of Planning's initial study for 26-38 Saunders Street

	Department of Planning's initial study	Proposed form
Gross floor area	20,254 sqm	23,100 sqm
Floor space ratio	6.5	7.0 + Des. Ex.
Height of building	77m (HoB not specified & plant excl.)	108m
Height in storeys	23 (HiS not specified)	36^
Deep soil	0%	15%

Existing controls

26-38 Saunders Street is currently occupied by a strata residential building. The building is generally built to the street frontage along Saunders Street and to the western and north frontages along Quarry Master Drive, with small sections of articulation. Along the eastern frontage to Quarry Master Drive is a central courtyard, primarily occupied by communal open space. The existing controls can be seen in Table 24 below. The layout and position of the site can be seen in Figure 87.

Table 24 – existing building and existing planning controls for 26-38 Saunders Street

	Existing building	Existing controls
Land use & zoning	<i>Residential</i>	R1 – GR
Floor space ratio	<i>2.56 approx.</i>	3.0
Height of building	<i>19.5m</i>	24m
Height in storeys	<i>6</i>	7
Deep soil	<i>TBC</i>	10%

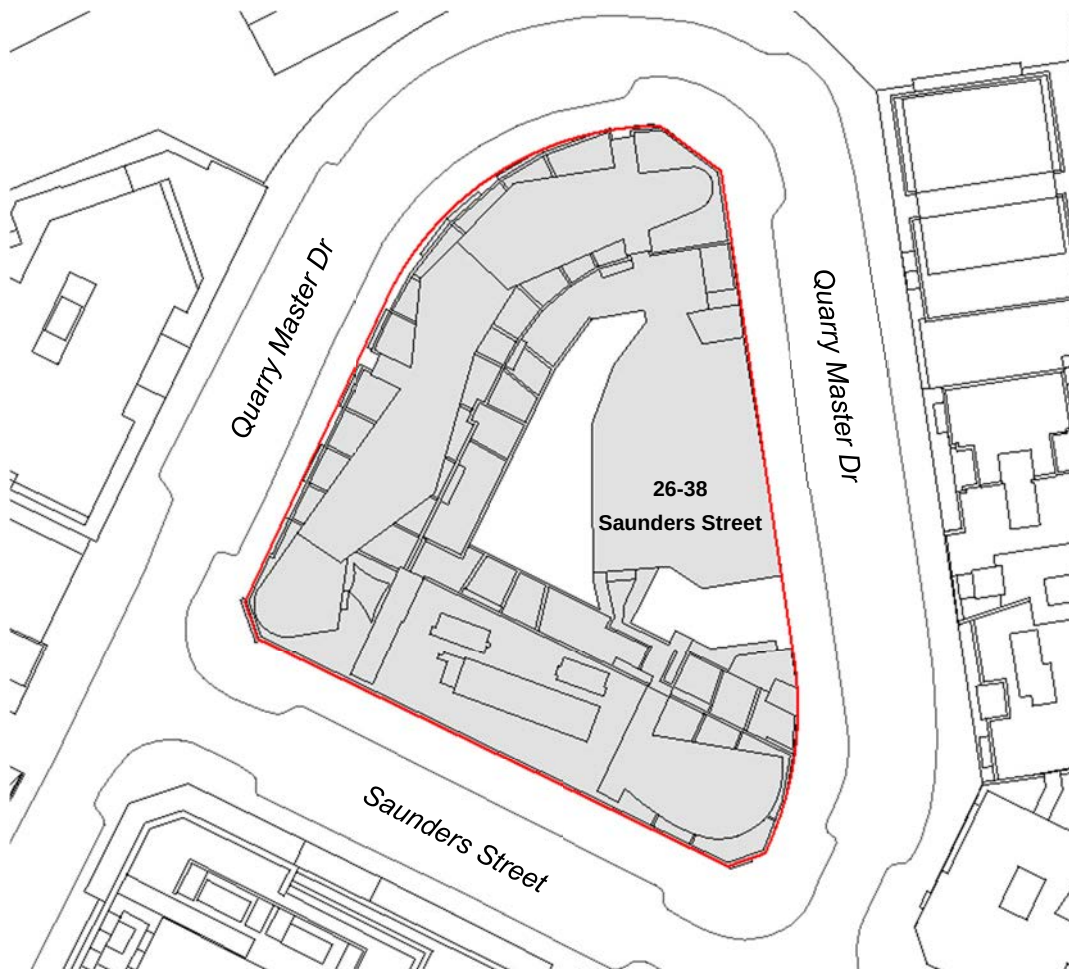


Figure 87 – existing site plan for 26-38 Saunders Street

Urban design principles

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

The building envelope is setback three metres from Quarry Master Drive with a deep soil area that provides for additional street tree canopy and plantings.

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

The strip of deep soil is open to the street and extends the publicly accessible area of Quarry Master Drive.

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 88).

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

Along with the street setback, the height of the street wall to Quarry Master Drive provides additional sunlight into the street. Keeping the street wall low and setback for better street conditions results in the additional floor area being located in a tower form.

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good design for wind and noise –

The site is exposed to winds from several directions. Curved corners, and podium setbacks seek to minimise the effects of downdrafts. Further study is required, and the building form may require further adjustments to ensure safety and comfort on surrounding footpaths and publicly accessible open space.

The site is not exposed to noise, being protected by buildings between Saunders and Bank streets from the noise of the Anzac Bridge approach.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

The street setbacks and tower placement have been carefully placed to allow more sunlight and light into the streets, see Figure 89, so that more than half the surrounding streets will now receive more than 2 hours sunlight in midwinter.

Maximise development within constraints –

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

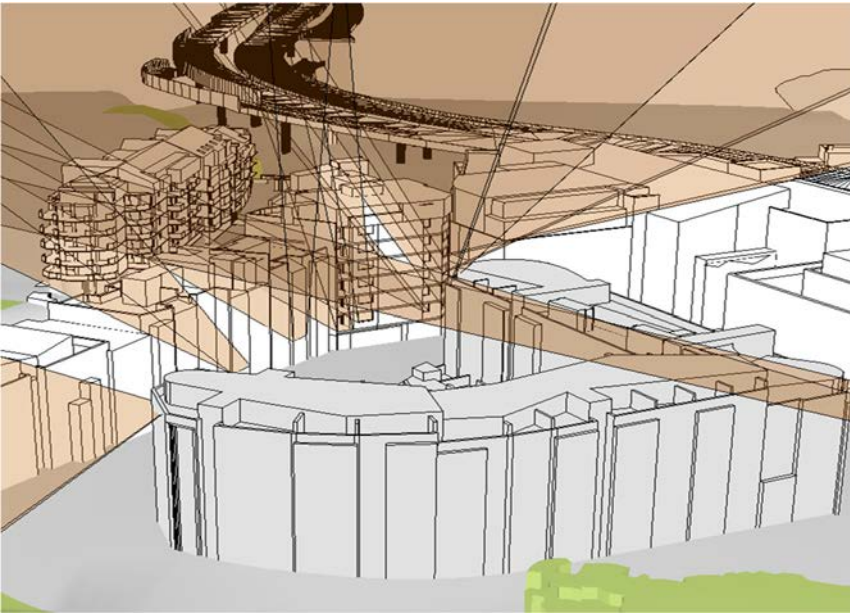


Figure 88 – solar access to adjoining residential properties

Ultimo Pyrmont Urban Design Study



Area of street surface receiving	less than 15 min	15min-2hrs	more than 2 hrs
Existing condition	15%	35%	51%
Exhibited scheme	11%	35%	54%
Modified scheme	11%	36%	53%

Figure 89 – solar access to streets around 26-38 Saunders Street, from 9am – 3pm, June 21

Ultimo Pyrmont Urban Design Study

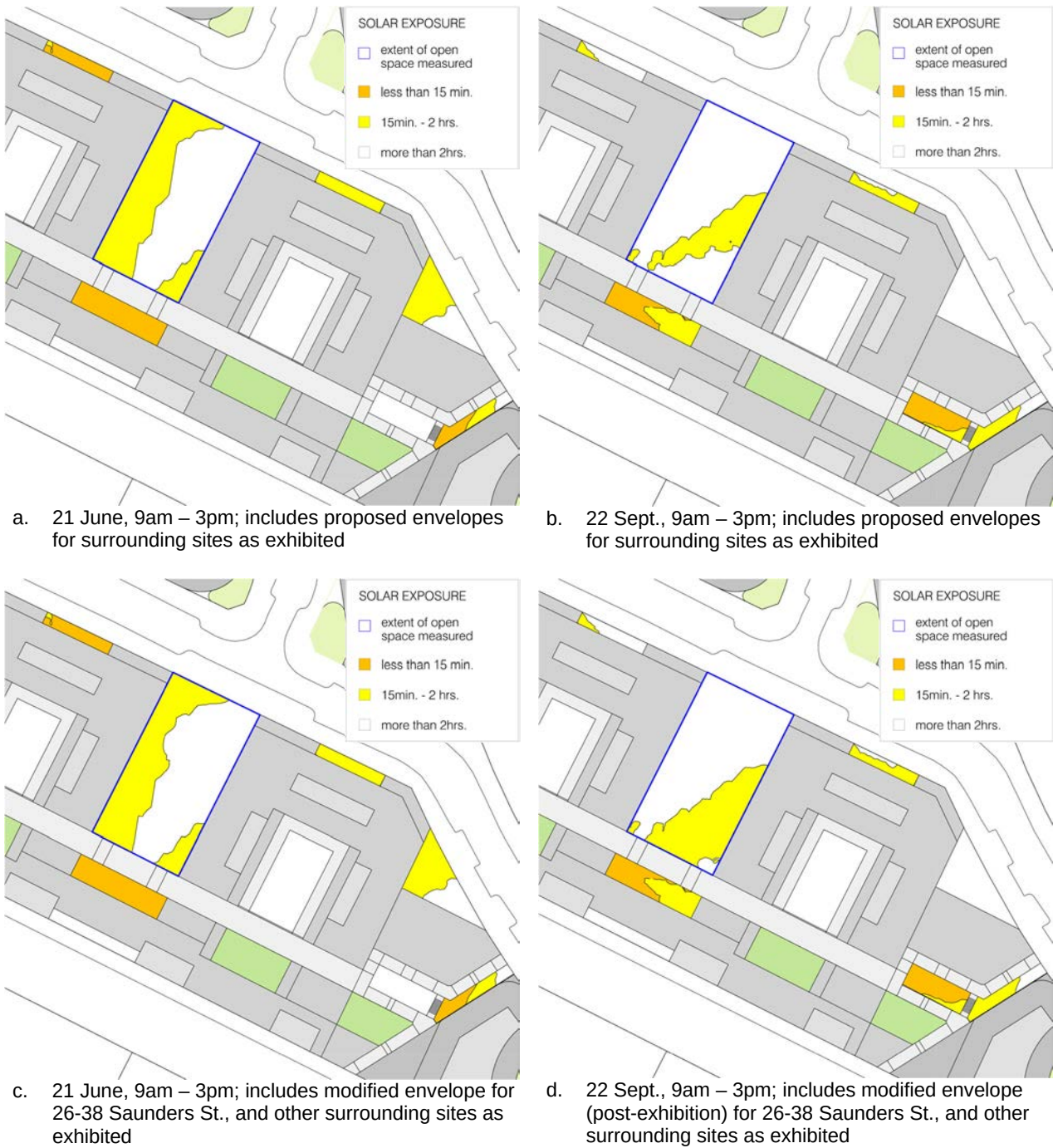


Figure 90 – solar access to square at 1-33 Saunders Street

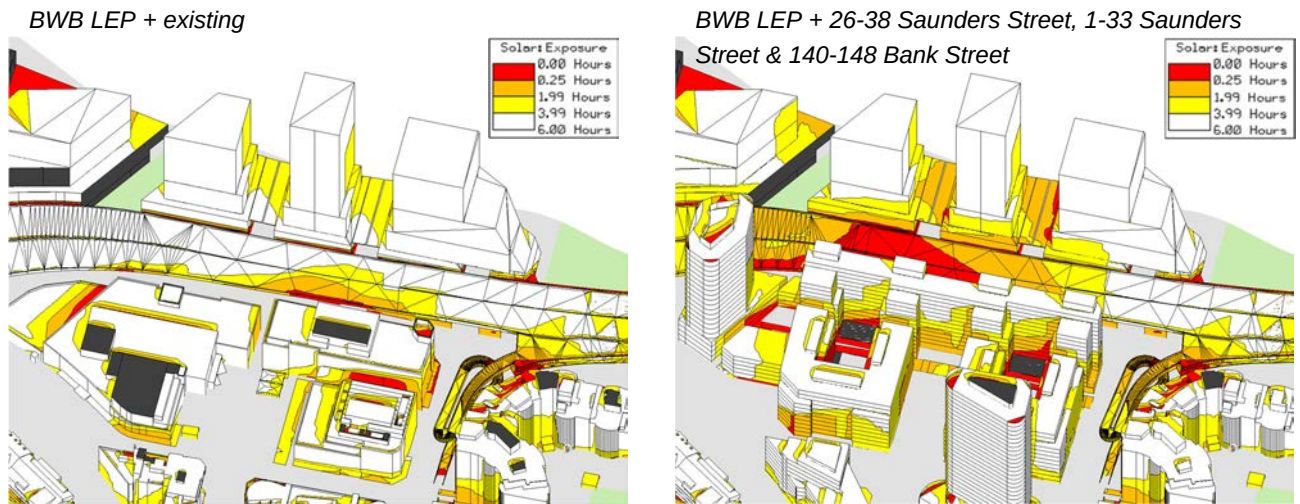


Figure 91 – Solar access to Blackwattle Bay planning envelopes, 21 June, 9am – 3pm

Proposed controls

The building form for this site comprises a podium with upper level setbacks to a tower form above. These setbacks are intended to ameliorate the impacts of wind at street level. Feedback received during the exhibition process indicated that despite these setbacks, wind speeds would continue to be a challenge in the vicinity.

In response, modifications to the tower form are proposed to address these challenges. They include adding a 'wind void' level above the podium at the base of the tower. The footprint of the floor plate at this level is recessed to allow relief from down wash effects of wind hitting the tower and affecting conditions at the street level.

Changes to the proposed controls include an FSR of 7:1 with a Design Excellence clause; a height limit of 123 metres (RL 135 m) and 36 storeys. The requirements for deep soil, setbacks at street level and upper levels, and street wall heights around the podium remain unchanged. The modified controls are summarised in Table 25 below. Details of heights, setbacks, etc. are indicated in Figure 92 and Figure 93.

Table 25 – proposed planning controls for 26-38 Saunders Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	R1 – GR	Mixed Use
Floor space ratio	<i>2.56 approx.</i>	3.0	7.0+ Des. Ex.
Height of building	<i>19.5m</i>	24m	123m (<i>RL135m</i>)
Height in storeys	6	7	36^
Deep soil	<i>n/a</i>	10%	15%

Details of the 'wind void' storey at the base of the tower are illustrated in Figure 93 below. This 'wind void' storey must provide a clear horizontal break in the building form that:

- is located at least above the level of any upper level setback to the building podium;
- is a minimum of 9 metres in height to minimise wind downdraft at street level;
- allows access only for maintenance; and
- minimises physical elements in the break other than vertical circulation, structural columns, and plant equipment.



Figure 92 – site plan of modifications to proposed controls for 26-38 Saunders Street

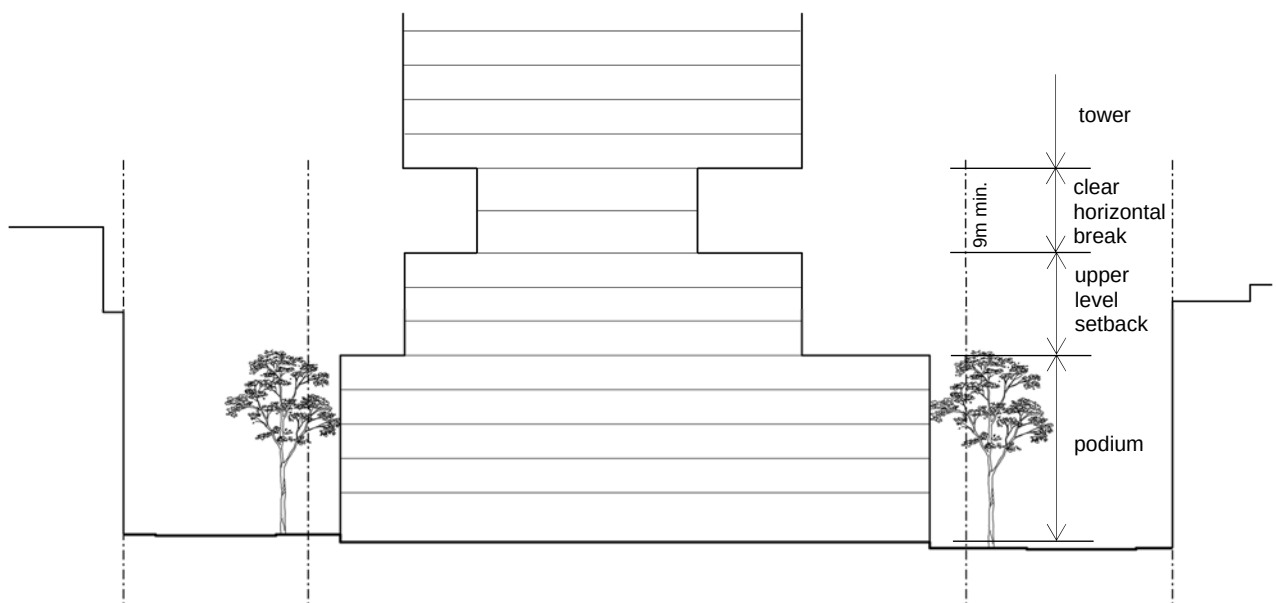


Figure 93 – cross section showing the 'wind void' storey providing a clear horizontal break in the tower form to manage wind impacts

Visualisation



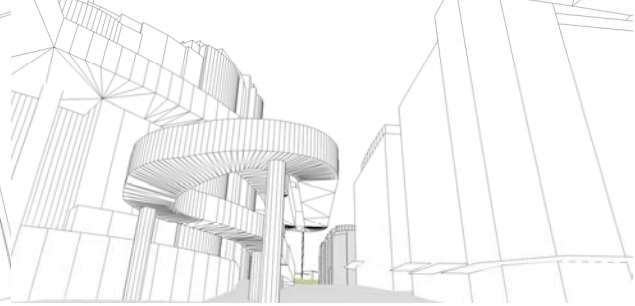
Figure 94 – view locations

Existing (28 mm lens - wide angle view)

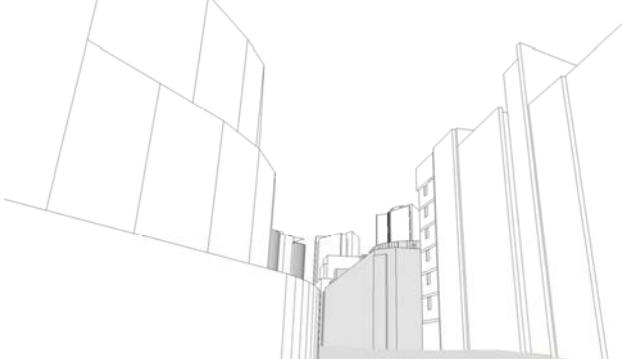
View north along Quarry Master Drive (east)



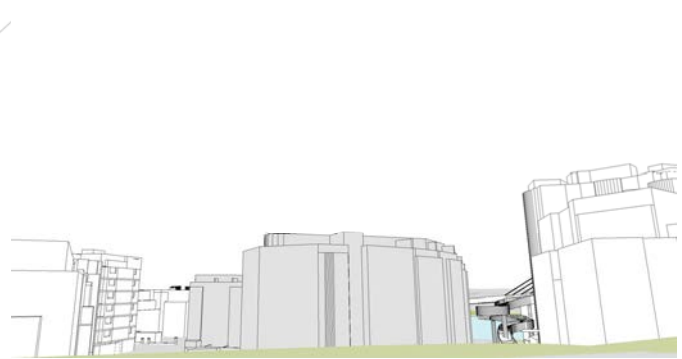
View north along Quarry Master Drive (west)



View west along Saunders Street

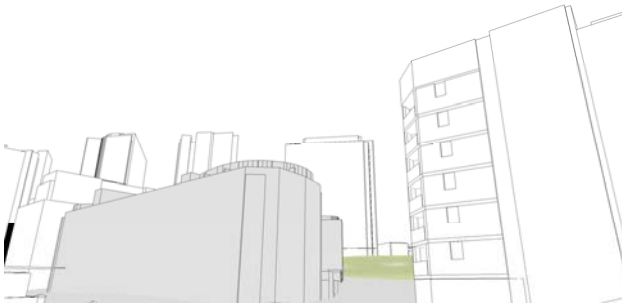


View south from Carmichael Park

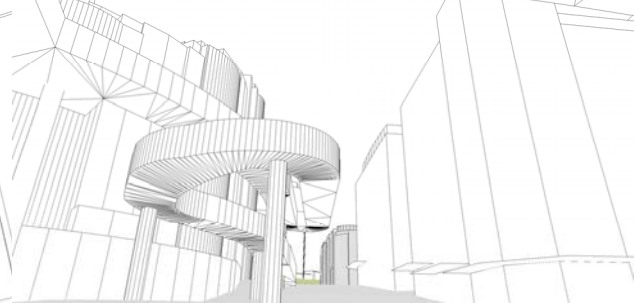


Existing + approved (28 mm lens - wide angle view)

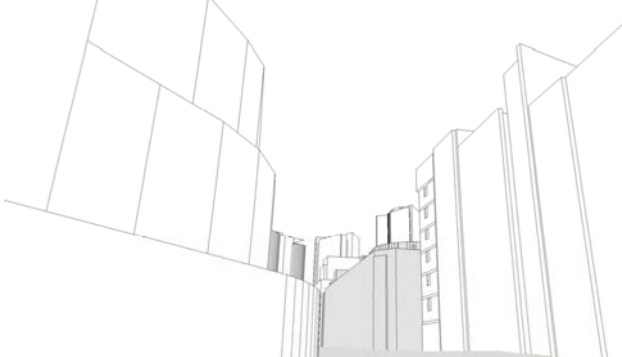
View north along Quarry Master Drive (east)



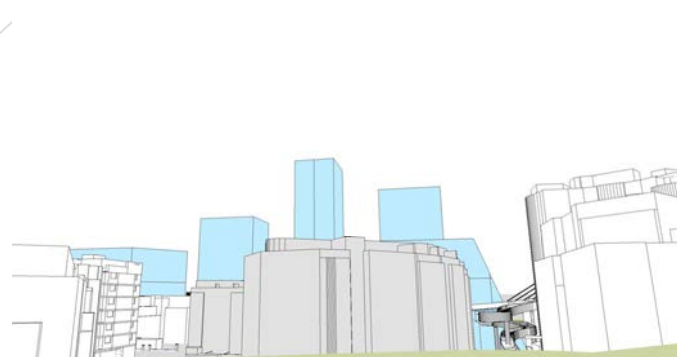
View north along Quarry Master Drive (west)



View west along Saunders Street

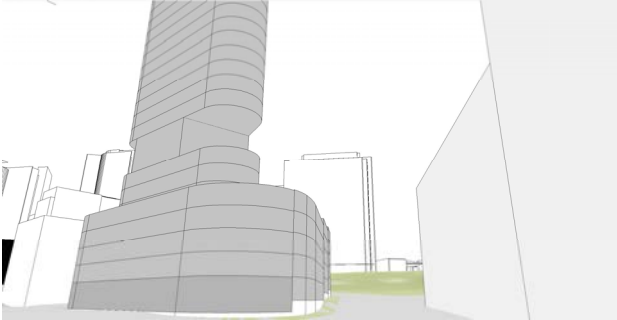


View south from Carmichael Park

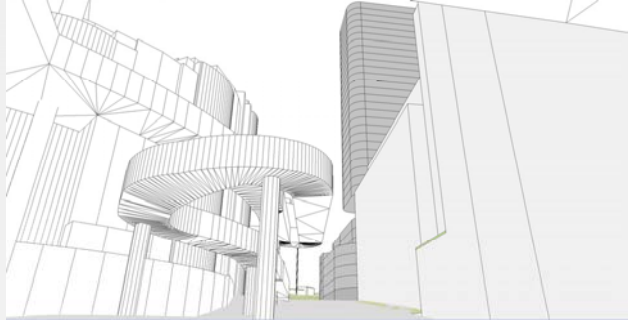


Proposed (28 mm lens - wide angle view)

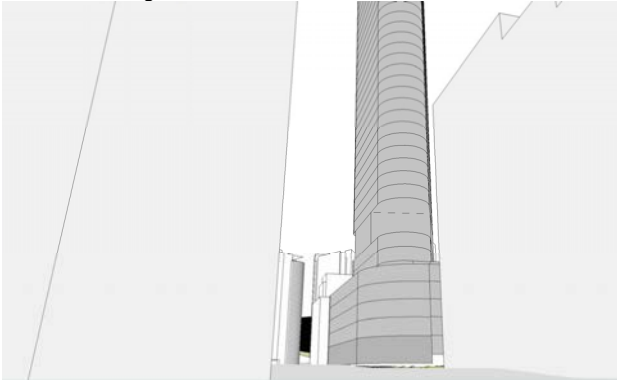
View north along Quarry Master Drive (east)



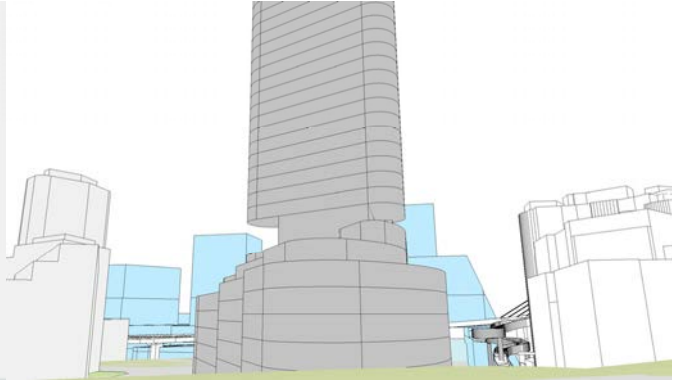
View north along Quarry Master Drive (west)



View west along Saunders Street



View south from Carmichael Park



Elevation – looking east

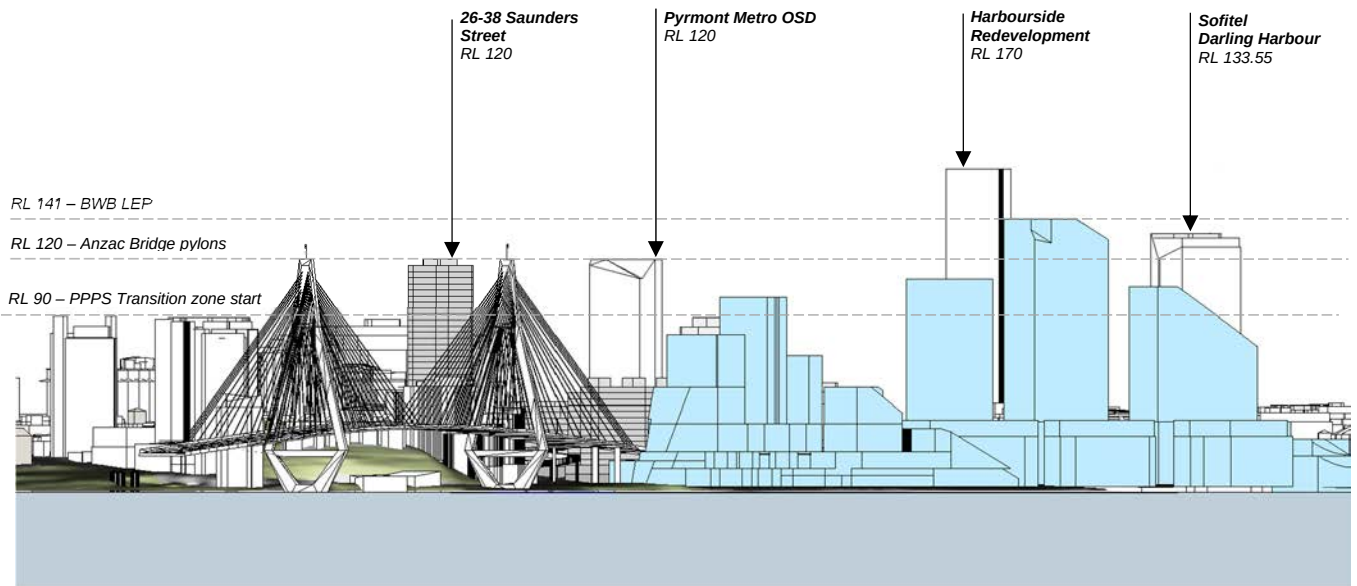


Figure 95 – building envelopes as exhibited late 2024

- building envelopes in BWB LEP
- envelopes proposed by CoS

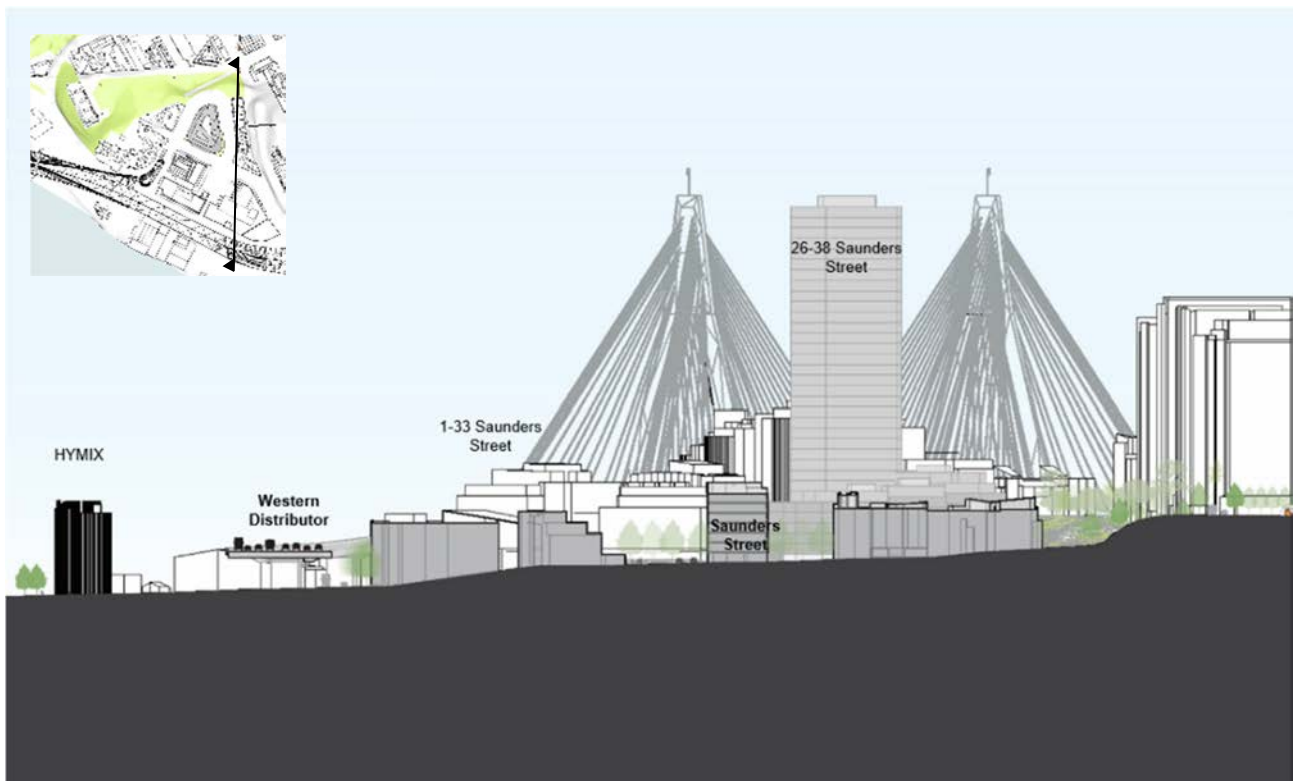


Figure 96 - cross section looking west showing 26-38 Saunders St envelope as exhibited late 2024

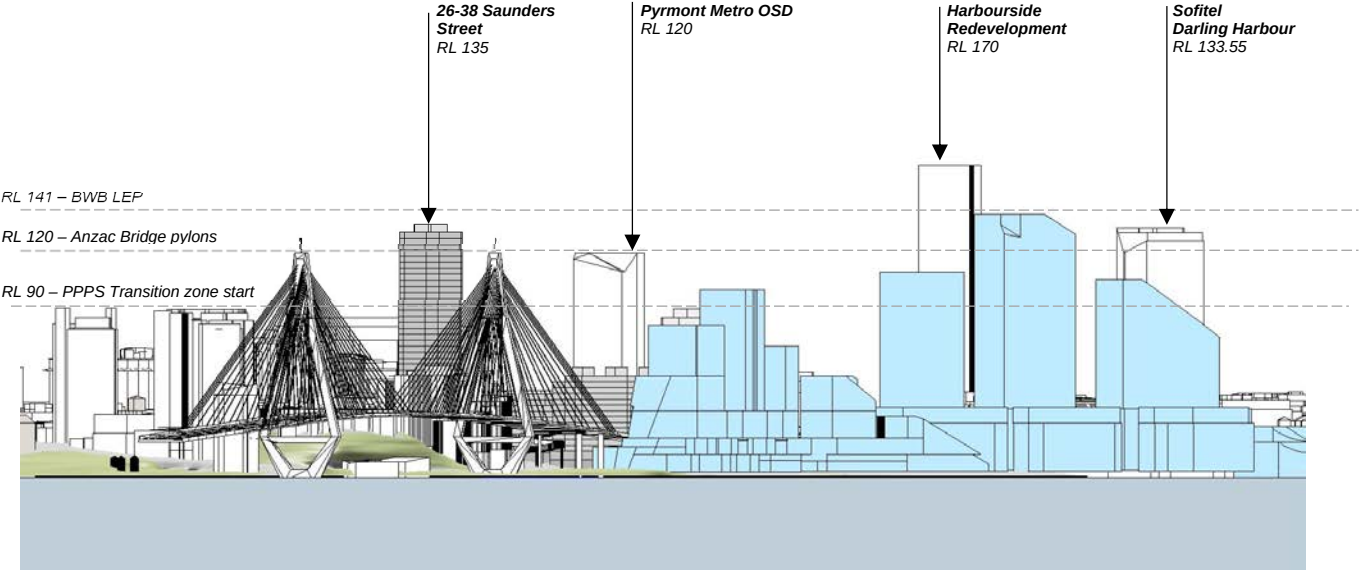


Figure 97 - building envelopes as modified after exhibition

- building envelopes in BWB LEP
- envelopes proposed by CoS

14 Quarry Master Drive

Overview

14 Quarry Master Drive (Lot 98 DP 1013159, Lots 1-21 SP 70798, Lots 23-63 SP 71480) fronts (clockwise) Quarry Master Drive to the west, a light rail corridor to the east and Saunders Street to the south. Within the northern section of the site is a small pedestrian arcade that connects to a bridge across the light rail cutting, connecting to the Jones Street Pocket Park (refer Figure 98 and Figure 99).

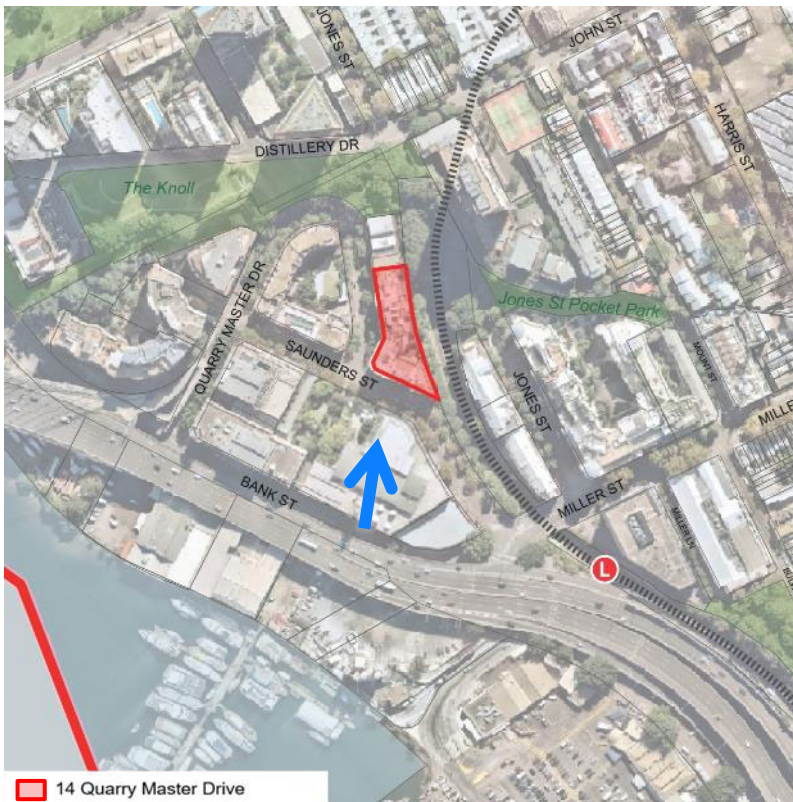


Figure 98 – location plan of 14 Quarry Master Drive

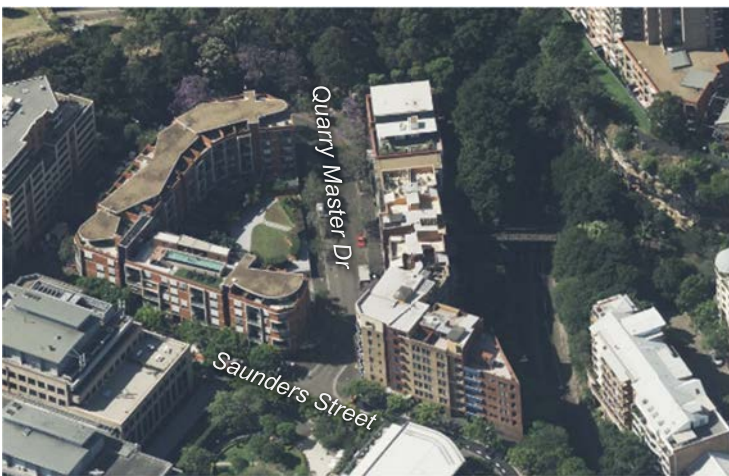


Figure 99 – oblique aerial of 14 Quarry Master Drive

Background

14 Quarry Master Drive was included in the Department of Planning's initial study. In this review it was given an FSR of 7.0 and a height of 35m. The study did not consider the poor connections to existing open space to the east of the site, the existing poor connections of the streets, and effects of sunlight on surrounding sites. These envelopes and corresponding controls can be seen in Figure 100 and Table 26, respectively.

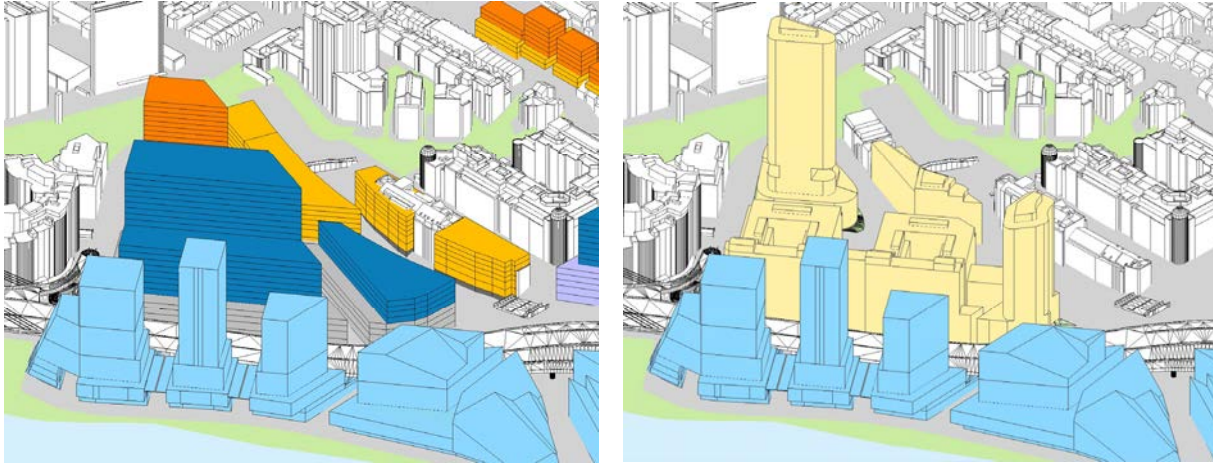


Figure 100 – comparison of Department of Planning's initial study and City of Sydney's study for 14 Quarry Master Drive

Table 26 – Department of Planning's initial study for 14 Quarry Master Drive

	Department of Planning's initial study	City of Sydney's study
Gross floor area	12,166 sqm	7,409 sqm
Floor space ratio	7.0	3.88 + DesEx
Height of building	35m	35m
Height in storeys	8 (<i>HiS not specified</i>)	10
Deep soil	7.5% (<i>DS not specified</i>)	15%

Existing controls

14 Quarry Master Drive is currently occupied by an eight-storey residential building, with a small retail use on the corner of Saunders Street and Quarry Master Drive. The building is generally built to the street frontages, with minor setbacks and areas of articulation, there is an approximately three metre setback to the light rail corridor. The existing controls and layout of the site can be seen in Table 27 and Figure 101, respectively.

Table 27 – existing building and existing planning controls for 14 Quarry Master Drive

	Existing building	Existing controls
Land use & zoning	<i>Residential</i>	R1 – GR
Floor space ratio	<i>TBC</i>	3.5
Height of building	<i>26.5m</i>	27m
Height in storeys	8	8
Deep soil	<i>TBC</i>	10%

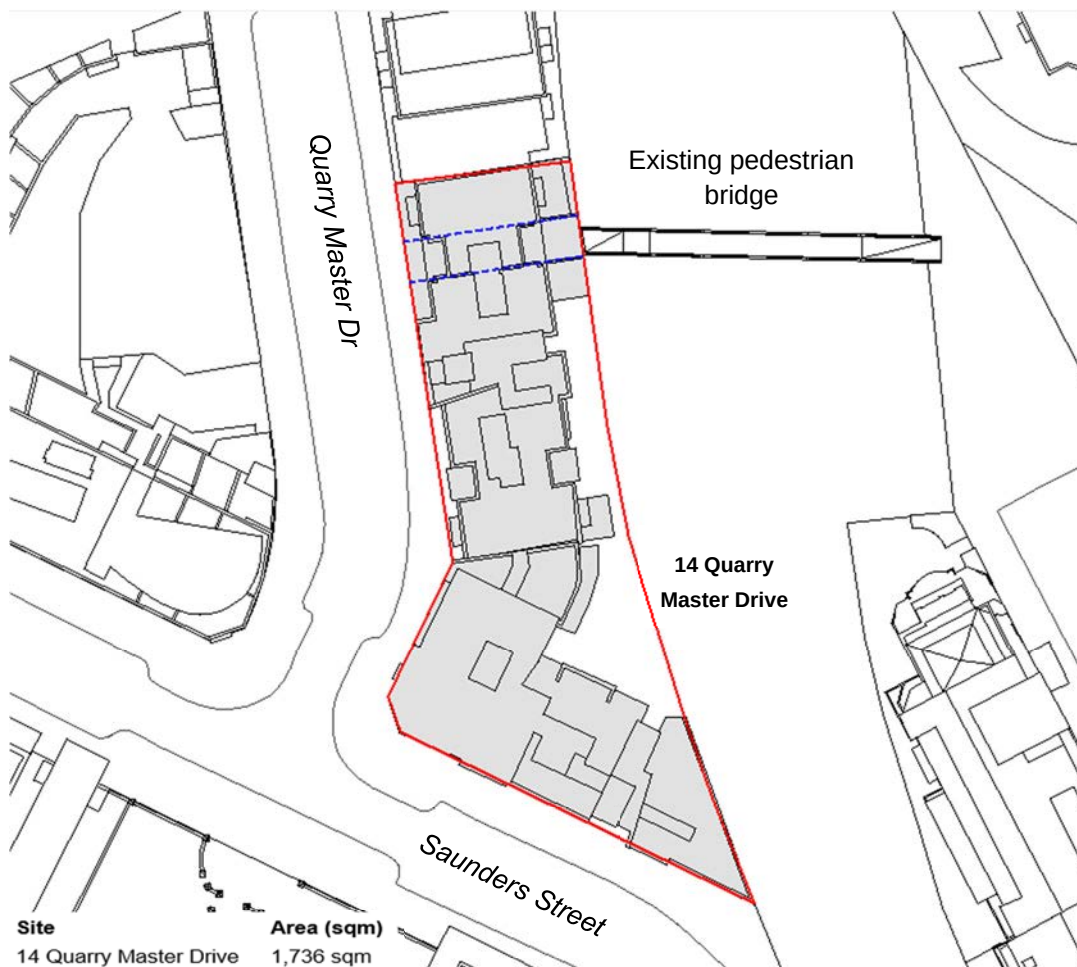


Figure 101 – existing site plan for 14 Quarry Master Drive

Urban design principles

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

The building envelope is setback three metres from the light rail corridor; a larger setback on the corner of Quarry Master Drive and Saunders Street; and a wider, open to the sky, connection to the bridge over the light rail line; with deep soil areas that will accommodate additional street tree canopy and plantings.

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

The setback on the corner of Quarry Master Drive and Saunders Street; and the wider, open to the sky, connection to the bridge over the light rail line open to and extends the publicly accessible areas of the locale.

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 102).

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

Along with the street setback, the height of the street wall to Quarry Master Drive provides additional sunlight into the street.

Conserve **heritage** values –

There are no heritage items in the vicinity.

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 being protected by buildings between Saunders and Bank streets from the noise of the Anzac bridge approach.

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The site is not affected by view corridors.

More light into the streets –

The street setbacks have been carefully placed to allow more sunlight and light into the streets, see figure 80, so that more than half the surrounding streets will now receive more than 2 hours sunlight in midwinter.

Maximise development within constraints –

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

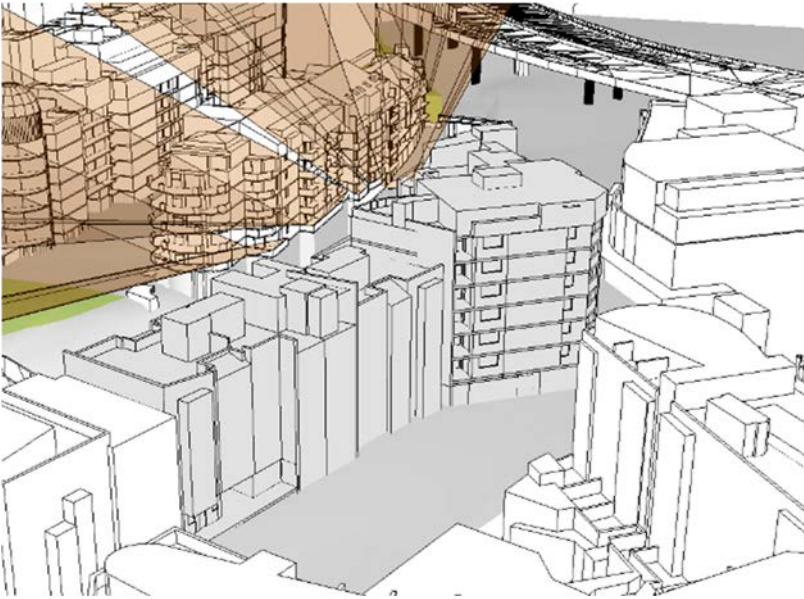


Figure 102 – solar access to adjoining residential properties

Proposed controls

For 14 Quarry Master Drive, the proposed controls are for a residential use, with ground floor retail fronting Saunders Street. There is an FSR of 3.88:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 28 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 103.

Table 28 – proposed planning controls for 14 Quarry Master Drive

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	R1 – GR	Mixed Use
Floor space ratio	<i>TBC</i>	3.5	3.88 + DesEx
Height of building	<i>26.5m</i>	27m	35m
Height in storeys	8	8	10
Deep soil	<i>TBC</i>	10%	15%



Figure 103 – proposed site plan for 14 Quarry Master Drive

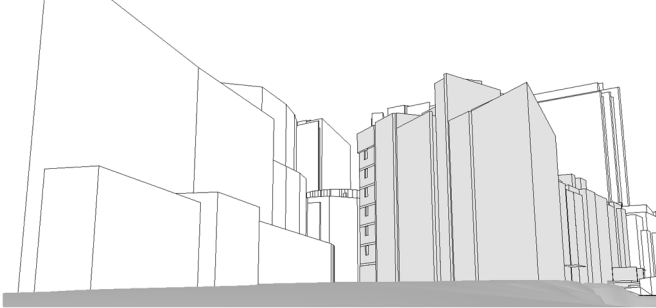
Visualisation



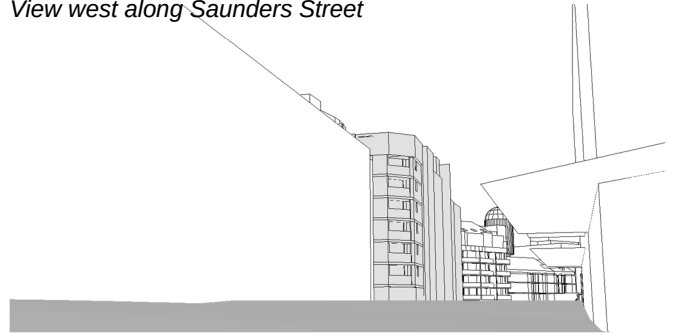
Figure 104 – view locations

Existing

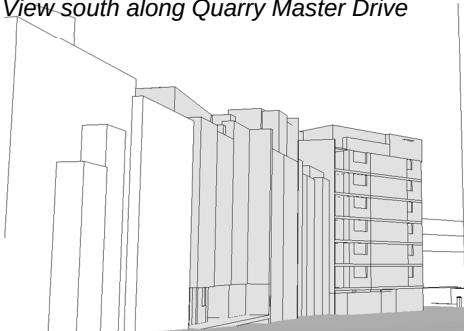
View north along Saunders Street



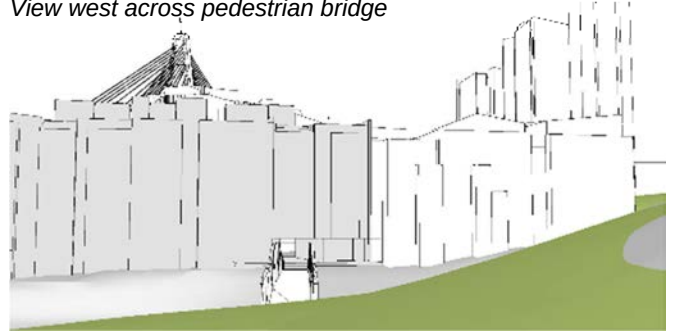
View west along Saunders Street



View south along Quarry Master Drive



View west across pedestrian bridge

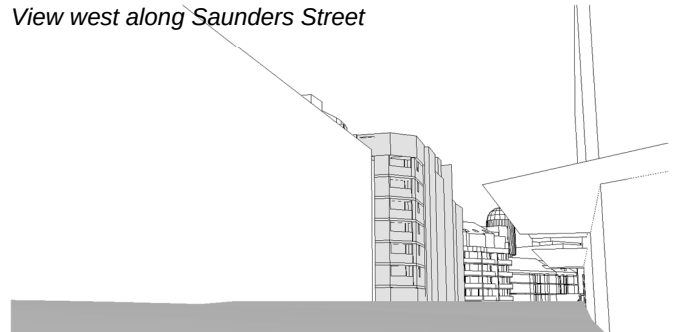


Existing + approved

View north along Saunders Street



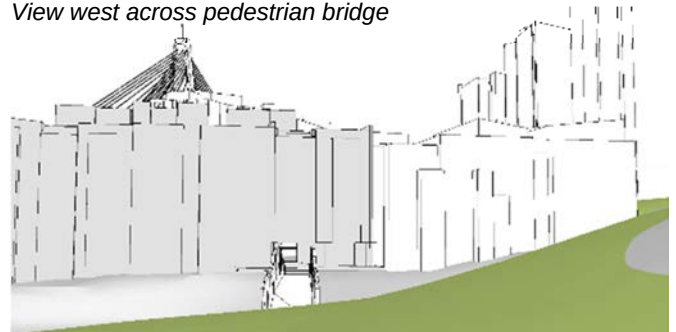
View west along Saunders Street



View south along Quarry Master Drive

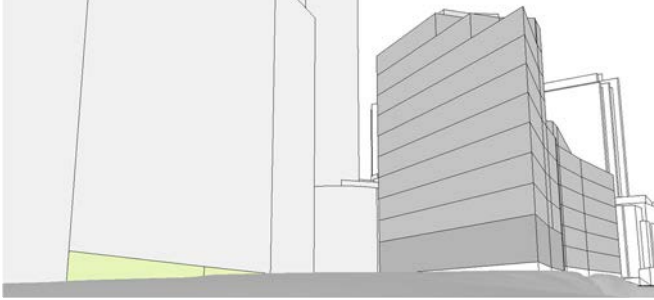


View west across pedestrian bridge



Proposed

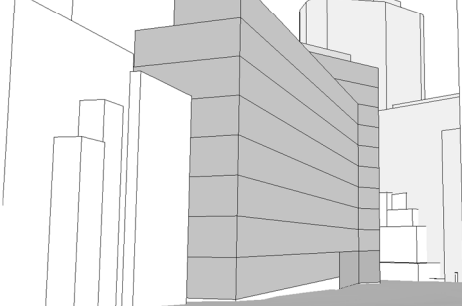
View north along Saunders Street



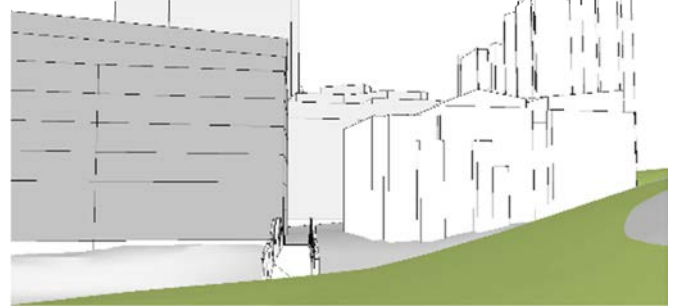
View west along Saunders Street



View south along Quarry Master Drive



View west across pedestrian bridge

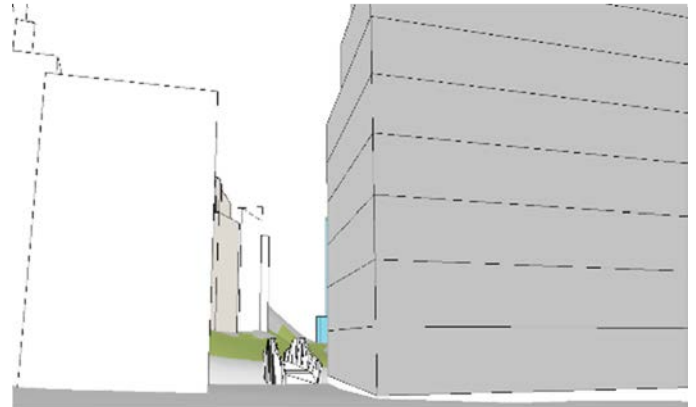


Proposed connection to light rail overbridge

Existing view east from Quarry Master Drive (35mm)



Proposed view east from Quarry Master Drive (35mm)



80-84 Harris Street

Overview

80-84 Harris Street ((Lot D DP 50010; Lot 1 DP 131342; and Lot 31 DP 1109942, Lots 1-10 SP 79258) are three adjoining sites located towards the northern end of Harris Street, in close proximity to the John Street Square light rail station (refer Figure 105 and Figure 106).



Figure 105 – location plan of 80-84 Harris Street



Figure 106 – oblique aerial of 80-84 Harris Street

Background

80-84 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 80-84 Harris Street was identified as a site capable of change.

Existing controls

80-84 Harris is currently occupied by three separate buildings. 80 Harris Street and 82 Harris Street both contain heritage listed two-storey commercial buildings, occupied by retail and commercial uses. 84 Harris Street contains a four-storey residential building with a ground floor retail tenancy, held in a strata. These controls and the layout and position of the site can be seen in Table 29 and Figure 107, respectively.

Table 29 – existing building and existing planning controls for 80-84 Harris Street

	Existing building	Existing controls
Land use & zoning	<i>Commercial & Residential</i>	<i>MU1 – MU</i>
Floor space ratio	<i>2.13 approx.</i>	<i>1.25</i>
Height of building	<i>15m</i>	<i>9m</i>
Height in storeys	<i>4^</i>	<i>2</i>
Deep soil	<i>TBC</i>	<i>10%</i>



Figure 107 – existing site plan for 80-84 Harris Street

Urban design principles

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

The rear courtyard provides for a substantial piece of deep soil suitable for tree planting that will add shade to the interior of the block.

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

The conservation of heritage significant buildings and their street wall setting means that additional publicly accessible open space is not possible on this 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 108).

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

The Harris Street street wall is maintained with the conserved and new buildings. The rear taller building is well setback from the street wall.

Conserve **heritage** values –

The buildings at 80 and 92 Harris Street are conserved. The new building at 84 Harris Street aligns with the existing heritage buildings to appropriate to their setting.

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 –

The residential use is maintained on this site.

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.

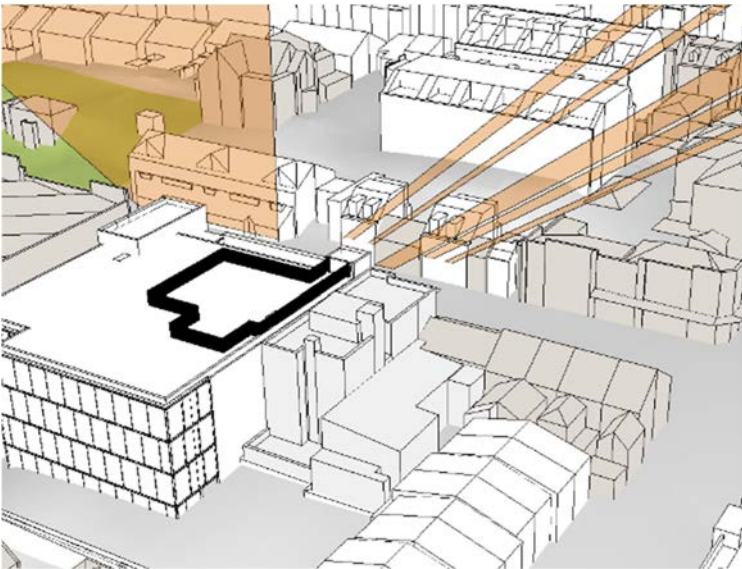


Figure 108 – solar access to adjoining residential properties

Proposed controls

For 80-84 Harris Street, the proposed controls are for a residential uses above lower-level retail and commercial uses with an FSR of 3.0:1; a height limit of 32 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 30 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 109.

Table 30 – proposed planning controls for 80-84 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Comm & Residential</i>	<i>MU1 – MU</i>	<i>Mixed use</i>
Floor space ratio	<i>2.13 approx.</i>	<i>1.25</i>	<i>3.0</i>
Height of building	<i>15m</i>	<i>9m</i>	<i>32m</i>
Height in storeys	<i>4^</i>	<i>2</i>	<i>8^</i>
Deep soil	<i>TBC</i>	<i>10%</i>	<i>10%</i>



Figure 109 – proposed site plan for 80-84 Harris Street

Visualisation



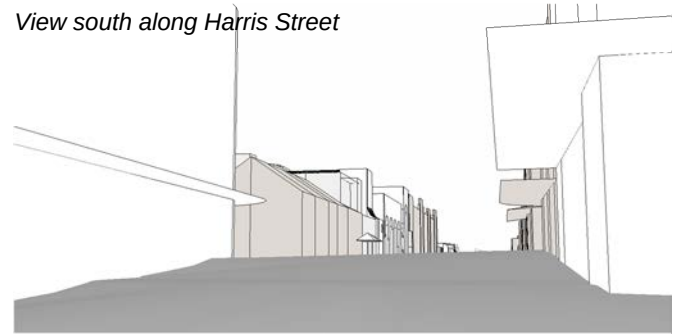
Figure 110 – view locations

Existing

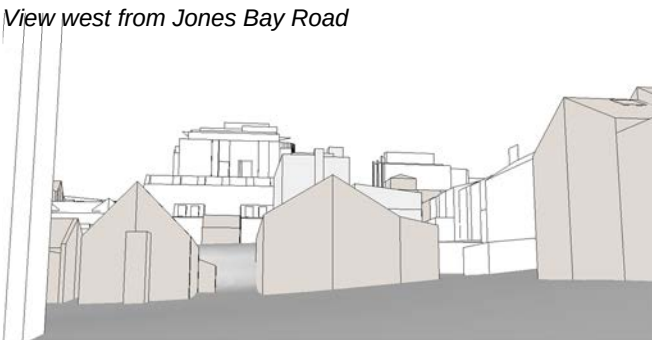
View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street



Existing + approved

View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street

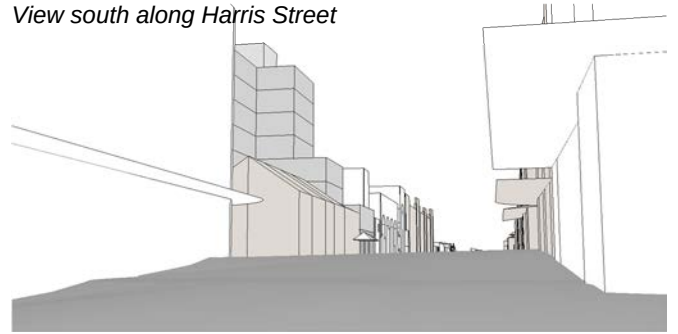


Proposed

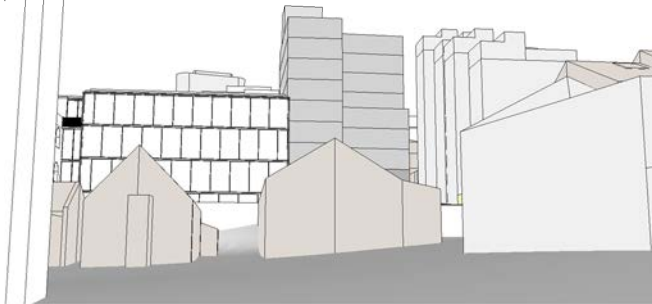
View north along Harris Street



View south along Harris Street



View west from Jones Bay Road



View east along John Street



79-93 John Street

Overview

79-93 John Street contain eight separate lots on the southern side of John Street, between Harris Street and Pymont Street, as follows:

- 79 John Street (Lot 11 DP 1007905)
- 81 John Street (Lot 10 DP 1007905)
- 83 John Street (Lot 1 DP 611040)
- 85 John Street (Lot 301 DP 232783)
- 87 John Street (Lot 1 DP 567806)
- 89 John Street (Lot 21 DP 1123226)
- 91 John Street (Lot 22 DP 1123226)
- 93 John Street (Lot 23 DP 1123226)

The location and existing buildings can be seen in Figure 111 and Figure 112 below.



Figure 111 – location plan of 79-93 John Street



Figure 112 – oblique aerial of 79-93 John Street

Background

79-93 John Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 79-93 John Street was identified as a site capable of change.

Existing controls

79-93 John Street are currently occupied by eight terrace houses, formed in pairs of two. Each terrace was originally two storeys, however at least one has added a third level through an attic conversion. The existing site controls can be seen in Table 31 below, while the layout and position of the buildings can be seen in Figure 113.

Table 31 – existing building and existing planning controls for 79-93 John Street

	<i>Existing building</i>	Existing controls
79-81 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.15	1.25
Height of building	8m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
83-85 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	8m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
87-89 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	9m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.
91-93 John Street		
Land use & zoning	<i>Residential</i>	B4 – MU
Floor space ratio	1.03	1.25
Height of building	9m	9m
Height in storeys	2	2
Deep soil	-	16m ² min.



Figure 113 – existing site plan for 79-93 John Street

Urban design principles

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

The small lots contain appropriately sized deep soil gardens at their rears and where there is existing substantial street trees setbacks protect their canopy and contain deep soil for additional planting.

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

The small lot frontage and setbacks mean that there is no opportunity to provide publicly accessible open space on these sites.

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 114).

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

The buildings combine to form a street wall similar in height to the buildings opposite on John Street.

Conserve **heritage** values –

There are no heritage items in the vicinity.

Good **design for wind and noise** –

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

The sites are not exposed to noise.

Match **land use** to place –

The residential use is maintained on these sites.

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 114 – solar access to adjoining residential properties

Proposed controls

For 79-93 John Street, the proposed controls are for residential uses, with ground floor retail uses to John Street for 79-81 and 83-85 John Street. As shown Table 32, a different FSR and height has been developed for each site; with all having a deep soil requirement for at least 15% of the site. 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 115

Table 32 – proposed planning controls for 79-93 John Street

	<i>Existing building</i>	<i>Existing controls</i>	<i>Proposed controls</i>
79-81 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Mixed use
Floor space ratio	<i>1.15</i>	1.25	3.04
Height of building	<i>8m</i>	9m	28m
Height in storeys	<i>2</i>	2	7
Deep soil	-	16m ² min.	15%
83-85 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Mixed use
Floor space ratio	<i>1.03</i>	1.25	2.71
Height of building	<i>8m</i>	9m	25m
Height in storeys	<i>2</i>	2	6
Deep soil	-	16m ² min.	15%
87-89 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Residential
Floor space ratio	<i>1.03</i>	1.25	2.52
Height of building	<i>9m</i>	9m	25m
Height in storeys	<i>2</i>	2	6
Deep soil	-	16m ² min.	15%
91-93 John Street			
Land use & zoning	<i>Residential</i>	B4 – MU	Residential
Floor space ratio	<i>1.03</i>	1.25	2.02
Height of building	<i>9m</i>	9m	22
Height in storeys	<i>2</i>	2	5
Deep soil	-	16m ² min.	15%



NOTE: 87-89 John Street currently have the same owner

Figure 115 – proposed site plan for 79-93 John Street

Visualisation



Figure 116 – view locations

Existing

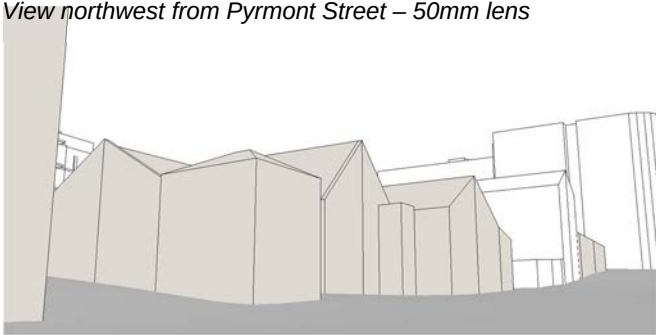
View east along John Street – 50mm lens



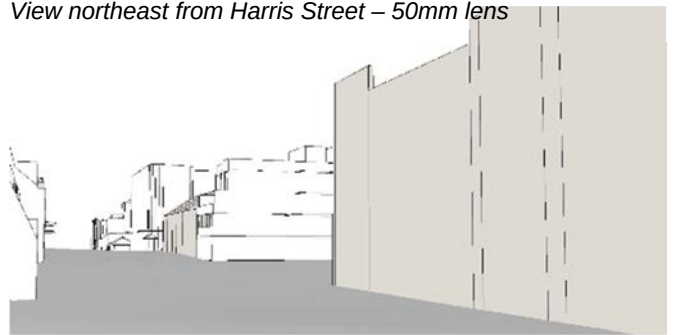
View west along John Street – 50mm lens



View northwest from Pymont Street – 50mm lens



View northeast from Harris Street – 50mm lens



Existing + approved

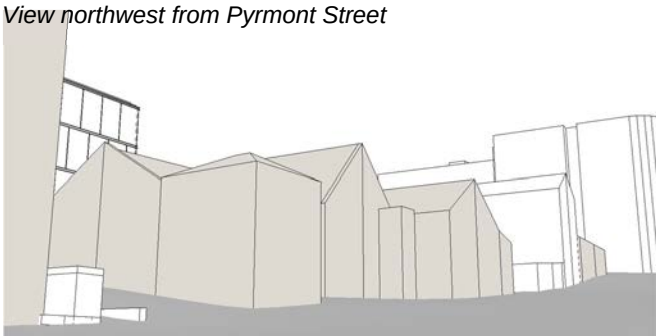
View east along John Street



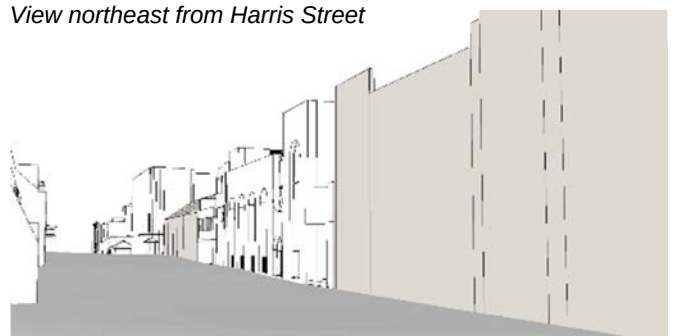
View west along John Street



View northwest from Pymont Street

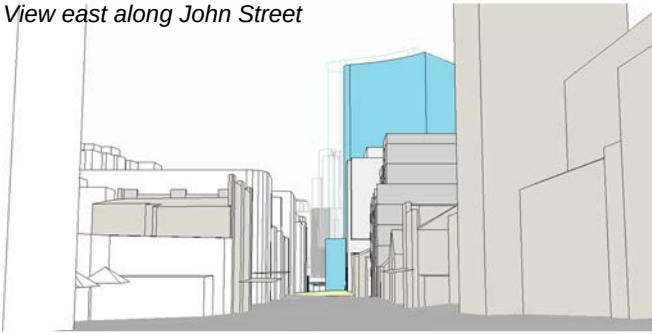


View northeast from Harris Street



Proposed

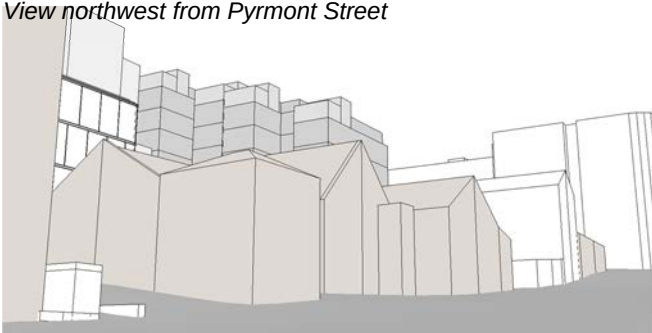
View east along John Street



View west along John Street



View northwest from Pymont Street



View northeast from Harris Street



12 Pymont Street

Overview

12 Pymont Street (Lot 1 – 8 DP 1118495, and Lot 1 – 7 DP 4520) is located on the northern side of the junction of Pymont Street and Jones Bay Road. The site contains frontages to both streets, however, excludes the smaller corner sites which contain three heritage-listed terrace houses (refer Figure 118 and Figure 118).



Figure 117 – location plan of 12 Pymont Street

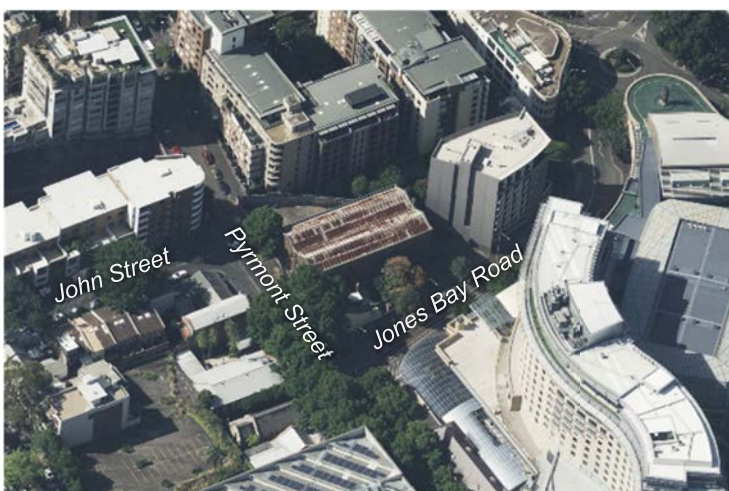


Figure 118 – oblique aerial of 12 Pymont Street

Background

12 Pymont Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 12 Pymont Street was identified as a site capable of change.

Existing controls

12 Pymont Street is currently occupied by the heritage listed 'Slades Building'; a three storey Federation style warehouse. The building (predating the current site configuration), fronts Pymont Street with no setback, with two irregular parcels of land to its north along Pymont Street and south along Jones Bay Road. The building is presently vacant and in very poor condition. The existing controls and the layout and position of the site can be seen in Table 33 and Figure 119 respectively.

Table 33 – existing building and existing planning controls for 12 Pymont Street

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Unoccupied</i>	B3 – CC
Floor space ratio	<i>0</i>	1.75
Height of building	<i>17m</i>	22m
Height in storeys	<i>3</i>	-
Deep soil	<i>N/A</i>	10%



Figure 119 – existing site plan for 12 Pymont Street

Urban design principles

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

An existing large tree near Jones Bay Road has a canopy that extends over the site and will be preserved with deep soil under it for additional planting (refer Figure 122). The John Street view corridor is maintained as deep soil and is available for tree planting.

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

The view corridor is publicly accessible open space extending the public space of John Street into the site, allowing for tree planting and the site for future heritage interpretation.

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 street wall along Jones Bay Road responds to and extends the existing street wall.

Conserve **heritage** values –

The existing heritage significant building on the site is conserved and carefully built up to and above by new construction, its walls becoming a feature of the new interiors. Its form and material construction remain visible from the surrounding streets. The new building sits back from the street over the existing building in geometrical alignment with it.

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 –

The existing commercial land use is maintained.

Consider **views** to and from public places

The John Street view corridor extends through the site north of the heritage significant building. This area of the site was formerly part of John Street, and the maintenance of the view corridor assists the interpretation of the heritage building as a corner building as it was when originally constructed. Residential apartments north of the site are designed with the view corridor in place and have taken advantage of outlook and light from it based on the reasonable expectation that the view corridor will be maintained (refer Figure 120 and Figure 121). The view corridor opens up views from Darling Island to the Anzac Bridge and along John Street towards the harbour and city beyond.

Maximise development **within constraints** –

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

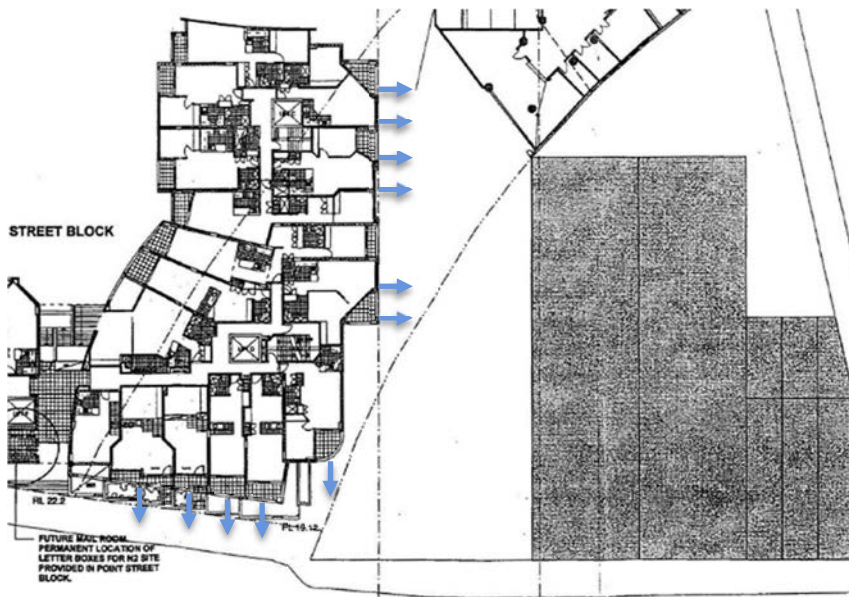


Figure 120 – Watermark Apartments at 26-28 Point Street are oriented towards the view corridor and Point Street (Source: P2001/00306 - CS237006)



Figure 121 – Watermark Apartments, overlooking the view corridor (source: Google StreetView)



Figure 122 – Established tree at 16 Pyrmont Street (source: Google StreetView)

Proposed controls

For 12 Pymont Street, the proposed controls are for a commercial use with an FSR of 3.50:1 with a Design Excellence clause; a height limit of 52 metres and 11 storeys; and a deep soil requirement for at least 20% of the site, as shown in Table 34 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 123, Figure 124 and Figure 125.

Table 34 – proposed planning controls for 12 Pymont Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Unoccupied</i>	B3 – CC	Commercial
Floor space ratio	0	1.75	3.50 + DesEx
Height of building	17m	22m	52m
Height in storeys	3	-	11^
Deep soil	TBC	10%	Min. 20%



Figure 123 – proposed site plan for 12 Pymont Street

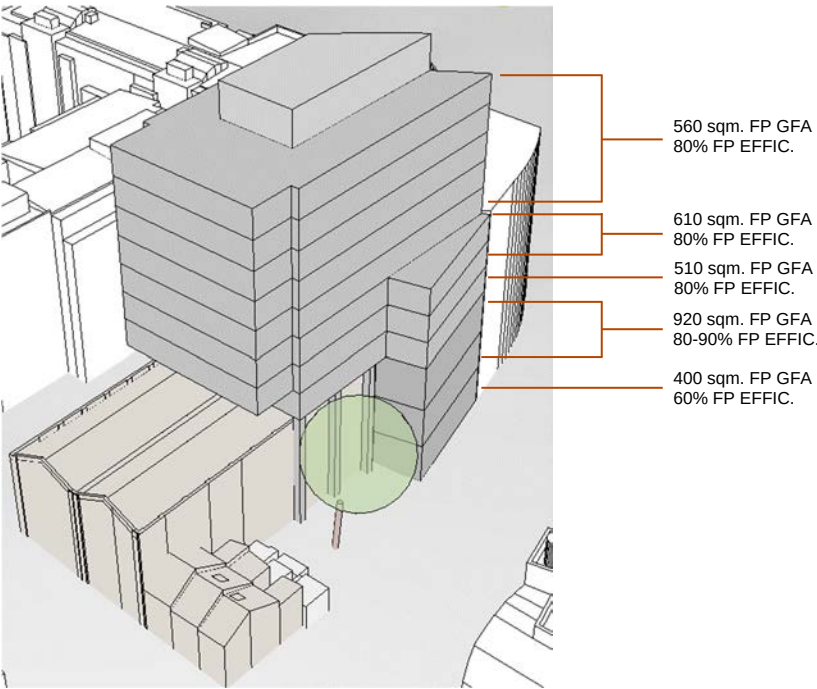


Figure 124 – floorplate diagram for 12 Pymont Street



Figure 125 – demolition plan for 12 Pymont Street

Visualisation

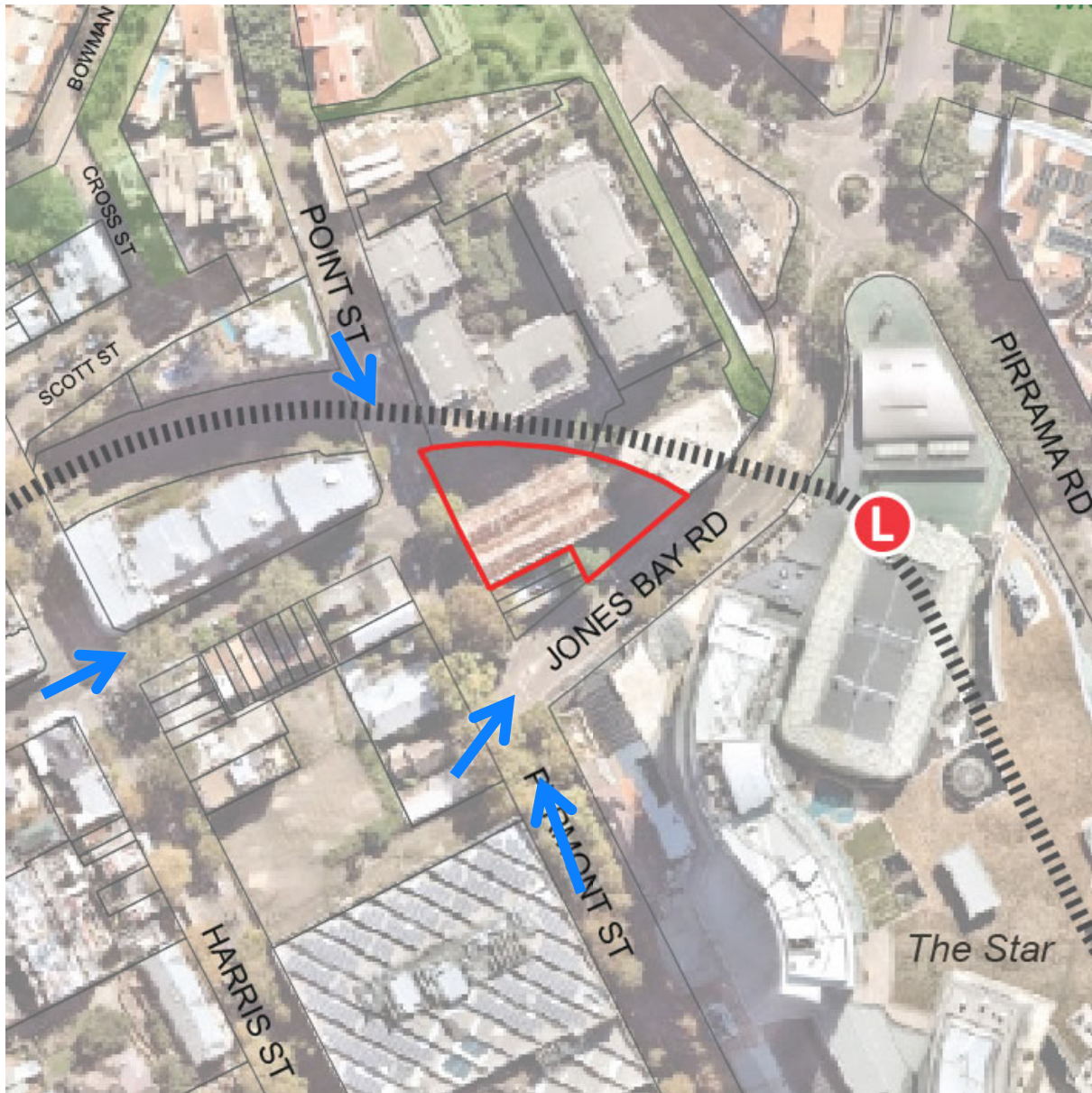
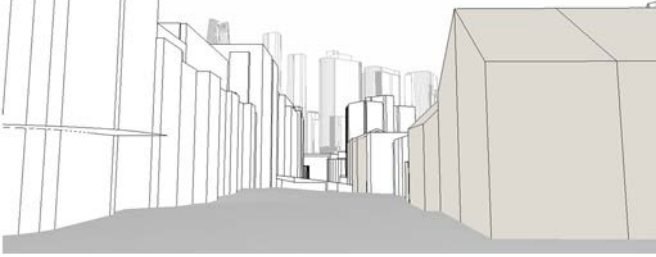


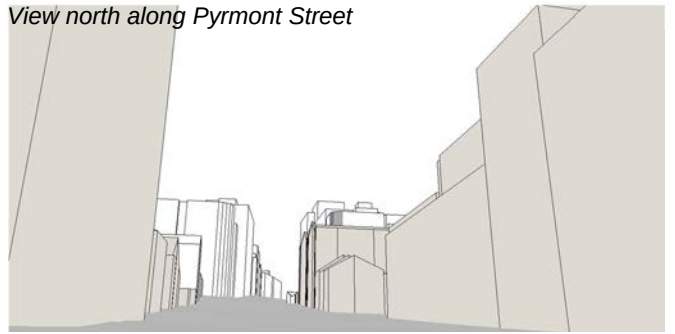
Figure 126 – view locations

Existing

View east along John Street from Harris Street



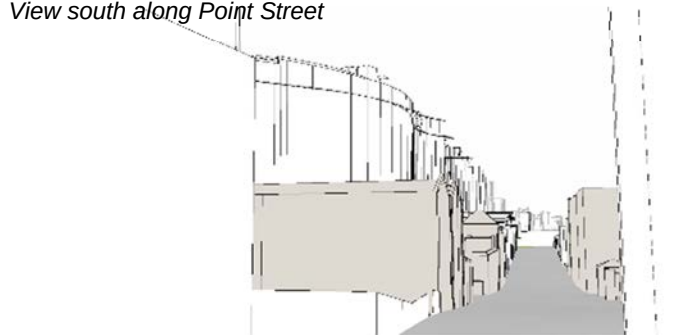
View north along Pymont Street



View east along Jones Bay Road

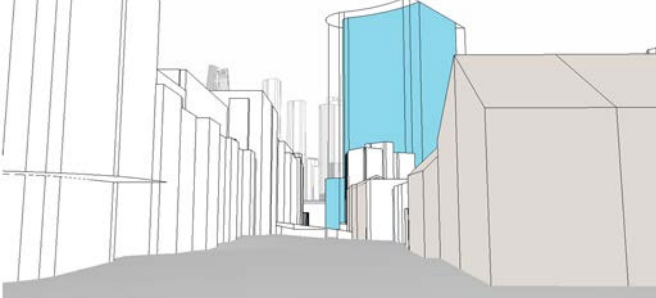


View south along Point Street

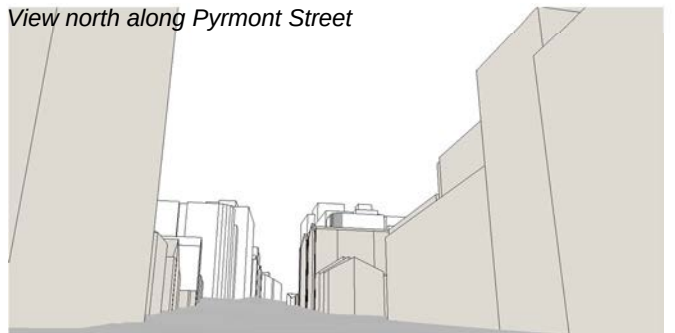


Existing + approved

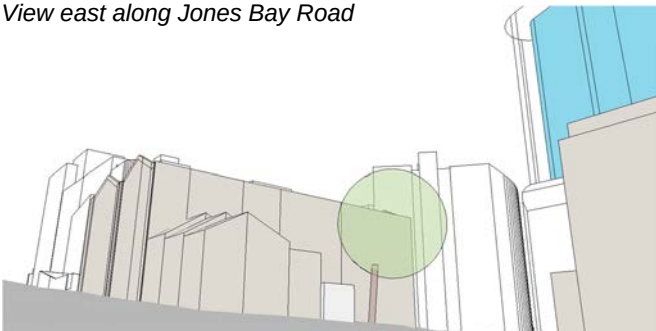
View east along John Street from Harris Street



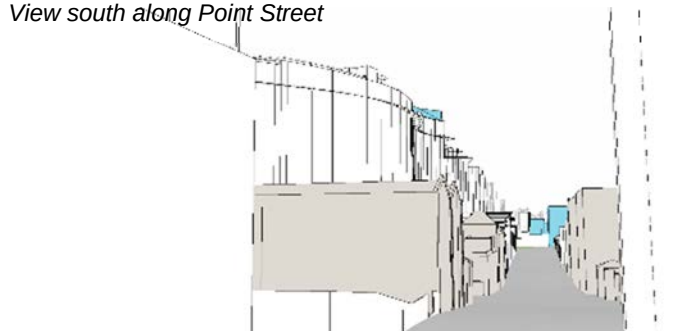
View north along Pymont Street



View east along Jones Bay Road



View south along Point Street

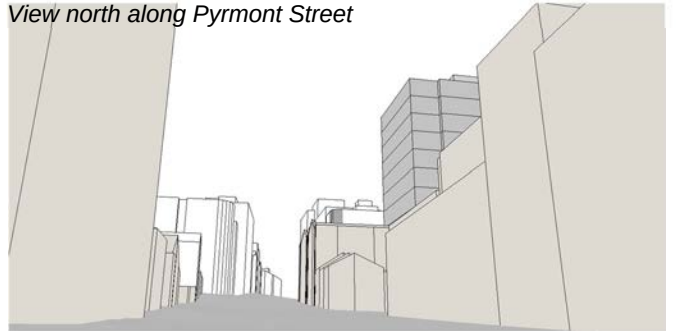


Proposed

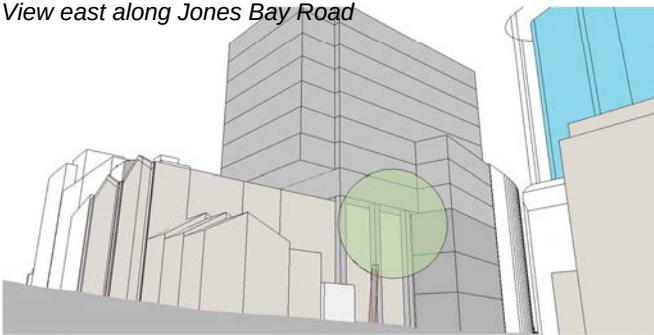
View east along John Street from Harris Street



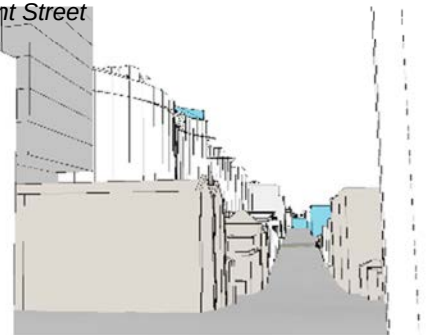
View north along Pyrmont Street



View east along Jones Bay Road



View south along Point Street



48 Pirrama Road

Overview

48 Pirrama Road (Lot 1012 DP 1145894) is located adjacent to the Star Casino, at the southern end of Darling Island. The site fronts (clockwise) Darling Island Road to the west, Trouton Place to the north, the Pymont Bay foreshore walk to the east and Pirrama Road to the south (refer Figure 127 and Figure 128).

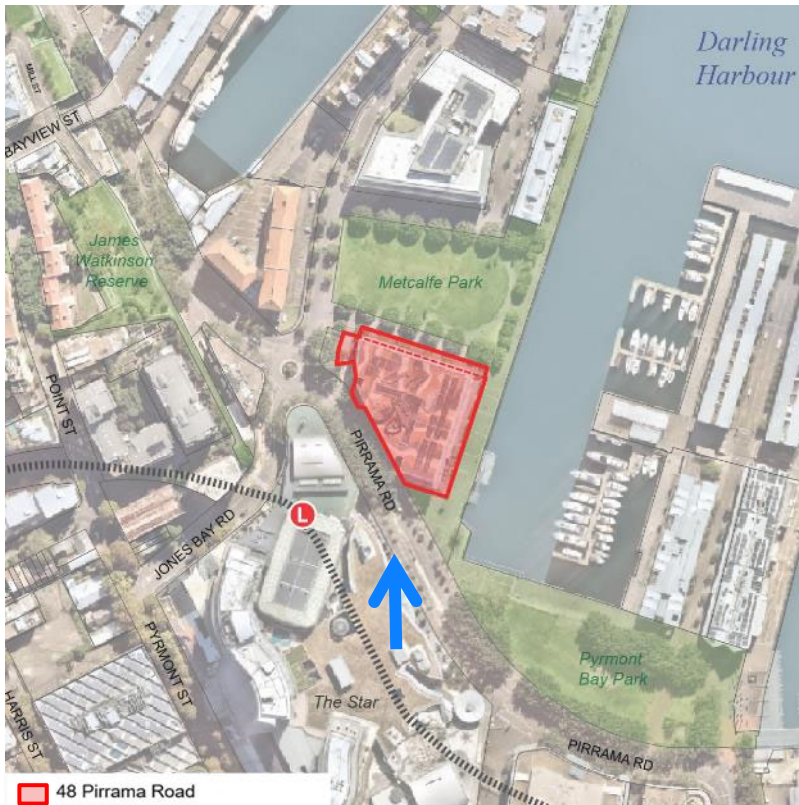


Figure 127 – location plan of 48 Pirrama Road



Figure 128 – oblique aerial of 48 Pirrama Road

Background

48 Pirrama Road was included in the Department of Planning's initial study. In this review it was given an FSR of 5.5:1 and a height of 60m, as shown in Figure 129. The study did not allow for an atrium or courtyard needed by deep floorplate buildings and did not consider the effects of the John Street view corridor on the site. The associated controls can be seen in Table 35 below.

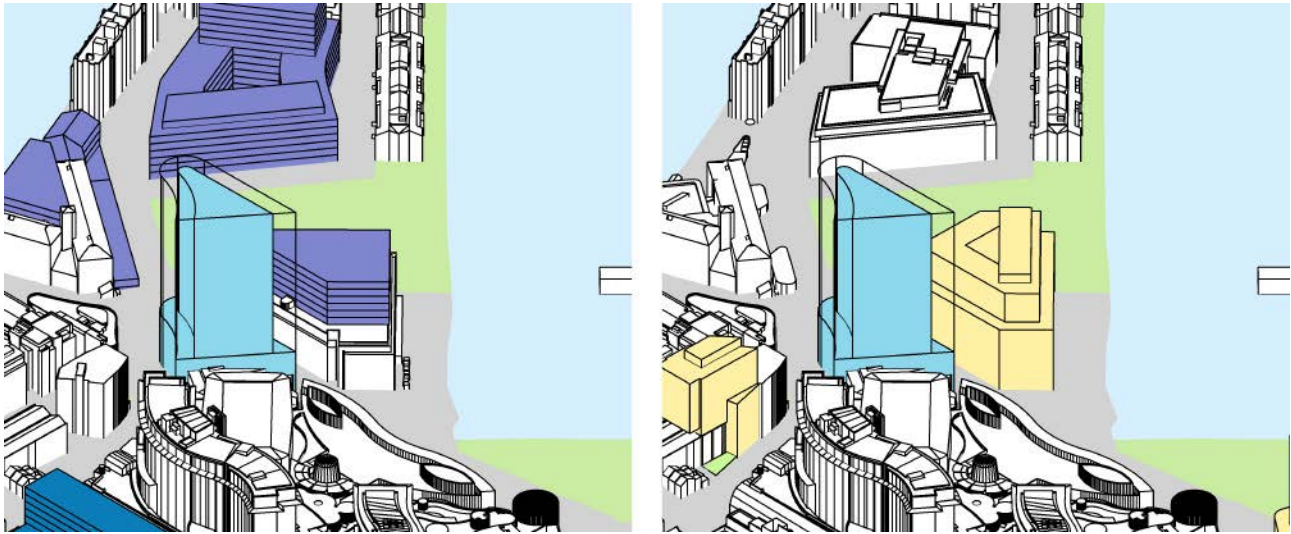


Figure 129 – comparison of Department of Planning's initial study and City of Sydney's study for 48 Pirrama Road

Table 35 – Department of Planning's initial study for 48 Pirrama Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	28,506 sqm	28,066 sqm
Floor space ratio	5.5	4.5 + DesEx
Height of building	60 m	52 m
Height in storeys	12 (<i>HiS not specified</i>)	12 [^]
Deep soil	0%	15%

Existing controls

48 Pirrama Road is currently occupied by six storey commercial building. The building is built to the Pirrama Road frontage, and the easement line of the Trouton Place frontage, with setbacks to the Pyrmont Bay foreshore walk and small entry plaza at the southeast corner of the site. These controls, along with the layout and position of the site can be seen in Table 36 and Figure 130, respectively.

Table 36 – existing building and existing planning controls for 48 Pirrama Road

	Existing building	Existing controls
Land use & zoning	<i>Commercial</i>	<i>B3 – CC</i>
Floor space ratio	<i>3.66 approx.</i>	<i>4.5</i>
Height of building	<i>27m</i>	<i>24m</i>
Height in storeys	<i>6^</i>	<i>5^</i>
Deep soil	<i>0%</i>	<i>10%</i>

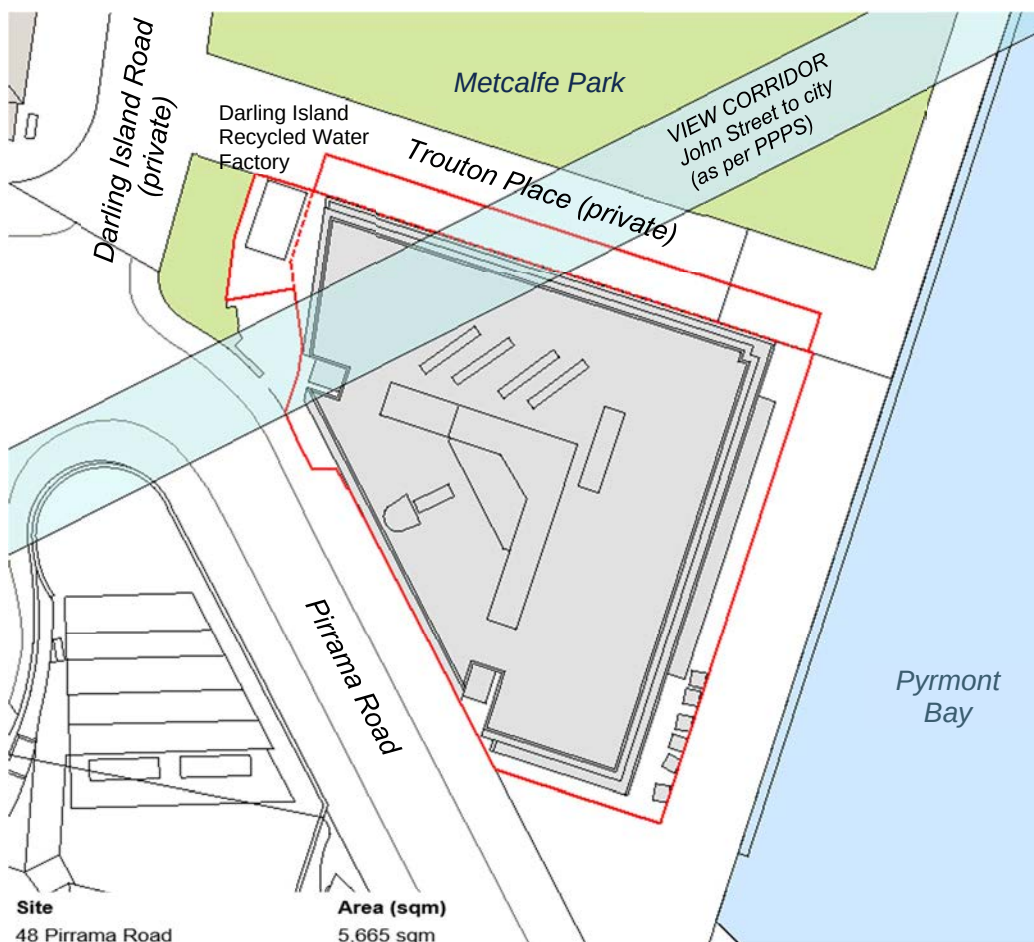


Figure 130 – existing site plan for 48 Pirrama Road

Urban design principles

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

The John Street view corridor is a deep soil extension to Metcalfe Park increasing the local tree planting.

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

The John Street view corridor is a publicly accessible open space addition to Metcalfe Park connecting it to and opening up views from Pirrama Road. The colonnade along its south side provides a weather protected open to sunlight space for outdoor dining overlooking the new park extension.

Minimise overshadowing of existing residential properties –

Additional overshadowing to nearby Pyrmont Bay and Metcalfe parks is minimised (refer Figure 131 and Figure 132).

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 building envelope is a comfortable fit to the height of nearby heritage items.

Good design for wind and noise –

The site is exposed to winds the relatively low height of the podium should not cause unsafe or uncomfortable winds on the surrounding public spaces, however further study and careful design may be required to ensure this.

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

Match **land use** to place –

The residential use is maintained on this site.

Consider **views** to and from public places

The John Street view corridor extends through the north of the site. The view corridor opens up views from Darling Island to the Anzac bridge and along John Street towards the harbour and city beyond.

Maximise development within constraints –

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

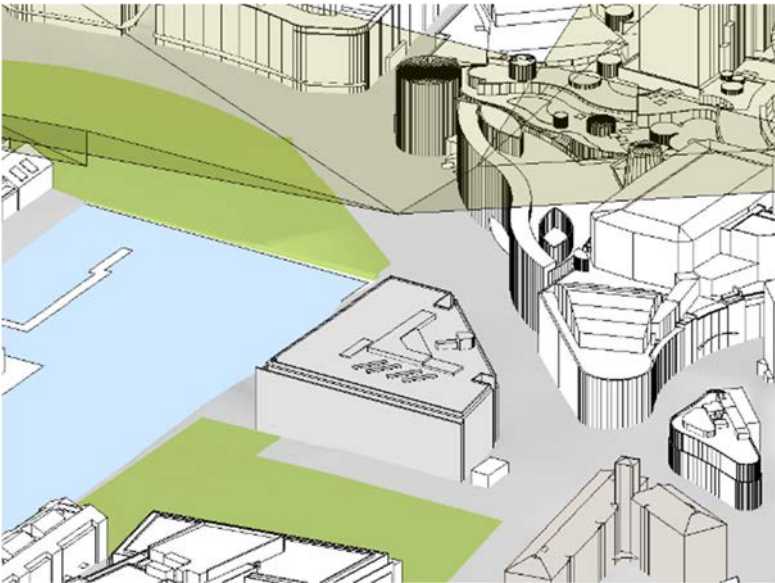


Figure 131 – solar access to Pyrmont Bay Park

21 June, 9am-3pm

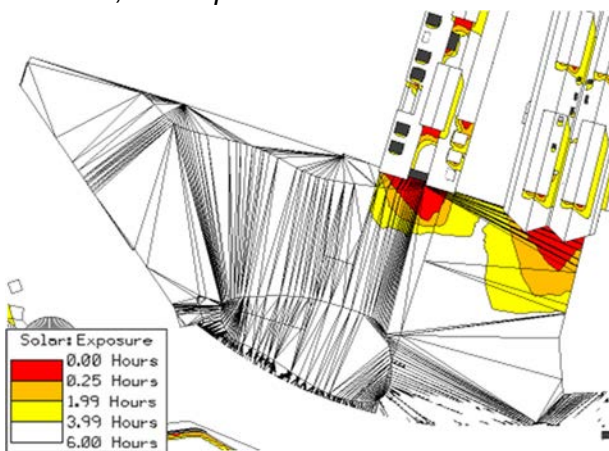


Figure 132 – No reduction in area receiving four or more hours of sunlight in Pyrmont Bay Park

Proposed controls

For 48 Pirrama Road, the proposed controls are for a commercial use with an FSR of 4.50:1 with a Design Excellence clause; a height limit of 52 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 37 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 133 and Figure 134.

Table 37 – proposed planning controls for 48 Pirrama Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	B3 – CC	Commercial
Floor space ratio	3.66 approx.	4.5	4.5 + Des Ex
Height of building	27m	24m	52m (RL 55)
Height in storeys	6	5	12^
Deep soil	-	10%	15%

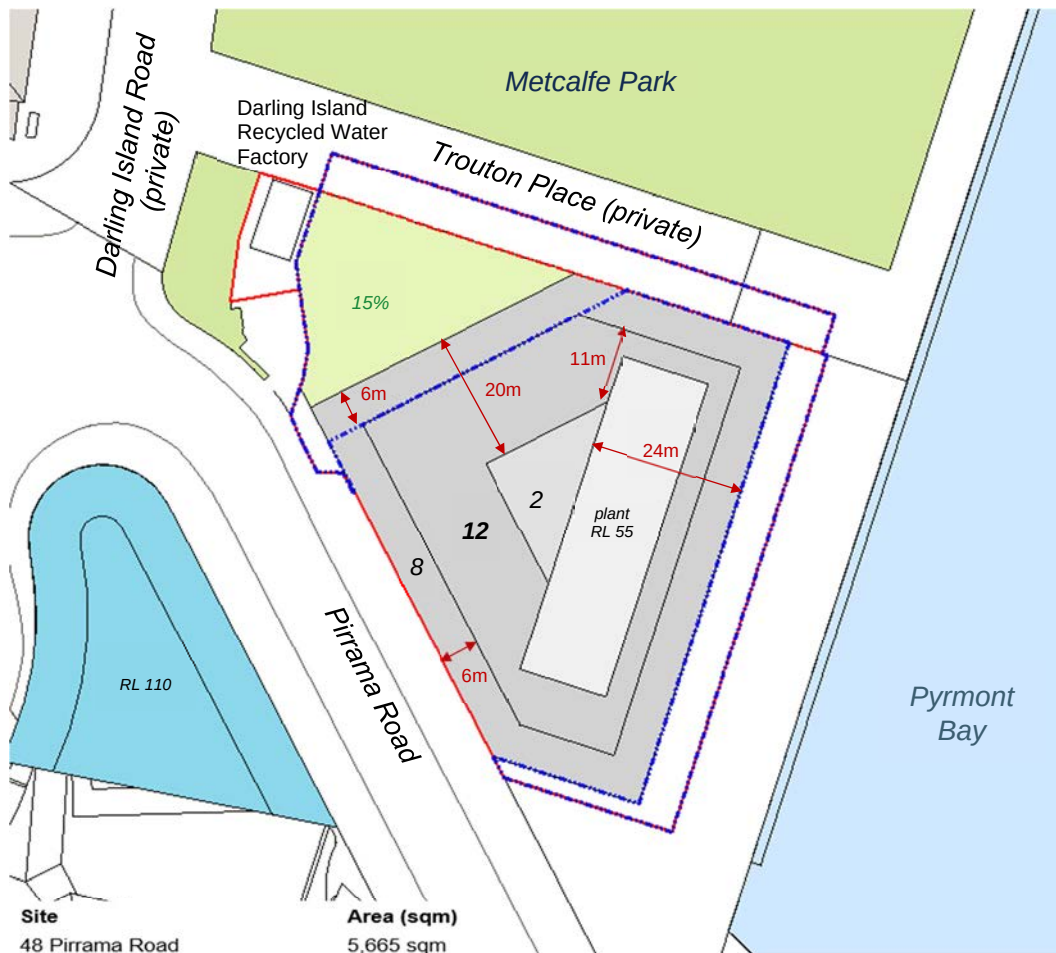


Figure 133 – proposed site plan for 48 Pirrama Road

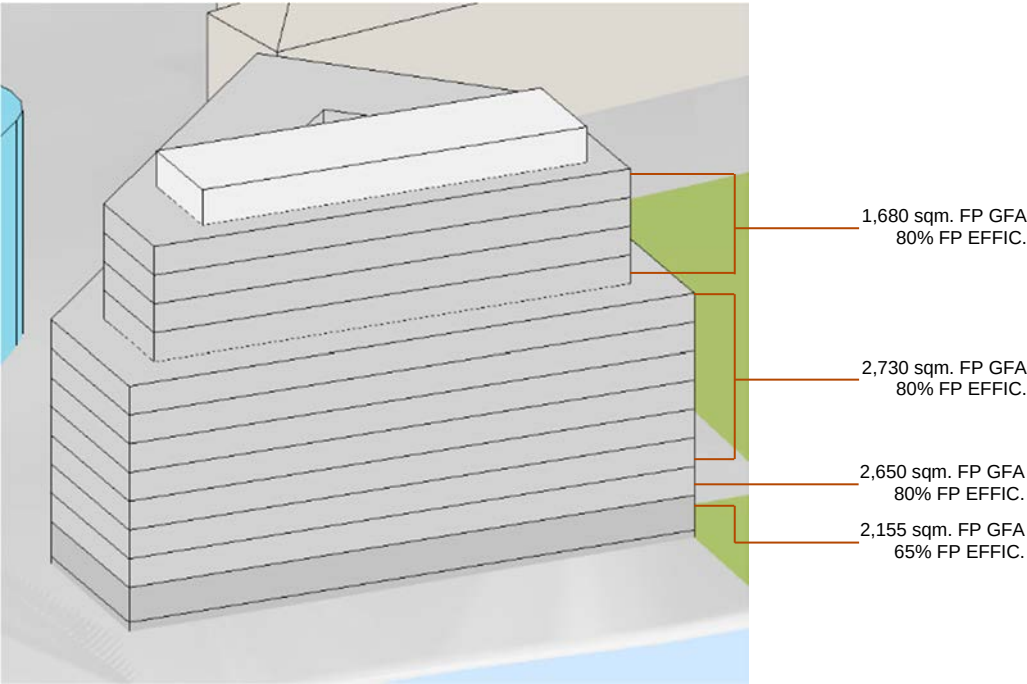


Figure 134 – floorplate diagram for 48 Pirrama Road

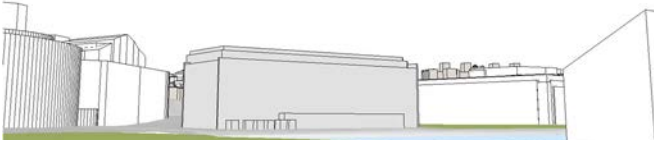
Visualisation



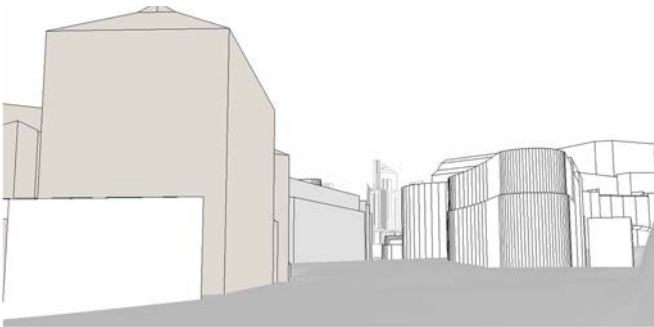
Figure 135 – view locations

Existing

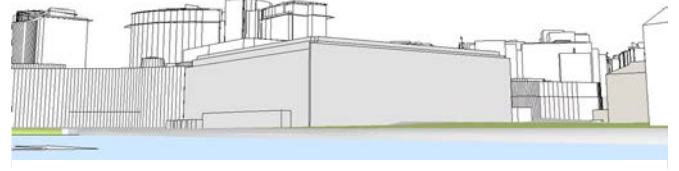
View west from Pyrmont Bay Park



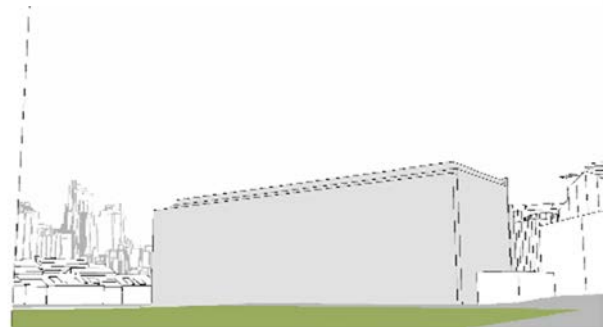
View south along Pirrama Road



View southwest from Pyrmont Bay Wharf

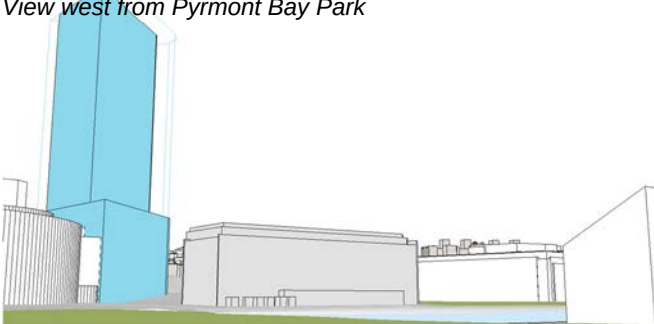


View southeast across Metcalfe Park

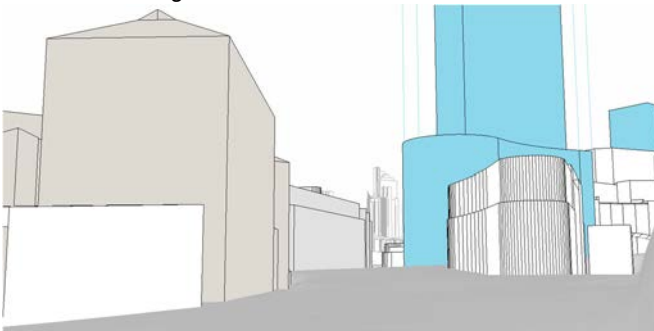


Existing + approved

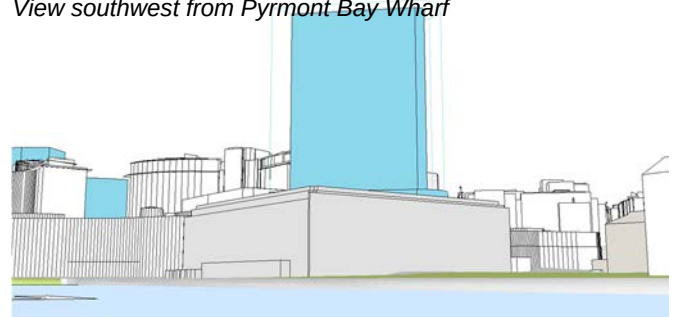
View west from Pyrmont Bay Park



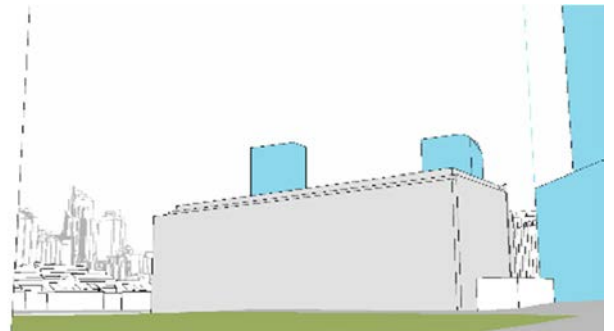
View south along Pirrama Road



View southwest from Pyrmont Bay Wharf

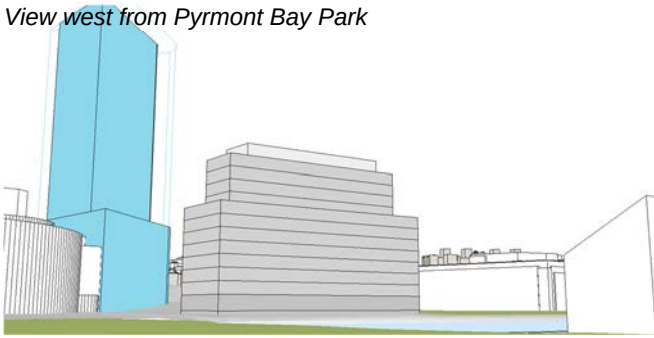


View southeast across Metcalfe Park

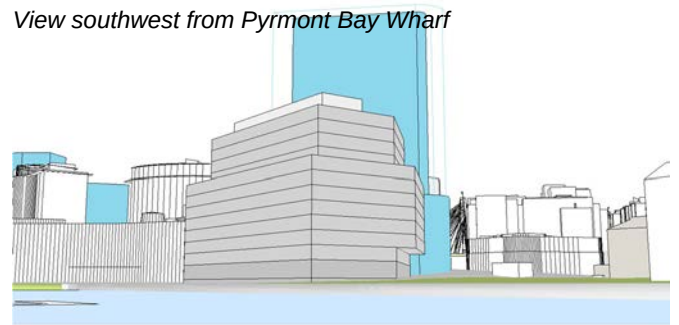


Proposed

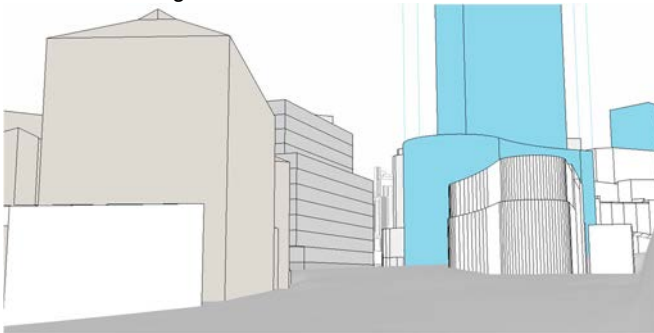
View west from Pyrmont Bay Park



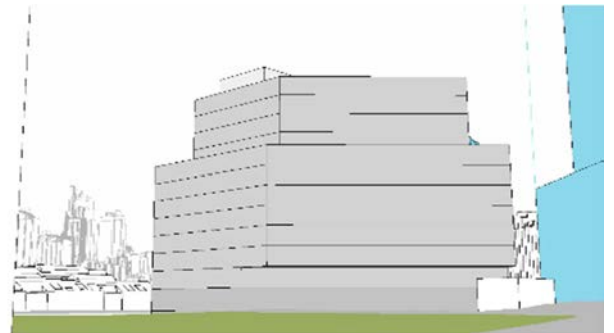
View southwest from Pyrmont Bay Wharf



View south along Pirrama Road



View southeast across Metcalfe Park



100 Harris Street

Overview

100 Harris Street (Lot 100 DP 1219280) is located between Harris Street and Pymont Street, north of Union Square, as can be seen in Figure 136 and Figure 137.



Figure 136 – location plan of 100 Harris Street



Figure 137 – oblique aerial of 100 Harris Street

Background

100 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1, with heights limits only by the Solar Access Planes defined within the Pyrmont Peninsula Place Strategy, with the initial study indicating a 23-storey building envelope. This form and the associated study figures can be seen in Figure 138 and Table 38 below.

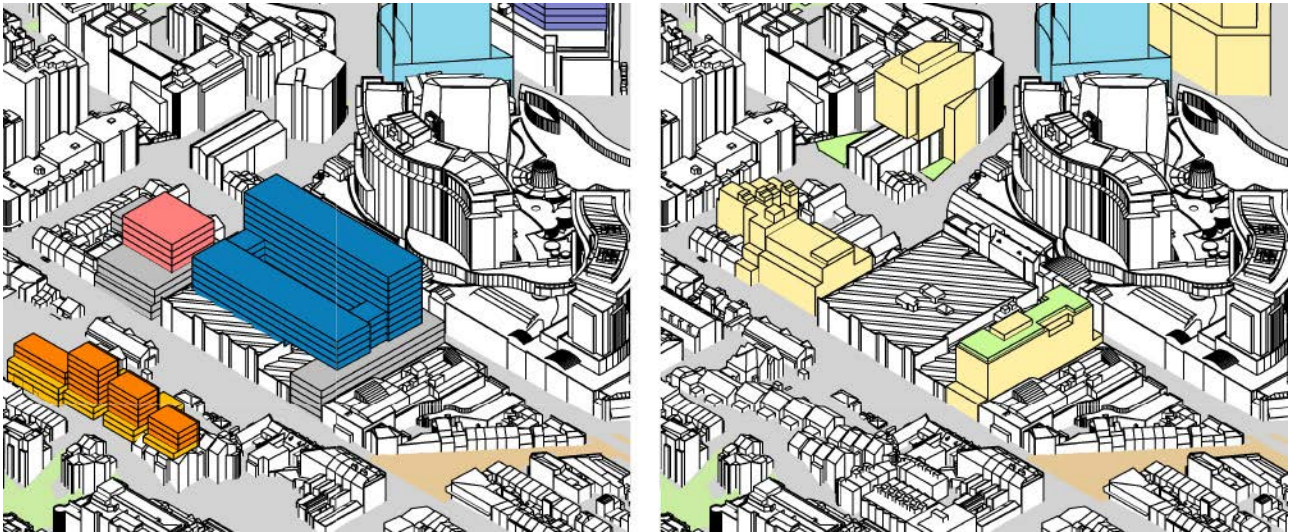


Figure 138 – comparison of Department of Planning's initial study and City of Sydney's study for 100 Harris Street

Table 38 – Department of Planning's initial study for 100 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	42,960 sqm	28,470 sqm <i>(includes 19,295 sqm of heritage listed warehouse)</i>
Floor space ratio	5.50	3.32 + DesEx
Height of building	To Solar Access Planes	39 m
Height in storeys	23 <i>(HiS not specified)</i>	10^
Deep soil	0%	600sqm of green roof

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 39 and Figure 139, respectively.

Table 39 – 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 139 – 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 –

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 140).

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 commercial use is maintained on the site.

Consider **views** to and from public places

The site is not effected by view corridors.

Maximise development **within constraints** –

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

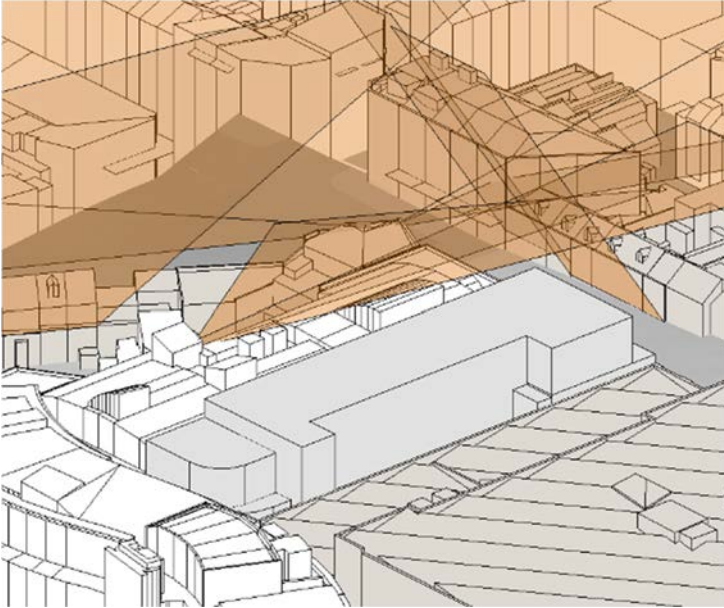


Figure 140 – solar access to neighbouring residential properties and Union Square

Proposed controls

For 100 Harris Street, the proposed controls are for a commercial use with an FSR of 3:32:1 with a Design Excellence clause; a height limit of 39 metres and 10 storeys; and 600 sqm of green roof, as shown in Table 40 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 141.

Table 40 – proposed planning controls for 100 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial	E2 – CC	Commercial
Floor space ratio	1.4 approx.	3.5	3.32 + DesEx
Height of building	26m	24m	39m (RL 51)
Height in storeys	8	5	10^
Deep soil	0%	10%	600sqm of green roof

NOTE: these controls and floor space ratio calculations only apply to the southern component of 100 Harris Street (all land south of the heritage listed 'Former Woolstore')



Figure 141 – proposed site plan for 100 Harris Street

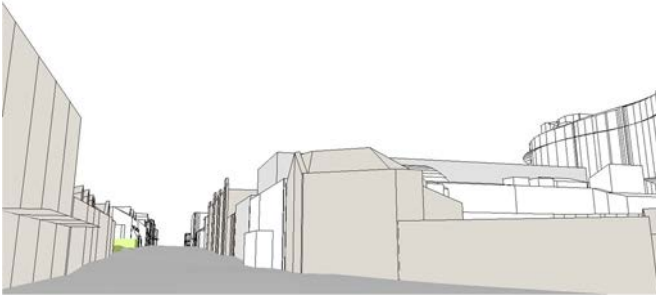
Visualisation



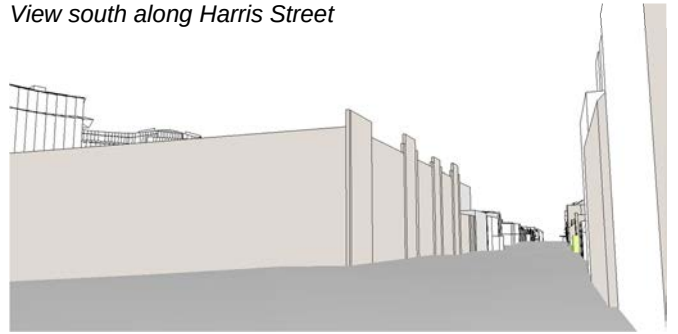
Figure 142 – view locations

Existing

View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

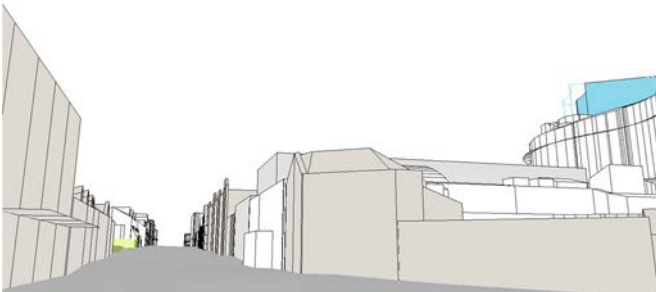


View south along Pyrmont Street



Existing + approved

View north along Harris Street from Union Square



View south along Harris Street



View north along Pyrmont Street

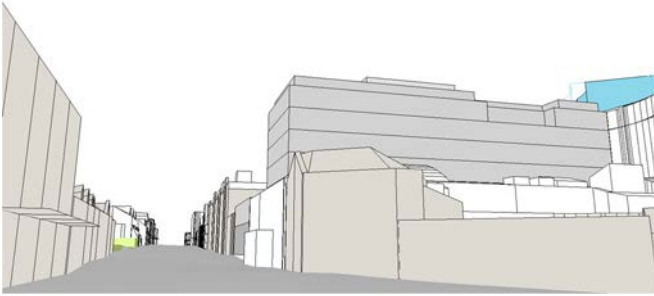


View southeast across Metcalfe Park



Proposed

View north along Harris Street from Union Square



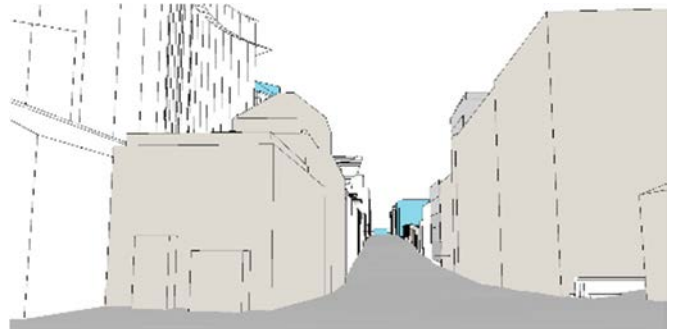
View south along Harris Street



View north along Pymont Street



View southeast across Metcalfe Park



28-48 Wattle Street

Overview

28-48 Wattle Street (Lot 1 DP 571484) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Fig Street to the north and Jones Street to the east (refer Figure 143 and Figure 144).



Figure 143 – location plan of 28-48 Wattle Street



Figure 144 – oblique aerial of 28-48 Wattle Street

Background

Department of Planning's initial study

28-48 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, with the height limit set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy. The initial study indicated removal of the central building, along with significant alterations and additions to the heritage significant northern building. This form and the associated study figures can be seen in Figure 145 and Table 41 below.

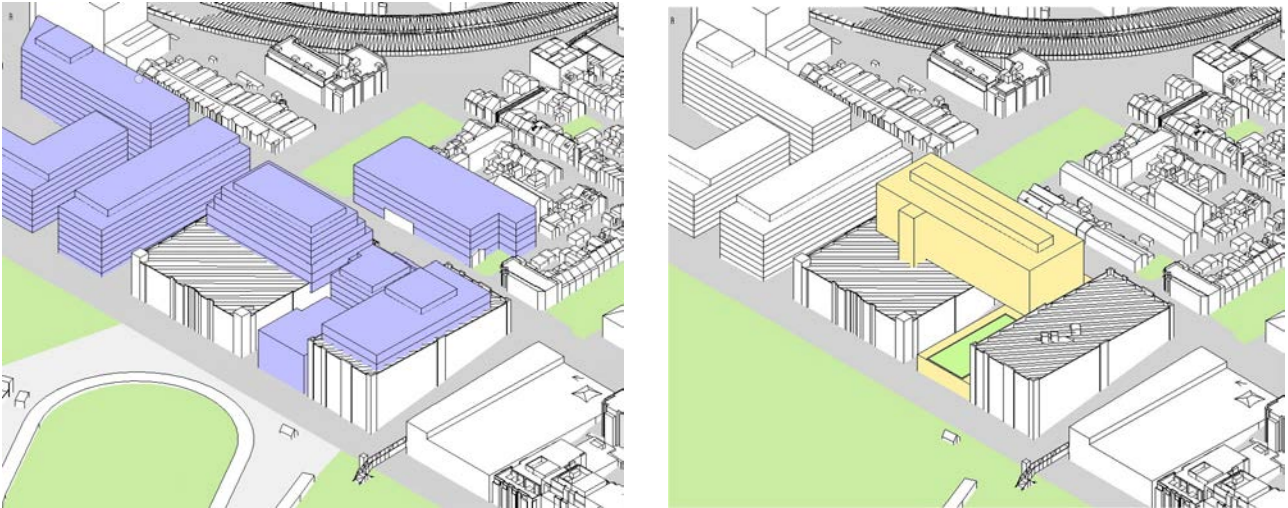


Figure 145 – comparison of Department of Planning's initial study and City of Sydney's study for 28-48 Wattle Street

In response to feedback from the exhibition process, the City of Sydney has modified the scheme exhibited in late 2024. The image at right in Figure 145 above and table Table 41 below explain the modifications and more detailed discussion is provided further on in this section.

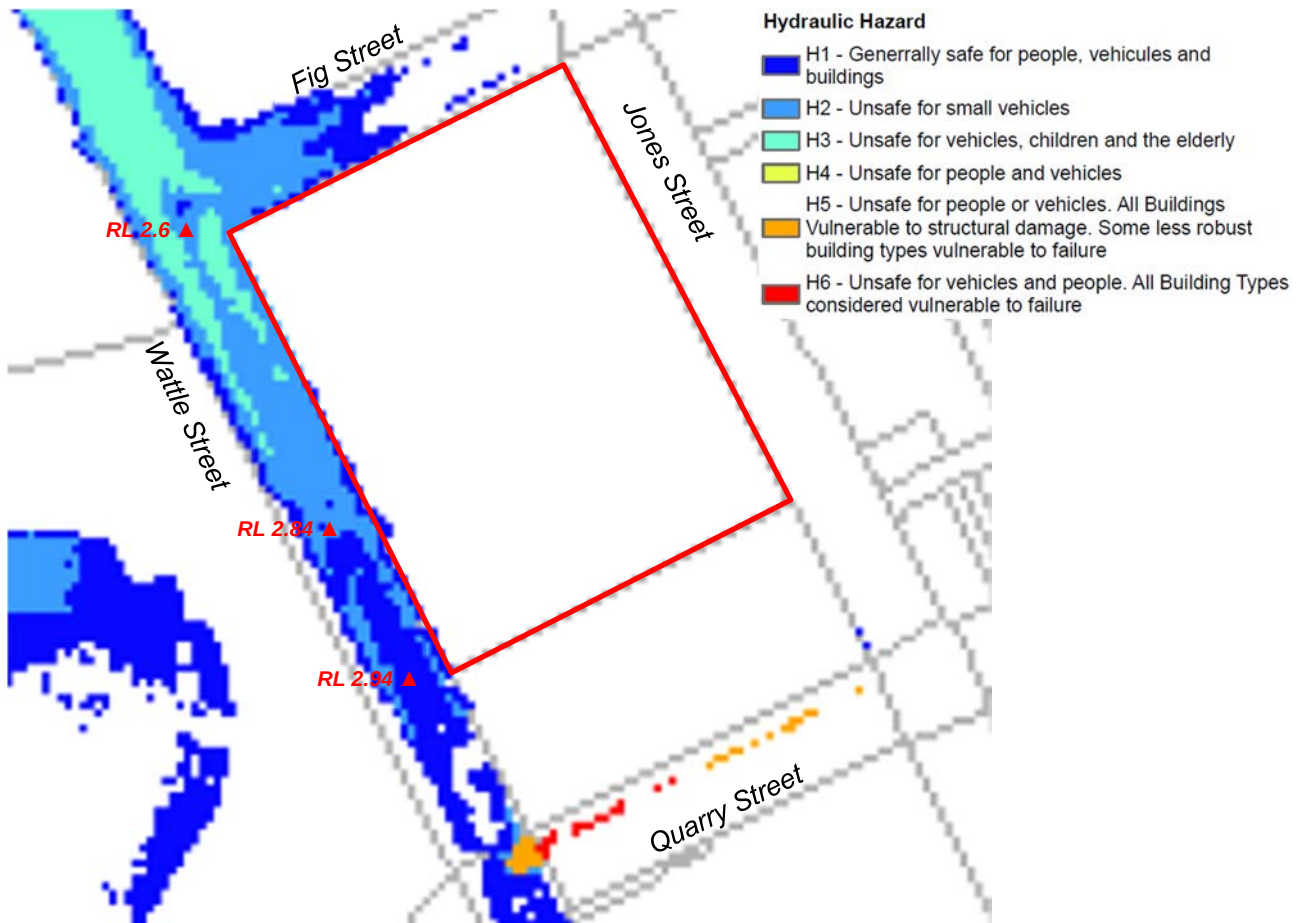
Table 41 – Department of Planning's initial study for 28-48 Wattle Street

	Department of Planning's initial study	Modifications to study exhibited by City of Sydney
Gross floor area	54,247 sqm <i>(reported numbers)</i>	53,370 sqm
Floor space ratio	5.0	4.5 + DesEx
Height of building	SAP	RL 56 m
Height in storeys	12 <i>(HIS not specified)</i>	10^ excluding plant level
Deep soil	0%	1,360 sqm of green roof

^ total number of habitable storeys above Wattle St street level. This does not include an 8m. high undercroft space above the existing *Winchcombe Carson Ltd* warehouse building and the new office building proposed above.

Flooding – Hydraulic Hazard

The 'Blackwattle Bay Catchment Flood Study Model Update (ARR2019 Hydrology)' identifies Wattle Street as experiencing significant levels of flooding, which – as can be seen Figure 146 – Blackwattle Bay Catchment Hydraulic Hazard (ADR) 1% AEP Event [Source: 'Blackwattle Bay catchment flood study Model Update – ARR2019 Hydrology', Figure C33]– create unsafe conditions for vehicles, children and the elderly during a 1% AEP event. The modelling indicates the AEP 1% level reaching RL 2.94m at the southwestern corner of the site, with a 0.5m freeboard allowance, this would indicate a minimum ground floor level of RL 3.44m for any new development to occur in this area. As the northern warehouse has a ground floor level of RL 2.68m, any



Source: Blackwattle Bay Catchment Floodplain Risk Management Plan – ARR2019

Figure 146 – Blackwattle Bay Catchment Hydraulic Hazard (ADR) 1% AEP Event [Source: 'Blackwattle Bay catchment flood study Model Update – ARR2019 Hydrology', Figure C33]

redevelopment of the building would also have to management the flood risk appropriately.

Site history

28-48 Wattle Street and 54 Wattle Street contain a series of interconnected building constructed between 1893 and 1919, as can be seen in Figure 147. At the southern and northern end of the sites are two heritage significant buildings, with a smaller building dating from 1919 in between.

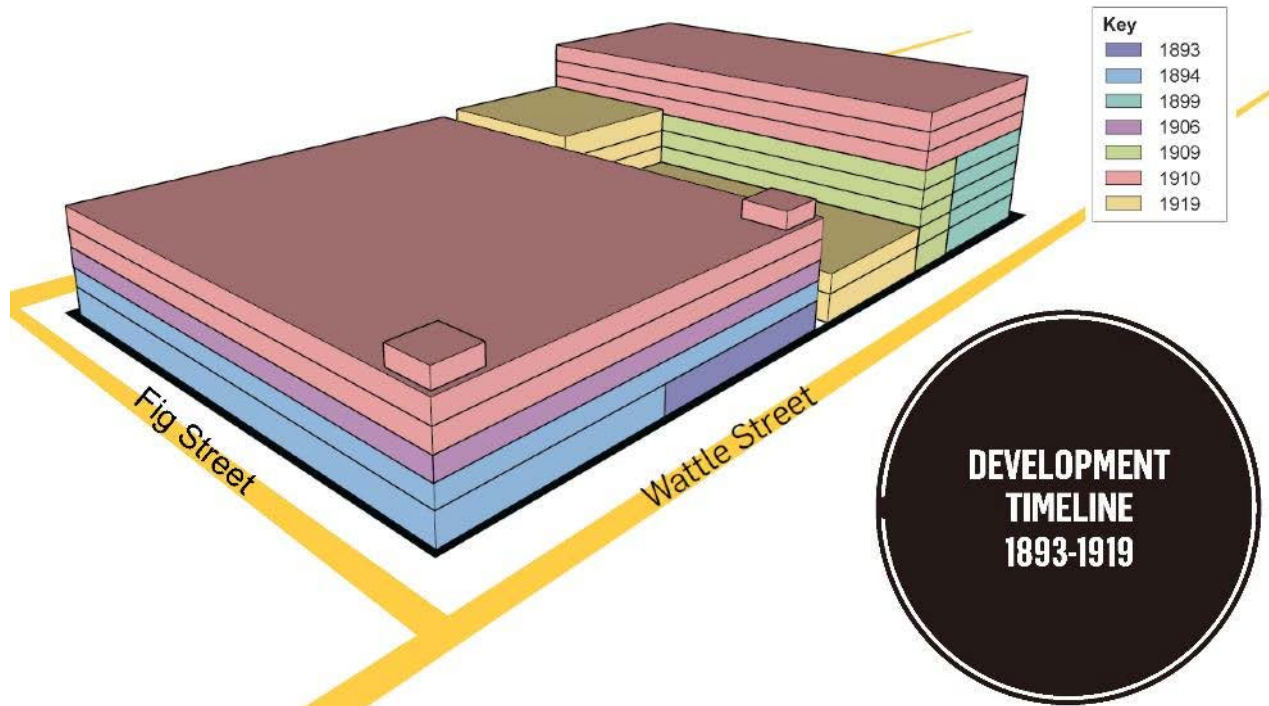


Figure 147 – development timeline of 28-48 Wattle Street and 54 Wattle Street [Source: prepared by Urbis for site owner (PDA/2020/99 – 2020/193150)]

Original structure

The original building northern building contained three cupola towers/turrets on the Wattle Street frontage. As shown in Figure 148 and Figure 149, these turrets were progressively removed with the central turret and supporting brick structure removed between c. 1910-1936, and the remaining two turrets removed between c. 1957-1962, with supporting structures kept.



Winchcombe, Carson & Co.'s wool store, Wattle Street , Pyrmont, 1910
Source: Sydney City Archives, NCSA CRS 28: 1910/1413 #8



View from Council Nursery, 1936
Source: Sydney City Archives, SRC2683

Figure 148 – c. 1910-1936: central turret and supporting brick structure removed



Winchcombe Carson Ltd and Wentworth Park in background, 2/12/1957
Source: Sydney City Archives, SRC13690



Winchcombe Carson Ltd and Wentworth Park in background, 27/07/1962 Source: Sydney City Archives, NSCA CRS 48/2655

Figure 149 – c. 1957-1962: the remaining two turrets removed, with supporting structures kept

Both warehouses at 28-48 Wattle Street were built with saw-tooth roof structures, which remain largely in-tact. The northern warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, while the central building (45 Jones Street) comprises a largely steel construction as shown in Figure 150 and Figure 151.



Top floor interior of 28-48 Wattle Street (Winchcombe Carson Ltd) c. 1901
Source: Museums of History NSW, NRS-4481-3-[7/16280]-St1455



Top floor interior of 28-48 Wattle Street (Winchcombe Carson Ltd) c. 1901
Source: Museums of History NSW, NRS-4481-3-[7/16281]-St1527

Figure 150 – top floor interior of 28-48 Wattle Street c. 1901



Top floor interior of 45 Jones Street (Ultimo Trade Centre) c. 2010
Source: OCP Architects P/L



Top floor interior of 45 Jones Street (Ultimo Trade Centre) c. 2010
Source: OCP Architects P/L

Figure 151 – top floor interior of 28-48 Wattle Street (45 Jones Street building) c. 2010

East-west connectivity

Currently there are no accessible connections that allow for all people to travel from on top of the ridge along Jones Street and Bulwara Road down to Wentworth Park between Mary Ann Street and Wentworth Park Light Rail Station (refer Figure 152). 28-48 Wattle Street is one of the few remaining places where an accessible connection for all people can be delivered in this area.

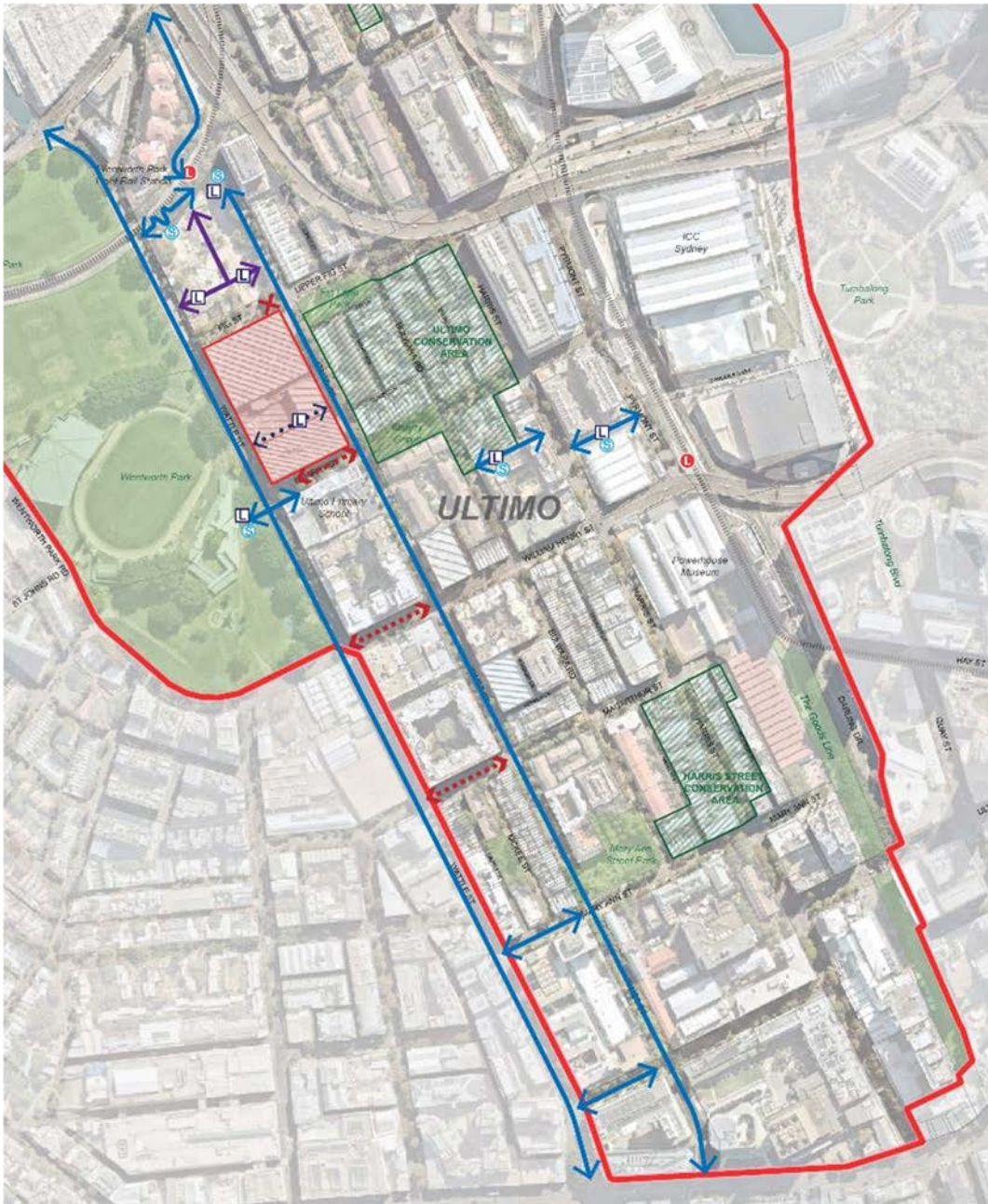


Figure 152 – connectivity across the peninsula, currently there are no connections for all people between the Wentworth Park Light Rail station and Mary Ann Street

Existing controls

28-48 Wattle Street is currently occupied by two connected Federation-style former Woodstore, presently used for a variety of non-residential uses. The existing controls, along with the layout and position of the site can be seen in Table 42 and Figure 153, respectively.

Table 42 – existing building and existing planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>
Floor space ratio	3.18^	4.0
Height of building	24m*	27m
Height in storeys	5	7
Deep soil	0%	10%
NOTES: ^According to figures provided in PDA2020-99 *Reinstatement of turrets will increase height of warehouse		



Figure 153 – existing site plan for 28-48 Wattle Street

Urban design principles

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

The site is cut to rock and occupied by heritage significant fabric. Deep soil cannot be located here, instead a green roof provides greenery and shade.

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

A publicly accessible through link is provided linking Jones Street to Wattle Street.

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 154).

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

The height of the building along street wall along Wattle Street responds to and extends the existing street wall.

Conserve **heritage** values –

The existing heritage significant buildings on the site are conserved and a new building is placed where the least significant heritage fabric is located. This enables the conservation of the two large buildings on the site, including reconstructed of former domes and turrets on the northern building and the retention and conservation of the roof on the southern building.

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 –

The existing commercial land use is maintained.

Consider **views** to and from public places

The site is not affected by view corridors, nevertheless additional views to Wentworth Park from Jones Street are opened up by the new building form.

Maximise development **within constraints** –

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

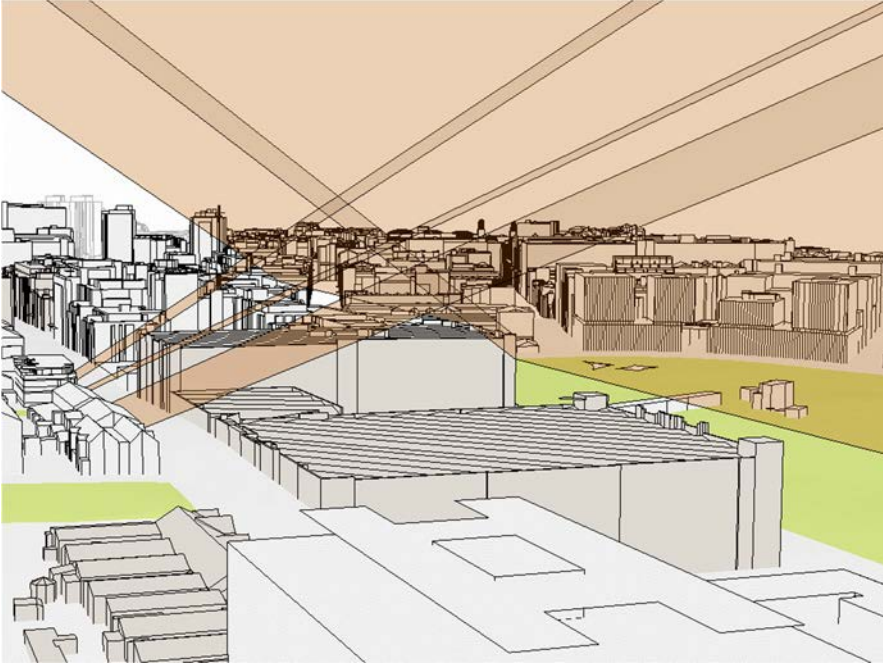


Figure 154 – solar access to neighbouring residential properties and Wentworth Park

Proposed controls

In response to the exhibition of the proposed controls, the landowner of this site made a submission to the City for an alternative scheme for the site. It maintains many of the features of the exhibited scheme, including the height controls, converting the main warehouse for commercial floor space and replacing the central building. The difference in the approach is a new structure of five levels elevated above the main warehouse and supported on service cores.

The resulting FSR is 4.5:1 with a Design Excellence clause and maintaining the proposed height limit of RL 56 AHD. There are a total of 10 habitable levels above Wattle Street level, with an 8m undercroft space above the warehouse that is devoid of floor area. Proposed green roof area on a new central building is 1,240 sqm. The new controls are summarised in Table 43 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 155, Figure 156, Figure 157 and Figure 158.

Table 43 – proposed planning controls for 28-48 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>	<i>Proposed controls</i>
Land use & zoning	<i>Mixed use</i>	<i>B4 – MU</i>	<i>Commercial</i>
Floor space ratio	<i>3.18</i>	<i>4.0</i>	<i>4.5 + DesEx</i>
Height of building	<i>24m[§]</i>	<i>27m</i>	<i>RL 56</i>
Height in storeys	<i>5[^]</i>	<i>7</i>	<i>10[^] excluding plant</i>
Deep soil	<i>0%</i>	<i>10%</i>	<i>1,240 sqm. green roof</i>
North building	- Reconstruction of cupola towers - Refurbishment of warehouse for commercial - Car parking on ground level <u>converted</u> to GFA [◇]		
South building	- Demolition of existing central building (c. 1919) - Option for basement car parking - Freestanding building		

NOTES:

* Potential controls are draft only and subject to further detailed study

§ Height to existing pediment, height of central cupola is approx. 35m

[^] Excluding plant

† Green roof utilised as an alternative to deep soil given site constraints

‡ Green roof is calculated as the equivalent of approx. 27.2 medium trees (50sqm each) which would be required within the deep soil of the site (central site only, 4,084 sqm), doubled in area to 1,360 sqm to deliver comparable ecological outcomes.

◇ Equates to 4,100 sqm of GFA (at 65% efficiency)



Figure 155 – modified site plan for 28-48 Wattle Street

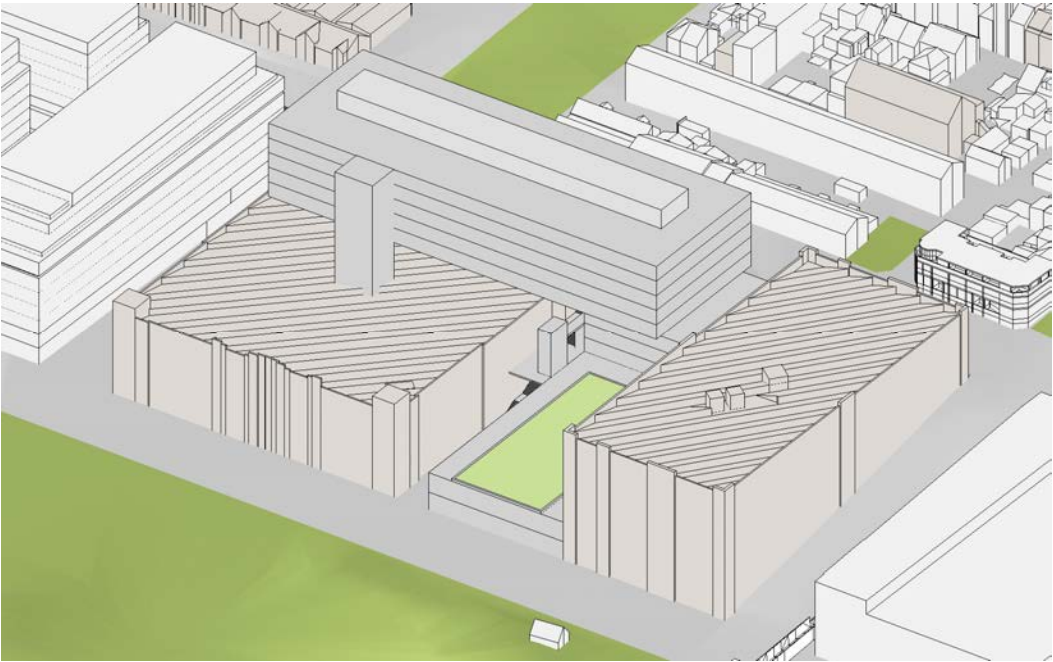


Figure 156 – aerial view of modified scheme for 28-48 Wattle Street

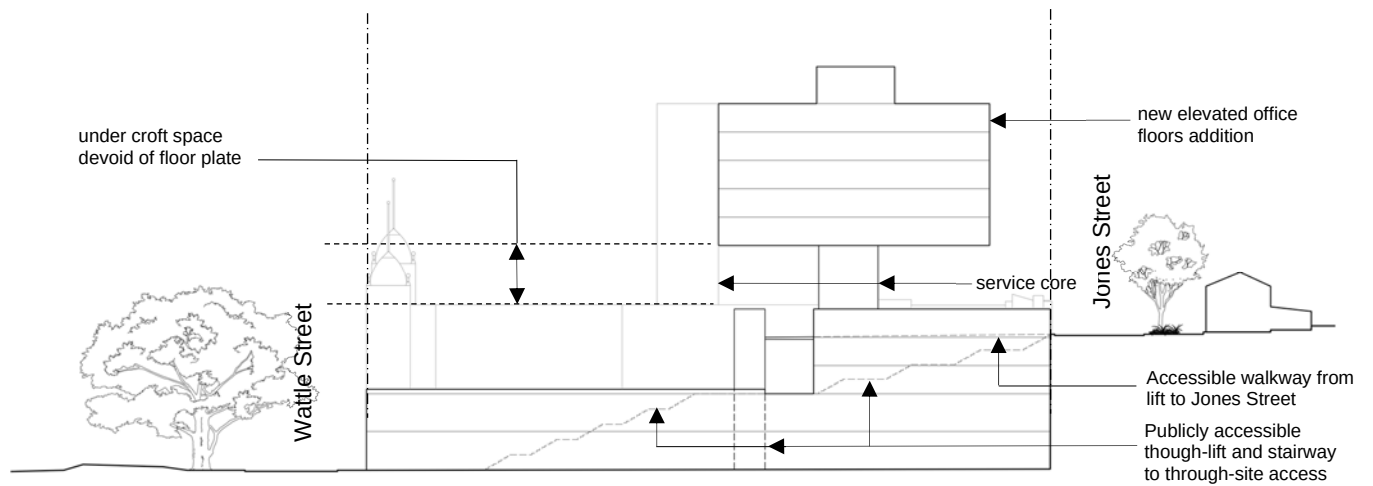


Figure 157 – cross section of modified scheme for 28-48 Wattle Street

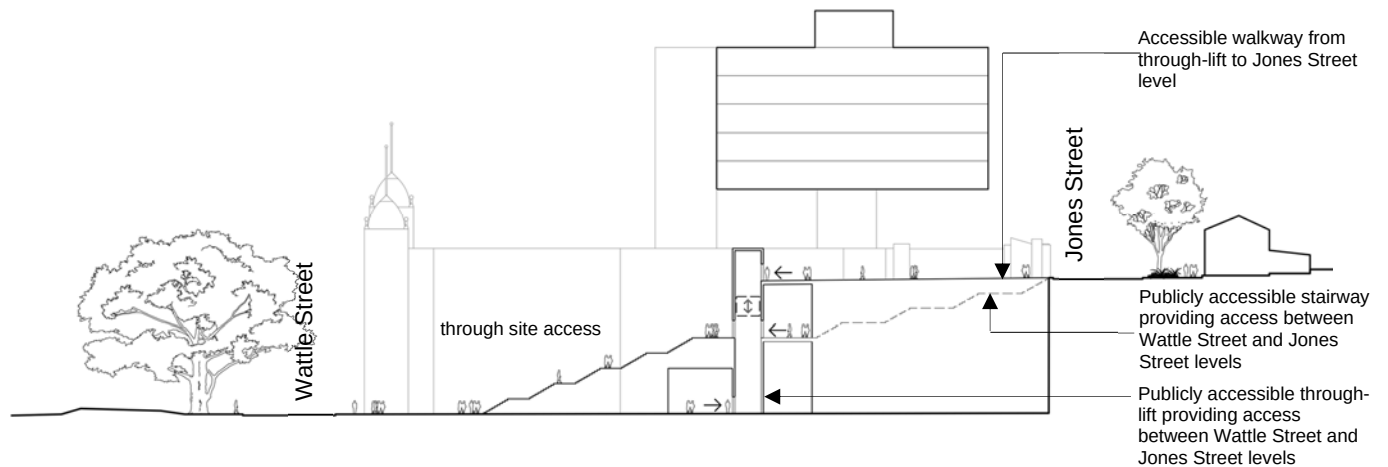


Figure 158 - cross section of through-site access for 28-48 Wattle Street

Visualisation



Figure 158 – view locations

Existing

View north along Wattle Street



View east across Wentworth Park



View south along Jones Street



View north along Jones Street

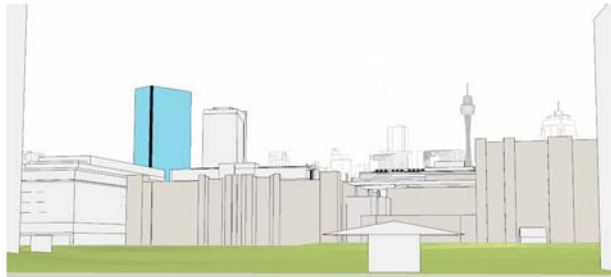


Existing + approved

View north along Wattle Street



View east across Wentworth Park



View south along Jones Street



View north along Jones Street



Exhibited controls

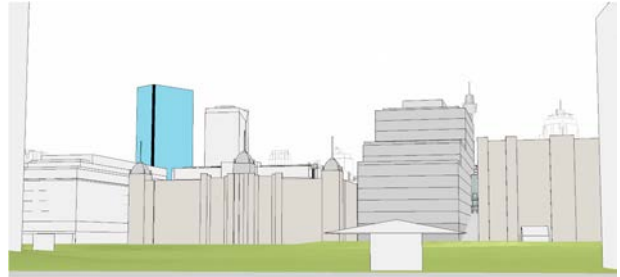
View north along Wattle Street



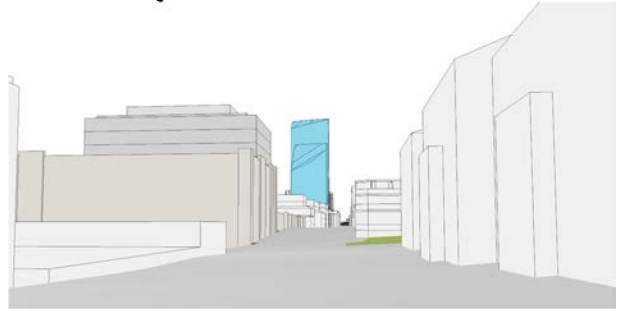
View south along Jones Street



View east across Wentworth Park



View north along Jones Street



Proposed modified controls

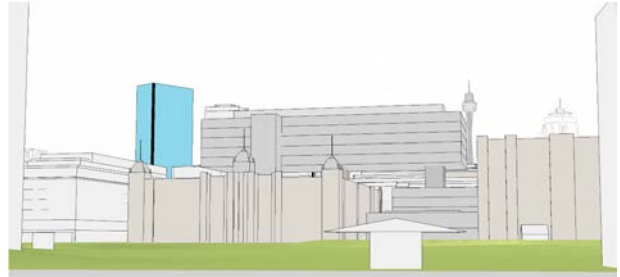
View north along Wattle Street



View south along Jones Street



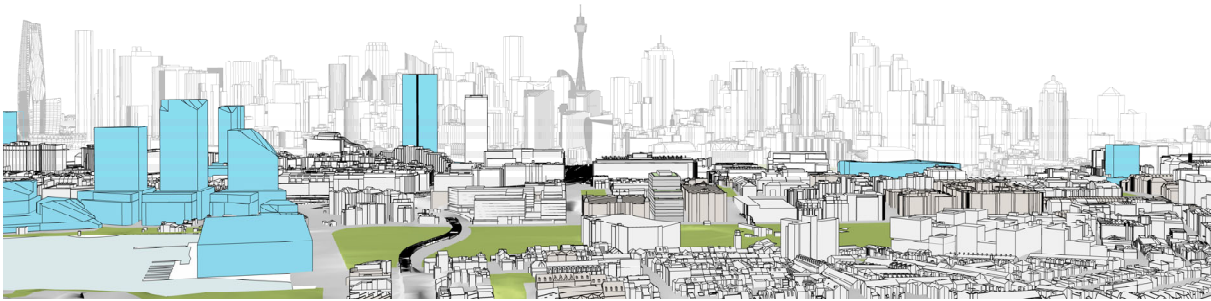
View east across Wentworth Park



View north along Jones Street



Aerial view across Pymont and Ultimo, looking east – exhibited controls



Aerial view across Pymont and Ultimo, looking east – modified controls



Attachment G3

Amended Ultimo Pyrmont Urban Design Study – Part 3
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50-54 Wattle Street

Overview

50-54 Wattle Street (Lot 1 DP 62297) is located between Wentworth Park and the Ultimo Heritage Conservation Area. The site has frontages (clockwise) to Wattle Street to the west, Jones Street to the east and Quarry Street to the south, as can be seen in Figure 159 and Figure 160.



Figure 159 – location plan of 50-54 Wattle Street



Figure 160 – oblique aerial of 50-54 Wattle Street

Background

50-54 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1, as shown in Figure 161, with the height limit to be set at the Solar Access Plane as defined within the Pyrmont Peninsula Place Strategy (refer Figure 162), however the envelope shown in Figure 161 protrudes into this plane. The study did not consider the significant heritage value of the existing sawtooth roof. These controls can be seen in Table 44 below.

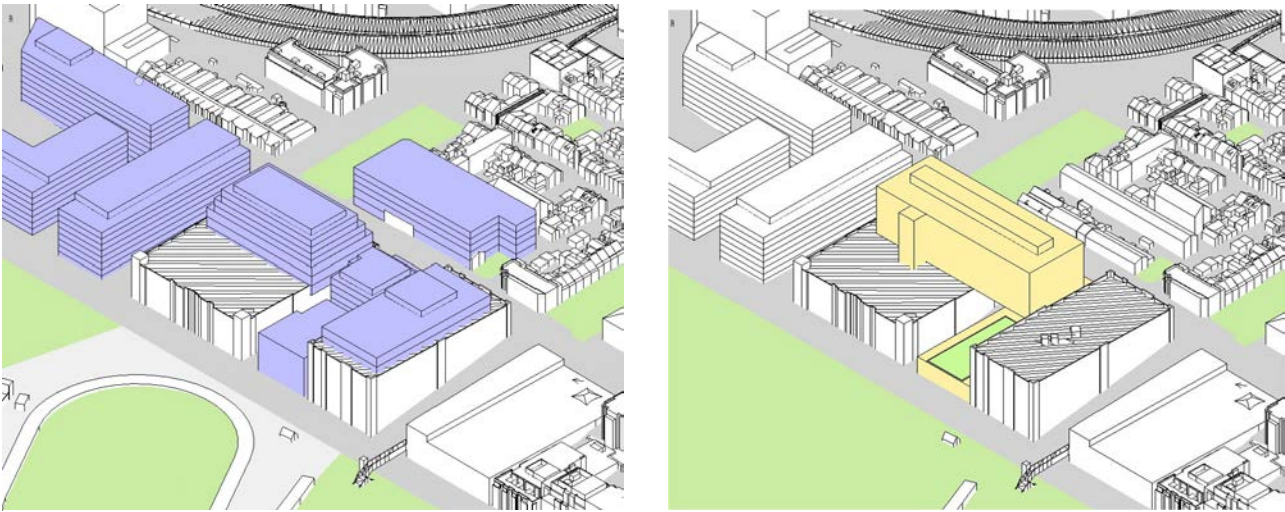


Figure 161 – comparison of Department of Planning's initial study and City of Sydney's study for 50-54 Wattle Street

Table 44 – Department of Planning's initial study for 50-54 Wattle Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	Commercial	Commercial
Floor space ratio	5.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	SAP	RL 36.5m (unchanged)
Height in storeys	9 (HiS not specified)	7^ (unchanged)
Notes	Creates additional Wentworth Park overshadowing	Potential for ground level car parking to be reconfigured to connect to central building/future basement

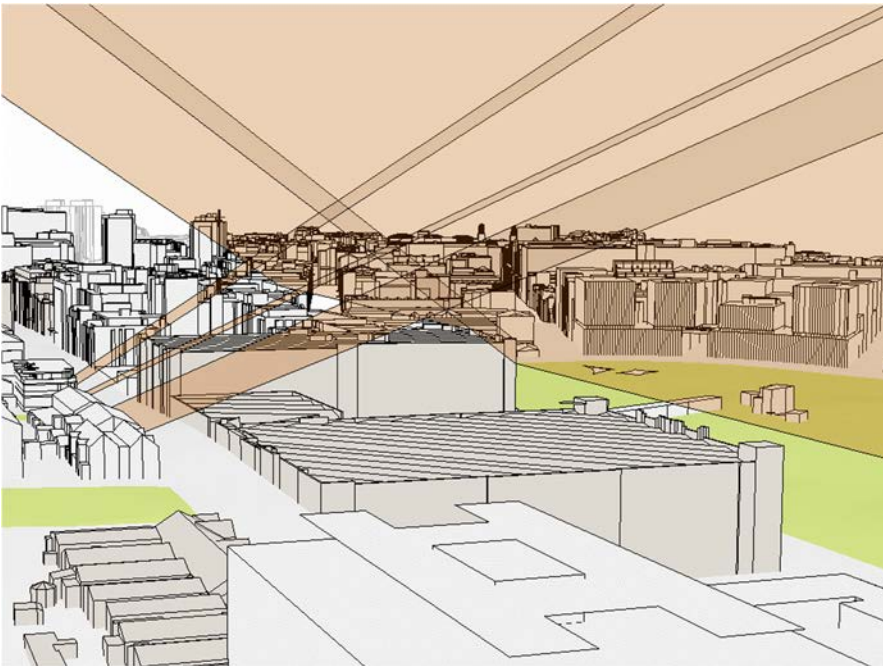


Figure 162 – solar access to neighbouring residential properties and Wentworth Park

Original structure

50-54 Wattle Street was originally built with a saw-tooth roof structure, which remains largely intact. The warehouse utilises a large amount of timber construction, typical of Federation-style warehouses of that era, as shown in Figure 163.



Figure 2-5: Interior of Level 7 and wool chute, photographed circa 1977 (Source: D Basden and others, Commonwealth Wool and Produce Store thesis, 1977).

Figure 163 – top floor interior of 54 Wattle Street c. 1977

Existing controls

50-54 Wattle Street is currently occupied by a seven storey Federation-style former Woodstore, with the lower three levels occupied by car parking and the upper four refurbished as commercial office space. These controls, along with the layout and position of the site can be seen in Table 45 and Figure 164, respectively.

Table 45 – existing building and existing planning controls for 50-54 Wattle Street

	Existing building	Existing controls
Land use & zoning	Mixed use	B4 – MU
Floor space ratio	3.38**	4.0
Height of building	34m*	33m
Height in storeys	7	8
Deep soil	0%	10%

NOTES:

**FSR based off figures provided in D/2011/2126 approval

^Conversion of existing car parking space to GFA (commercial), could result in approx. additional GFA 9,755 sqm (FSR 2.51), bringing the total to 5.89 within the existing building

*Only Wattle Street pediment exceeds height limit



Figure 164 – existing site plan for 50-54 Wattle Street

Proposed controls

For 50-54 Wattle Street, the proposed controls are to maintain the existing building height and exterior, but increase the FSR to 4:36:1 with a Design Excellence clause to allow refurbishment of existing car parking levels to other uses, as shown in Table 46 and Figure 165.

Table 46 – proposed planning controls for 50-54 Wattle Street

	<i>Existing building</i>	Existing controls	Proposed controls*
Land use & zoning	<i>Mixed use</i>	B4 – MU	Commercial
Floor space ratio	3.38**	4.0	4.36 + DesEx** (1.7 of 3 car park levels converted)
Height of building	34m*	33m	RL 36.5m (unchanged)
Height in storeys	7	8	7^ (unchanged)
Deep soil	0%	10%	10%
NOTES **Relies on conversion of 1.7 levels of existing car parking space to GFA (commercial), resulting in approx. additional <u>GFA 5,540 sqm (FSR 1.43)</u>. This would require a site specific car parking reduction provision (similar to Central Sydney), where the existing GFA calculation excludes car parking to allow any space that is converted to be bonus GFA. *Potential controls are draft only and subject to further detailed study ^Excluding plant			



Figure 165 – proposed site plan for 50-54 Wattle Street (exterior of building unchanged)

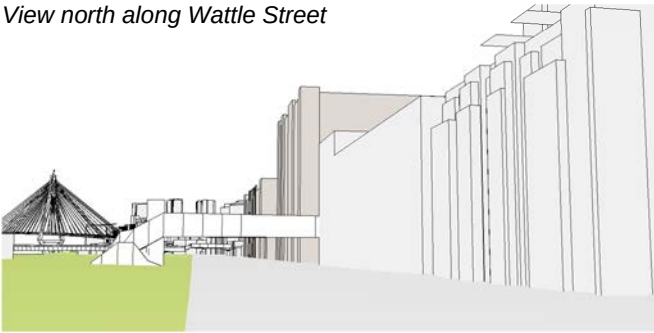
Visualisation



Figure 166 – view locations

Existing

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

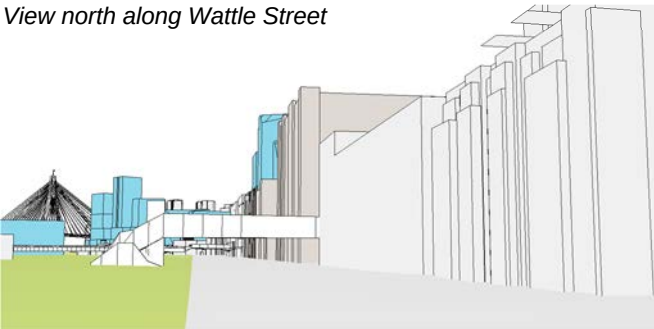


View north along Jones Street

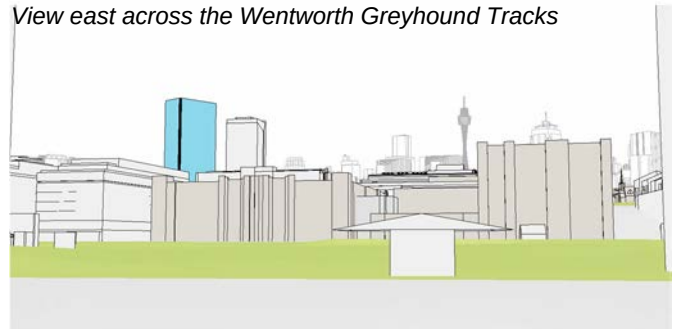


Existing + approved

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street

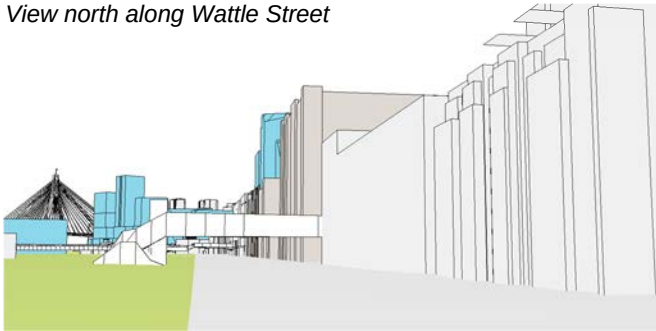


View north along Jones Street



Proposed (unchanged)

View north along Wattle Street



View east across the Wentworth Greyhound Tracks



View south along Jones Street



View north along Jones Street



469-483 Harris Street

Overview

469-483 Harris Street contains six separate lots on the western side of Harris Street, between Quarry Street and William Henry Street, as follows:

- 469 Harris Street (Lot 1 DP 69694)
- 471 Harris Street (Lot 1 DP 64212)
- 473-475 Harris Street (Lot 1 DP 64213)
- 477-479 Harris Street (Lot 1 DP 90991, and Lot 2 DP 90991)
- 481 Harris Street (Lot 3 DP 90991)
- 483 Harris Street (Lot 4 DP 90991)

469-483 have three frontages (clockwise); Kirk Street to the west, Harris Street to the east and Harrison Lane to the south. The location and existing buildings can be seen in Figure 167 and Figure 168.



Figure 167 – location plan of 469-483 Harris Street



Figure 168 – oblique aerial of 469-483 Harris Street

Background

469-483 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 469-483 Harris Street was identified as a site capable of change.

Existing controls

469-483 Harris Street are currently occupied by a mixture of two-storey commercial, retail and shop-top houses. These controls, along with the layout and position of the site can be seen in Table 47 and Figure 169, respectively.

Table 47 – existing building and existing planning controls for 469-483 Harris Street

	<i>Existing buildings</i>	<i>Existing controls</i>
469-471 Harris Street (amalgamated)		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.59 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
473-475 Harris Street		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.48 approx.</i>	1.5
Height of building	<i>7m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
477-479 Harris Street		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>2.0 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%
481-483 Harris Street (amalgamated)		
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU
Floor space ratio	<i>1.75 approx.</i>	1.5
Height of building	<i>8m</i>	9m
Height in storeys	2	2
Deep soil	-	10%



Figure 169 – existing site plan for 469-483 Harris Street

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 (refer Figure 170).

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 –

There 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.

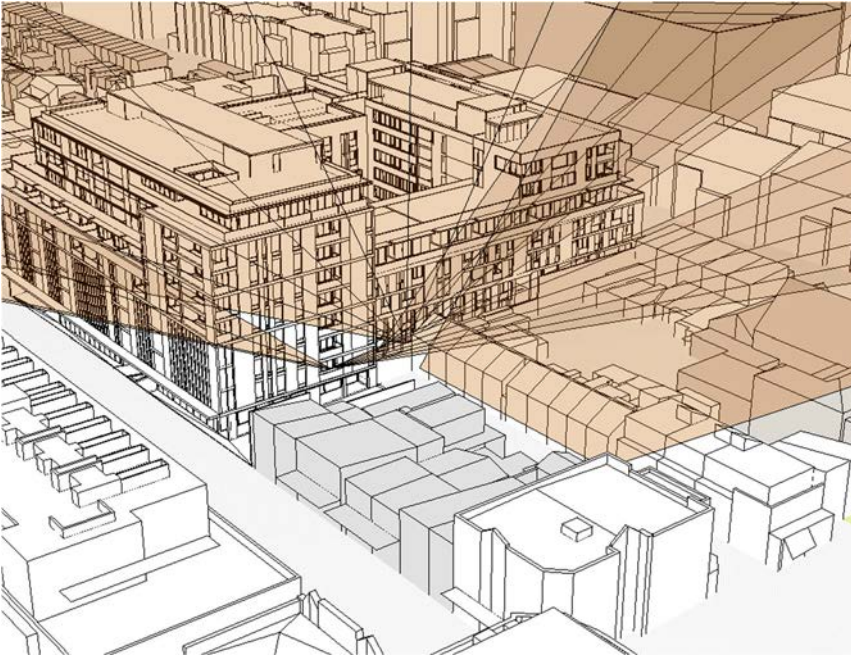


Figure 170 – solar access to neighbouring residential properties

Proposed controls

For 469-483 Harris Street, the proposed controls are for residential uses, with ground floor retail uses to Harris Street. As shown Table 48, a different FSR and height has been developed for each site; with all having a deep soil requirement for at least 15% of the site. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 171

Table 48 – proposed planning controls for 469-483 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
469-471 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.59 approx.</i>	1.5	2.65
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
473-475 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.48 approx.</i>	1.5	2.65
Height of building	<i>7m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
477-479 Harris Street			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>2.0 approx.</i>	1.5	2.65
Height of building	<i>8m</i>	9m	27m
Height in storeys	2	2	7
Deep soil	-	10%	15%
481-483 Harris Street (amalgamated)			
Land use & zoning	<i>Commercial & residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.75 approx.</i>	1.5	1.61
Height of building	<i>8m</i>	9m	18m
Height in storeys	2	2	4
Deep soil	-	10%	15%



Figure 171 – proposed site plan for 469-483 Harris Street

Visualisation

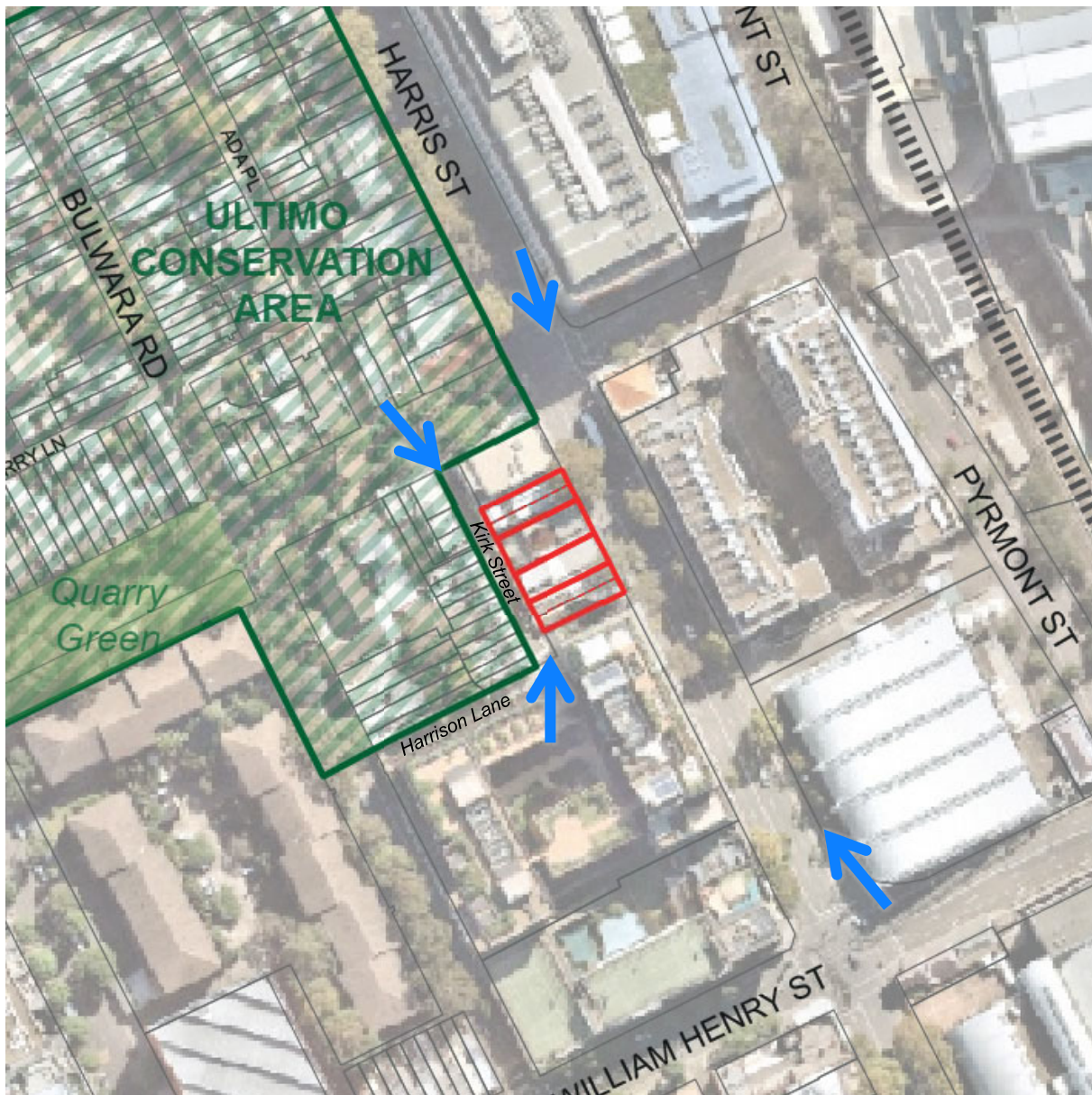


Figure 172 – view locations

Existing

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Existing + approved

View south along Harris Street



View north along Harris Street



View south along Kirk Street



View north along Kirk Street



Proposed

View south along Harris Street



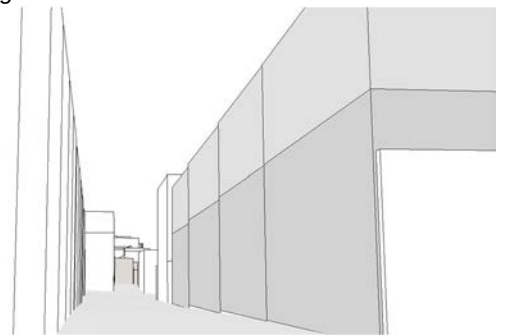
View north along Harris Street



View south along Kirk Street



View north along Kirk Street



535-547 Harris Street

Overview

535-547 Harris Street contains seven separate lots on the western side of Harris Street, between William Henry Street and Macarthur Street, as follows:

- 535 Harris Street (Lot 1 DP 928999)
- 537 Harris Street (Lot 2 DP 928999)
- 539 Harris Street (Lot 3 DP 928999)
- 541 Harris Street (Lot 4 DP 928999)
- 543 Harris Street (Lot 5 DP 928999)
- 545 Harris Street (Lot 6 DP 928999)
- 547 Harris Street (Lot 7 DP 928999)

535-547 has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 173 and Figure 174.



Figure 173 – location plan of 535-547 Harris Street



Figure 174 – oblique aerial of 535-547 Harris Street

Background

535-547 Harris Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 535-547 Harris Street was identified as a site capable of change.

Existing controls

535-547 Harris Street are currently occupied by five two storey terrace houses across the northern five lots, with the southern two currently vacant. The existing controls, along with the layout and position of the site can be seen Table 49 and Figure 175, respectively.

Table 49 – existing building and existing planning controls for 535-547 Harris Street

	<i>Existing buildings</i>	Existing controls
Land use & zoning	<i>Vacant & residential</i>	B1 – NC
Floor space ratio	<i>varies</i>	3.5
Height of building	<i>6-7.5m</i>	22m
Height in storeys	<i>0-2</i>	5
Deep soil	<i>varies</i>	10%



Figure 175 – existing site plan for 535-547 Harris Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Hackett Street.

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

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

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 176).

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.

Conserve **heritage** values –

There 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.

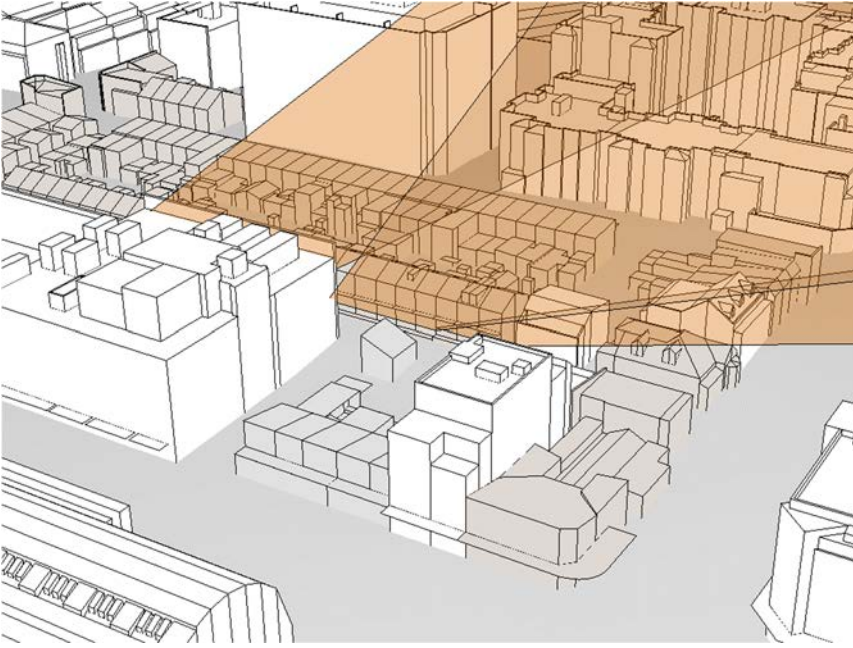


Figure 176 – solar access to adjoining residential properties

Proposed controls

For 535-547 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.33:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 50 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 177.

Table 50 – proposed planning controls for 535-547 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Vacant & residential	B1 – NC	Mixed use
Floor space ratio	<i>varies</i>	3.5	3.33 + DesEx Comm = .53 Res = 3.13
Height of building	6-7.5m	22m	41.5m
Height in storeys	0-2	5	12^
Deep soil	<i>varies</i>	10%	10%



Figure 177 – proposed site plan for 535-547 Harris Street

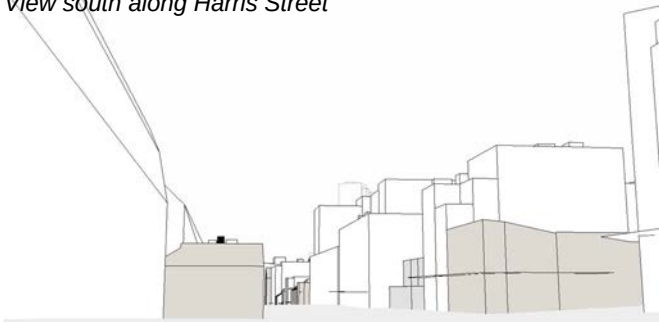
Visualisation



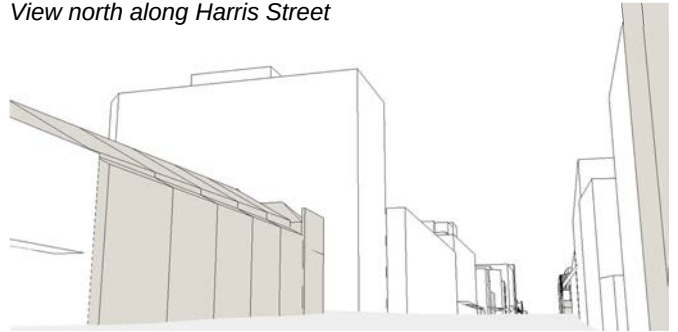
Figure 178 – view locations

Existing

View south along Harris Street



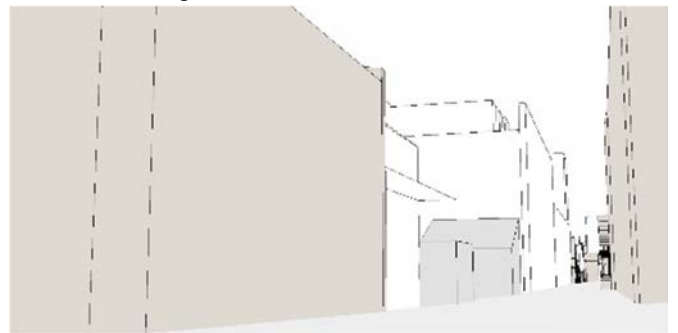
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



Existing + approved

View south along Harris Street



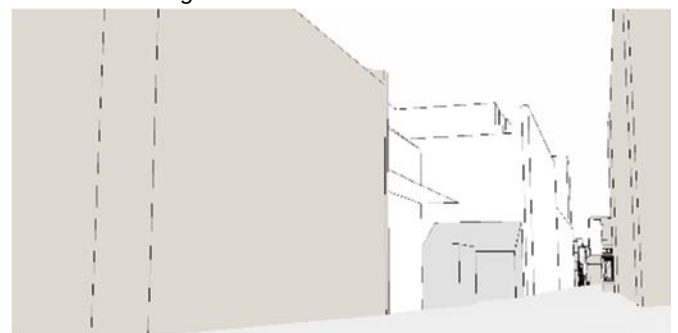
View north along Harris Street



View north along Hackett Street

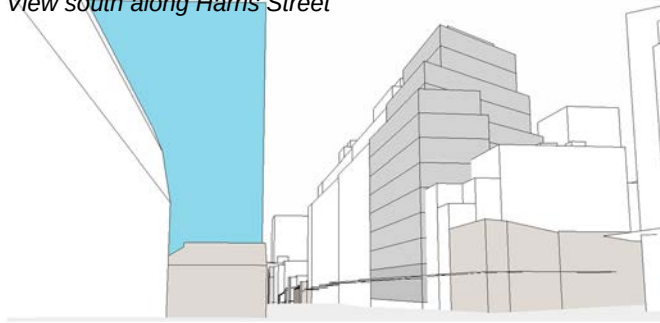


View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



549-559 Harris Street

Overview

549-559 Harris Street (Lot 1 DP 79179) is located on the western side of Harris Street, between William Henry Street and Macarthur Street. The site has two frontages (clockwise); Hackett Street to the west, and Harris Street to the east. The location and existing buildings can be seen in Figure 179 and Figure 180.



Figure 179 – location plan of 549-559 Harris Street



Figure 180 – oblique aerial of 549-559 Harris Street

Background

549-559 was included in the Department of Planning's initial study. In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 181 and Table 51.

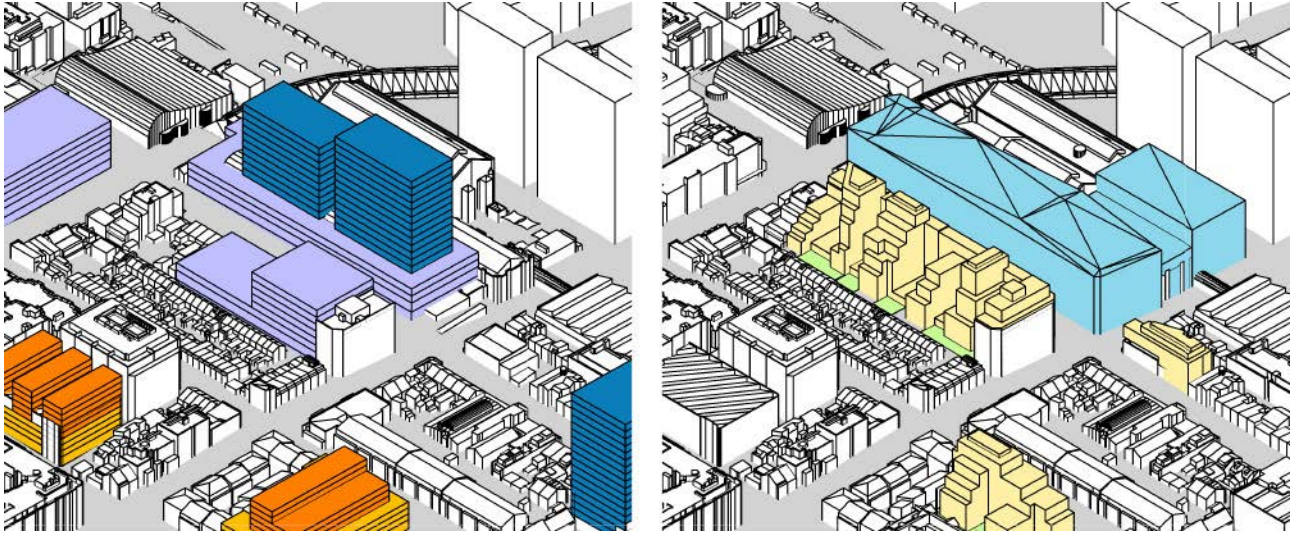


Figure 181 – comparison of Department of Planning's initial study and City of Sydney's study for 549-559 Harris Street

Table 51 – Department of Planning's initial study for 549-559 Harris Street

	Department of Planning's initial study	City of Sydney's study
Gross floor area	6,740 sqm*	5,365 sqm
Floor space ratio	5.0	3.62 + DesEx
Height of building	35 m	41.5m
Height in storeys	3 (<i>HiS not specified</i>)	12^
Deep soil	0%	10%
*Model shown represents GFA of approx. 2,786 sqm (FSR 2.06) using the City of Sydney's building efficiencies, not the controls indicated above		

Existing controls

549-559 Harris Street is currently occupied by a four-storey commercial/industrial building with zero setbacks to all sides. The existing controls, along with the layout and position of the site can be seen in Table 52 and Figure 182, respectively.

Table 52 – existing building and existing planning controls for 549-559 Harris Street

	Existing buildings	Existing controls
Land use & zoning	Commercial / Industrial	B1 – NC
Floor space ratio	4.41 approx.	4.0
Height of building	22m	22m
Height in storeys	4	5
Deep soil	0%	10%



Figure 182 – existing site plan for 549-559 Harris Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Hackett Street.

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

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

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 183).

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.

Conserve **heritage** values –

There 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.

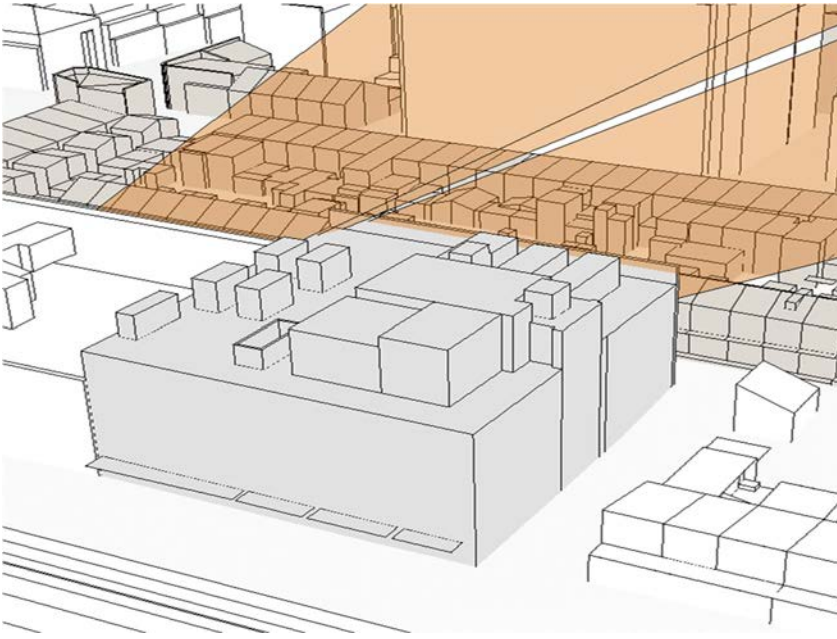


Figure 183 – solar access to adjoining residential properties

Proposed controls

For 549-559 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 53 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 184.

Table 53 – proposed planning controls for 549-559 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Commercial / Industrial	B1 – NC	Mixed use
Floor space ratio	4.41 approx.	4.0	3.62 + DesEx Comm = 0.53 Res = 3.45
Height of building	22m	22m	41.5m
Height in storeys	4	5	12^
Deep soil	0%	10%	10%



Figure 184 – proposed site plan for 549-559 Harris Street

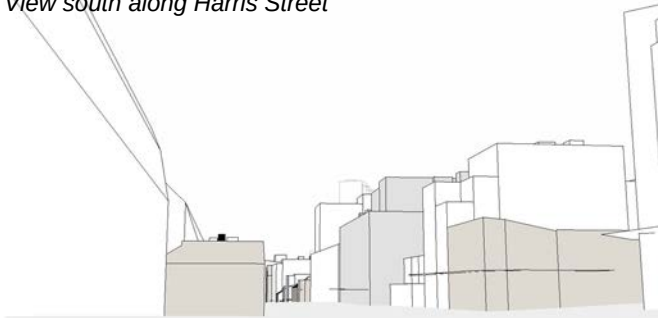
Visualisation



Figure 185 – view locations

Existing

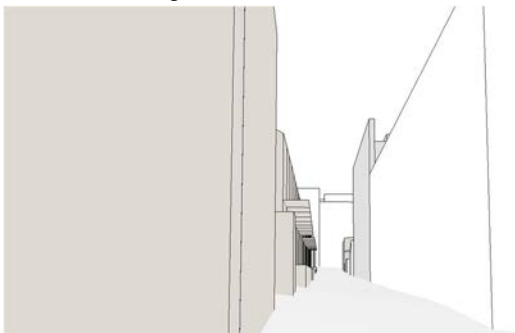
View south along Harris Street



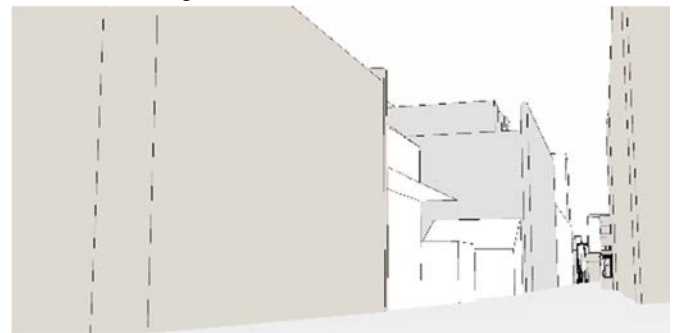
View north along Harris Street



View north along Hackett Street



View south along Hackett Street

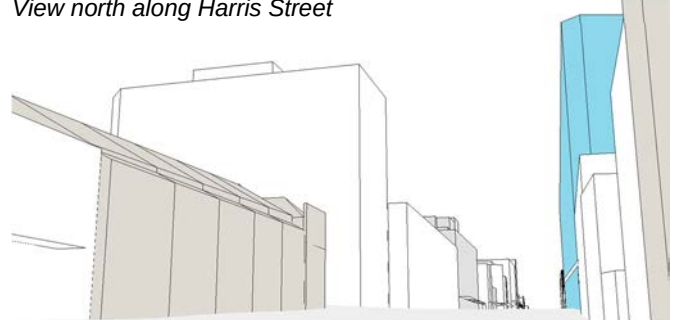


Existing + approved

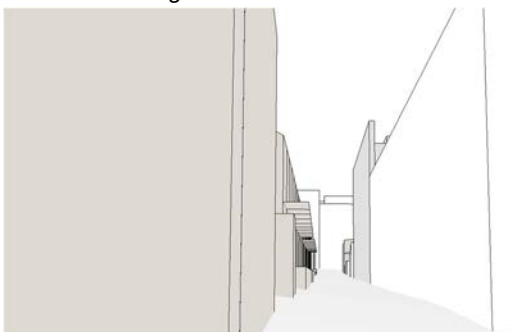
View south along Harris Street



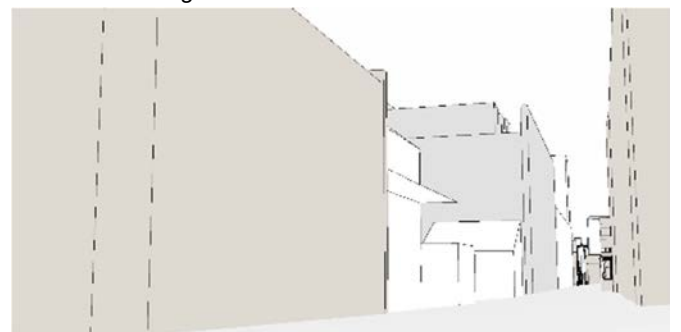
View north along Harris Street



View north along Hackett Street

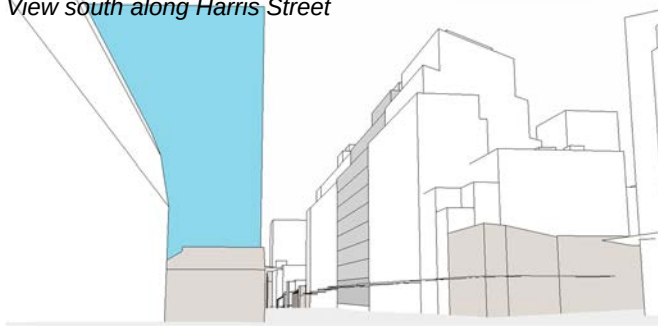


View south along Hackett Street



Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



561-577 & 579-583 Harris Street

Overview

561-577 & 579-583 Harris Street (Lot 1 DP 631356, Lot 1 DP 229201, Lot 2 DP 229201, Lot 1 DP 1102413) is located adjacent the Powerhouse Museum. The site has frontages (clockwise) to Harris Street to the east, Macarthur Street to the south and Hackett Street to the west (refer Figure 187 and Figure 186).



Figure 187 – location plan of 561-577 & 579-583 Harris Street



Figure 186 – aerial view of 561-577 & 579-583 Harris Street

Background

561-577 Harris Street was included in the Department of Planning's initial study (note, 579-583 Harris Street was not included in the Department's study). In this review it was given an FSR of 5.0:1 and a height of 35m. The study did not consider good design for noise, the amenity of Hackett Street, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. This form and the associated study figures can be seen in Figure 188 and Table 54.

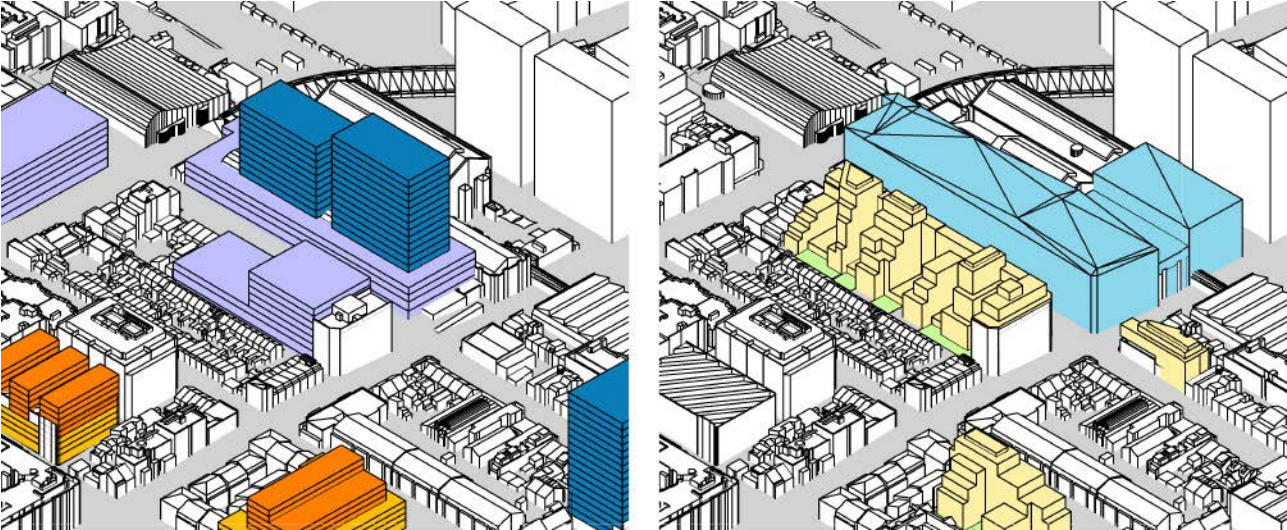


Figure 188 – comparison of Department of Planning's initial study and City of Sydney's study for 561-577 Harris Street

Table 54 – Department of Planning's initial study for 561-577 Harris Street

	Department of Planning's initial study	City of Sydney's study (561-577 Harris Street only)
Gross floor area	9,940 sqm	7,428 sqm
Floor space ratio	5.0	3.40 DesEx
Height of building	35 m	41.5m
Height in storeys	8 (<i>HiS not specified</i>)	12^
Deep soil	0%	15%

Existing controls

561-577 Harris Street is currently occupied by a three-storey commercial building with zero setbacks to all sides. 579-583 Harris Street is currently occupied by commercial building with seven levels of commercial office space above two levels of car parking. The existing controls, along with the layout and position of the site can be seen in Table 55 and Figure 189, respectively.

Table 55 – existing building and existing planning controls for 561-577 & 579-583 Harris Street

	<i>Existing building</i>	Existing controls
561-577 Harris Street		
Land use & zoning	<i>Commercial</i>	B1 – NC
Floor space ratio	<i>1.95 approx.</i>	4.0
Height of building	<i>17.5m</i>	22m
Height in storeys	3	5
Deep soil	<i>0%</i>	10%
579-583 Harris Street		
Land use & zoning	<i>Commercial</i>	B1 – NC
Floor space ratio	<i>6.47 approx.</i>	6.3
Height of building	<i>29m</i>	35m
Height in storeys	7	9
Deep soil	<i>0%</i>	10%

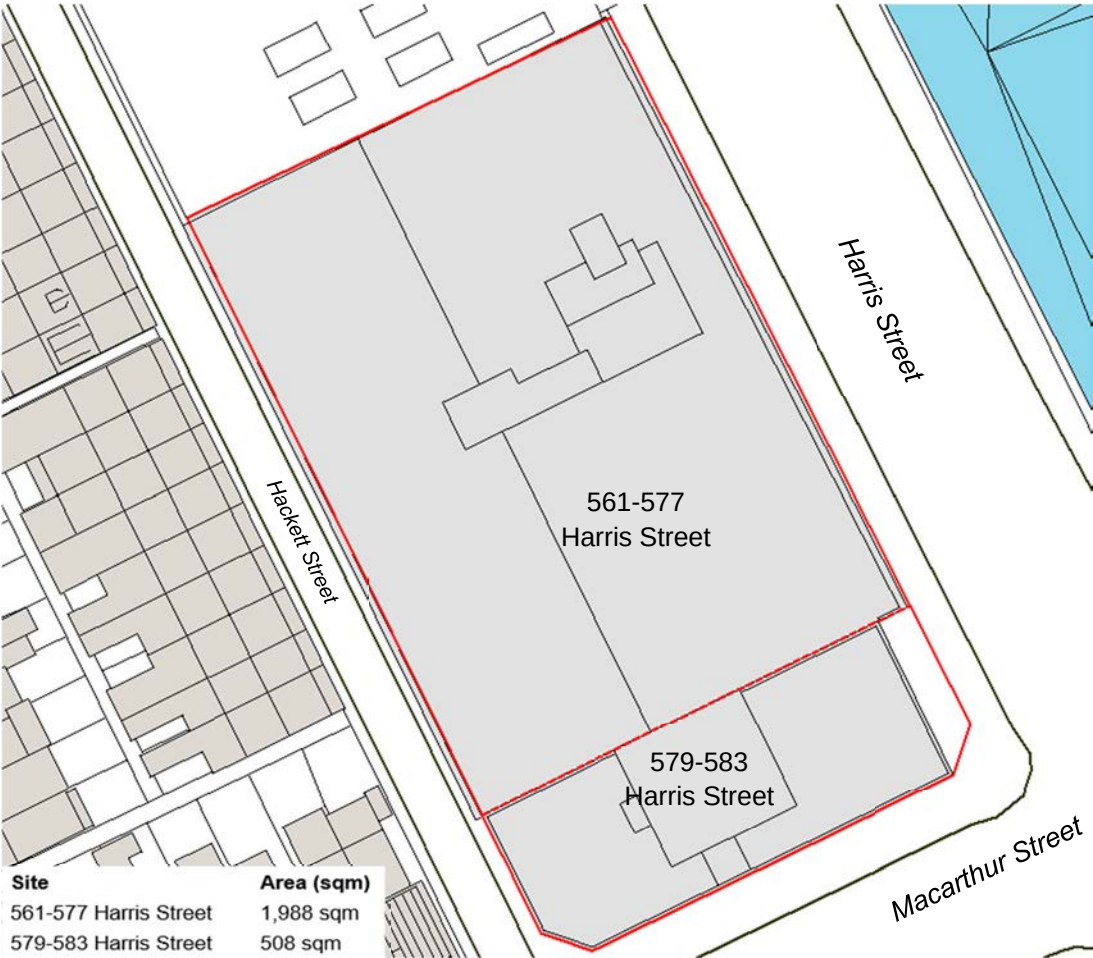


Figure 189 – existing site plan for 561-577 & 579-583 Harris Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Hackett Street.

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

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

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 190).

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.

Conserve **heritage** values –

There 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 190 – solar access to neighbouring residential properties

Proposed controls

For 561-577 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris Street. The site is to have an FSR of 3.62:1 with a Design Excellence clause; a height limit of 41.5 metres and 12 storeys; and a deep soil requirement for at least 15% of the site. For 579-583 Harris Street, the proposed controls are for a residential use, with ground floor retail uses to Harris and Macarthur Streets. The site is to have an FSR of 6.41:1 with a Design Excellence clause; and a height limit of 38 metres and 10 storeys. The controls for both sites can be seen in Table 56 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 191.

Table 56 – proposed planning controls for 561-577 & 579-583 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
561-577 Harris Street			
Land use & zoning	<i>Commercial</i>	B1 – NC	Mixed use
Floor space ratio	<i>1.95 approx.</i>	4.0	3.40 + DesEx Comm = 0.53 Res = 3.20
Height of building	<i>17.5m</i>	22m	41.5m
Height in storeys	3	5	12^
Deep soil	0%	10%	15%
579-583 Harris Street			
Land use & zoning	<i>Commercial</i>	B1 – NC	Mixed use
Floor space ratio	<i>6.47 approx.</i>	6.3	6.41 + DesEx Comm = 0.80 Res = 6.25
Height of building	<i>29m</i>	35m	38.0m
Height in storeys	7	9	10^
Deep soil	0%	10%	-



Figure 191 – proposed site plan for 561-577 & 579-583 Harris Street

Visualisation

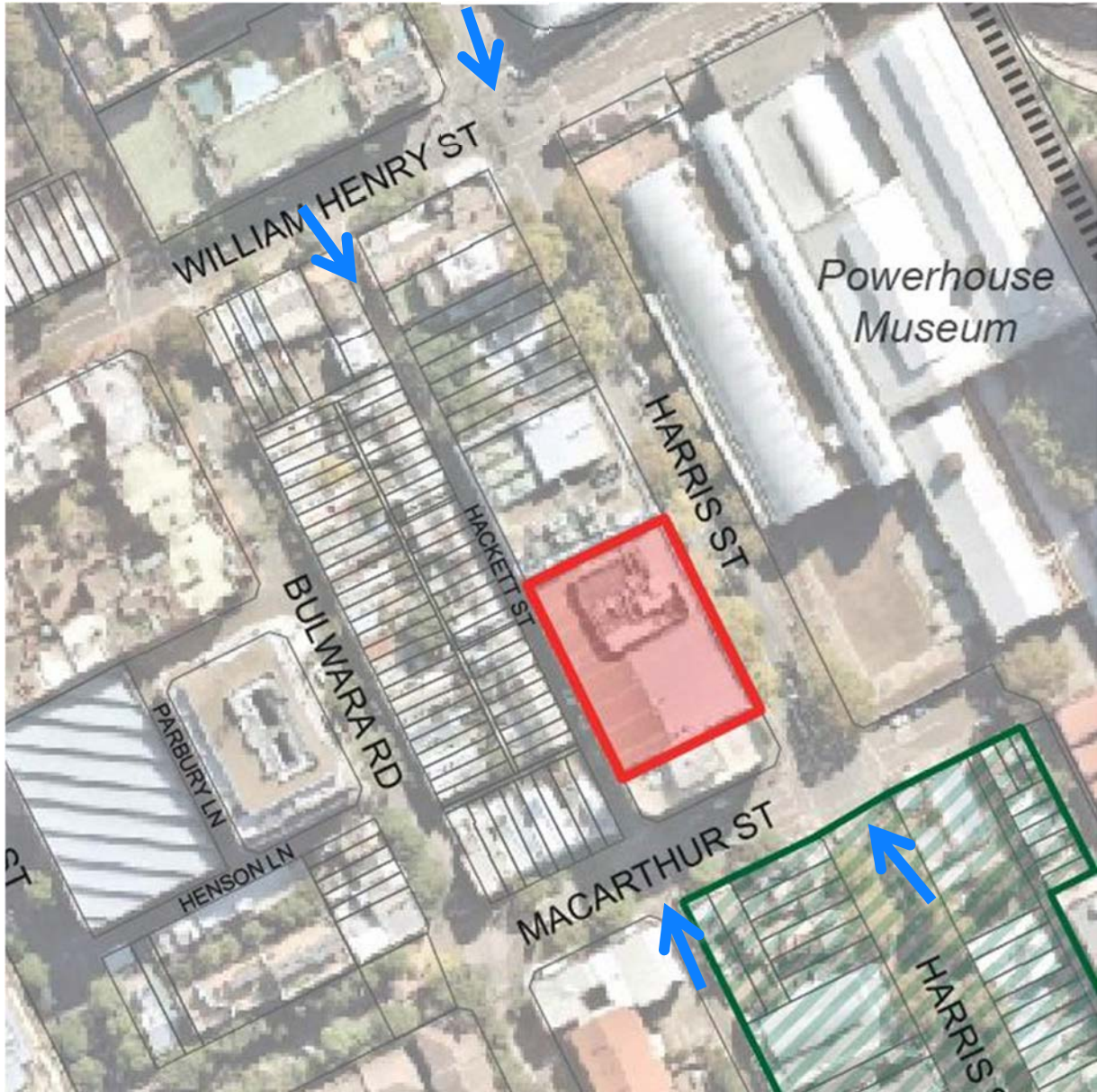
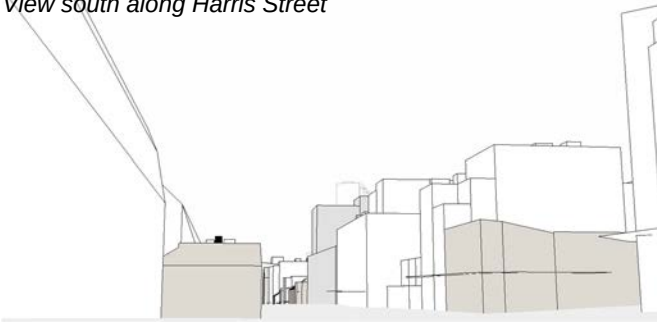


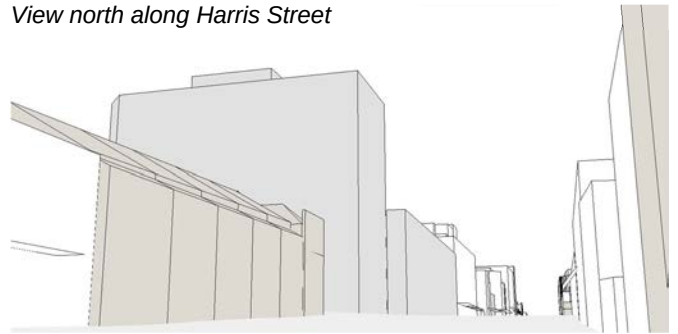
Figure 192 – view locations

Existing

View south along Harris Street



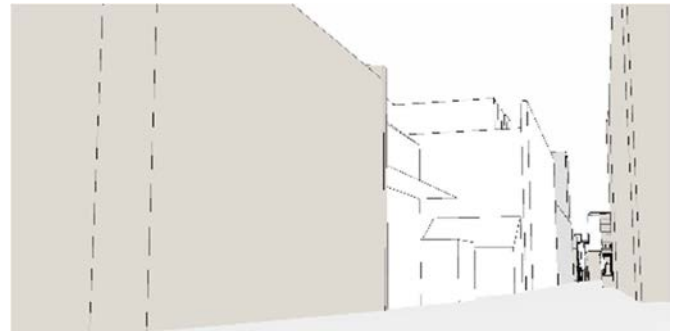
View north along Harris Street



View north along Hackett Street



View south along Hackett Street



Existing + approved

View south along Harris Street



View north along Harris Street



View north along Hackett Street

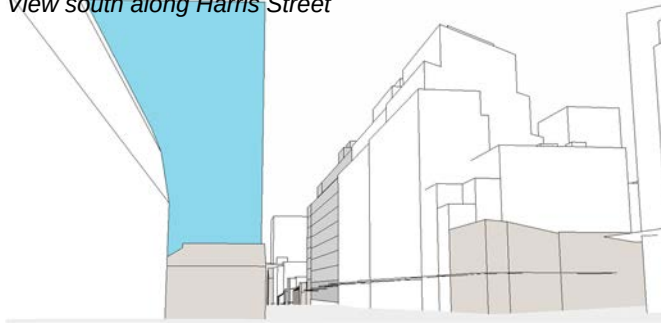


View south along Hackett Street

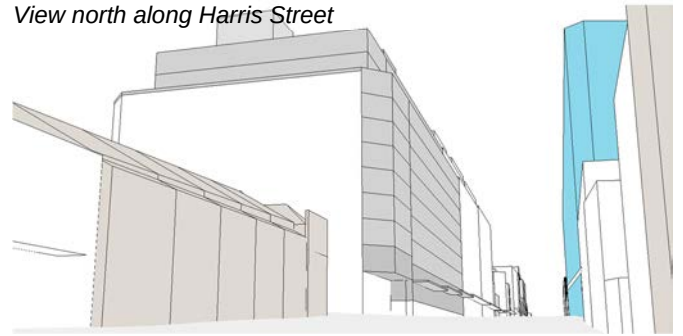


Proposed

View south along Harris Street



View north along Harris Street



View north along Hackett Street



View south along Hackett Street



562-576 Harris Street

Overview

562-570 Harris Street and 572-576 Harris Street (Lots 44-47 DP 868670) are located adjacent the Powerhouse Museum. The site group has frontages (clockwise) to Harris Street to the west, Macarthur Street to the north and Systum Street to the east (refer Figure 193 and Figure 194).

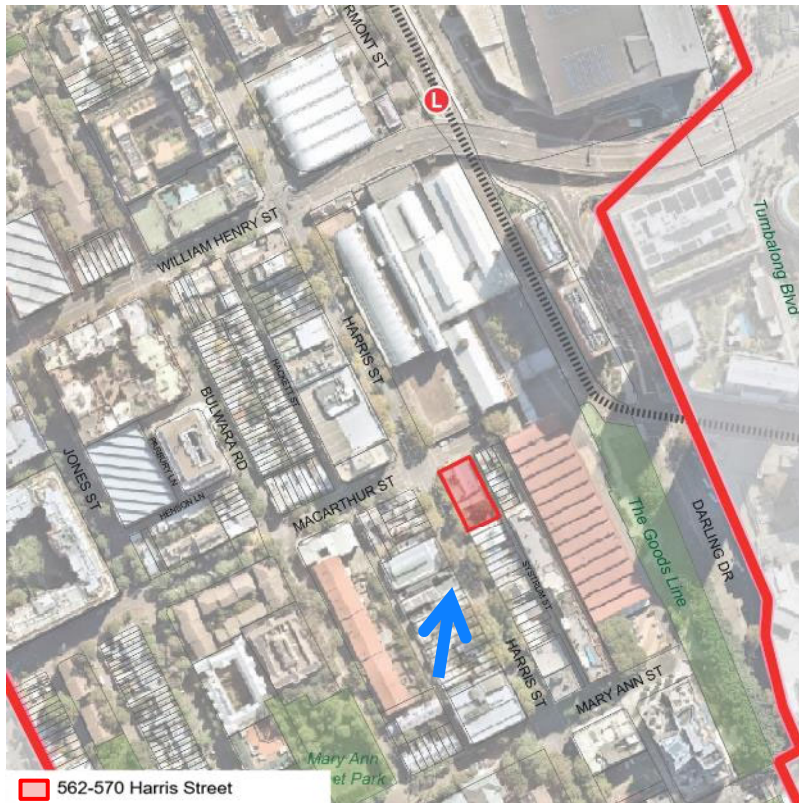


Figure 193 – location plan of 562-576 Harris Street



Figure 194 – oblique aerial of 562-576 Harris Street

Background

562-570 Harris Street, and 572-576 Harris Street were not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and the sites from 562-576 Harris Street were identified as sites capable of change.

In 2023 a Pre-DA (PDA-2023/134) was submitted for 562-576 Harris Street. The submission proposed a scheme for visitor accommodation with an FSR of 2.34:1 (2.13:1 with a Design Excellence clause), as shown in Figure 195 and Table 57. The Pre-DA was subsequently withdrawn.

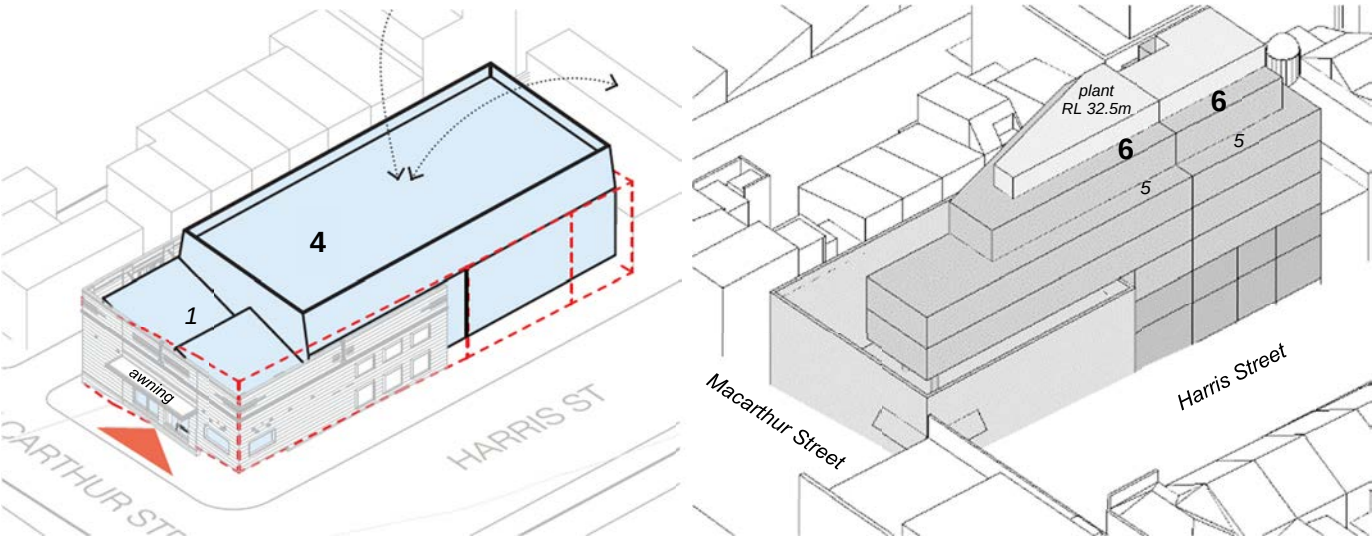


Figure 195 – comparison of proponent’s scheme for 562-576 Harris Street and CoS urban design study

Table 57 – Proponent’s proposed scheme for 562-576 Harris Street (PDA-2023/134)

	PDA-2023/134	CoS study	Alternative controls
Gross floor area	Visitor Accommodation	Residential (mixed use)	Non-residential use
Floor space ratio	2.34	1.98	2.75
Height of building	13.5m	23.5 m	23.5 m
Height in storeys	4^	6^	6^
Deep soil	0%	10%	10%

Existing controls

562-576 Harris Street is currently occupied by single storey warehouse fronting Macarthur Street. South of this is a small two storey annex and lean-to, the remainder of the site group is vacant. These controls, along with the layout and position of the site can be seen in Table 58 **Error! Reference source not found.** and Figure 196 respectively.

Table 58 – existing building and existing planning controls for 562-576 Harris Street

	Existing building	Existing controls
Land use & zoning	Commercial	MU1 – MU
Floor space ratio	0.61 approx.	1.0 & 1.5
Height of building	10m	9m
Height in storeys	2	2
Deep soil	-	10%

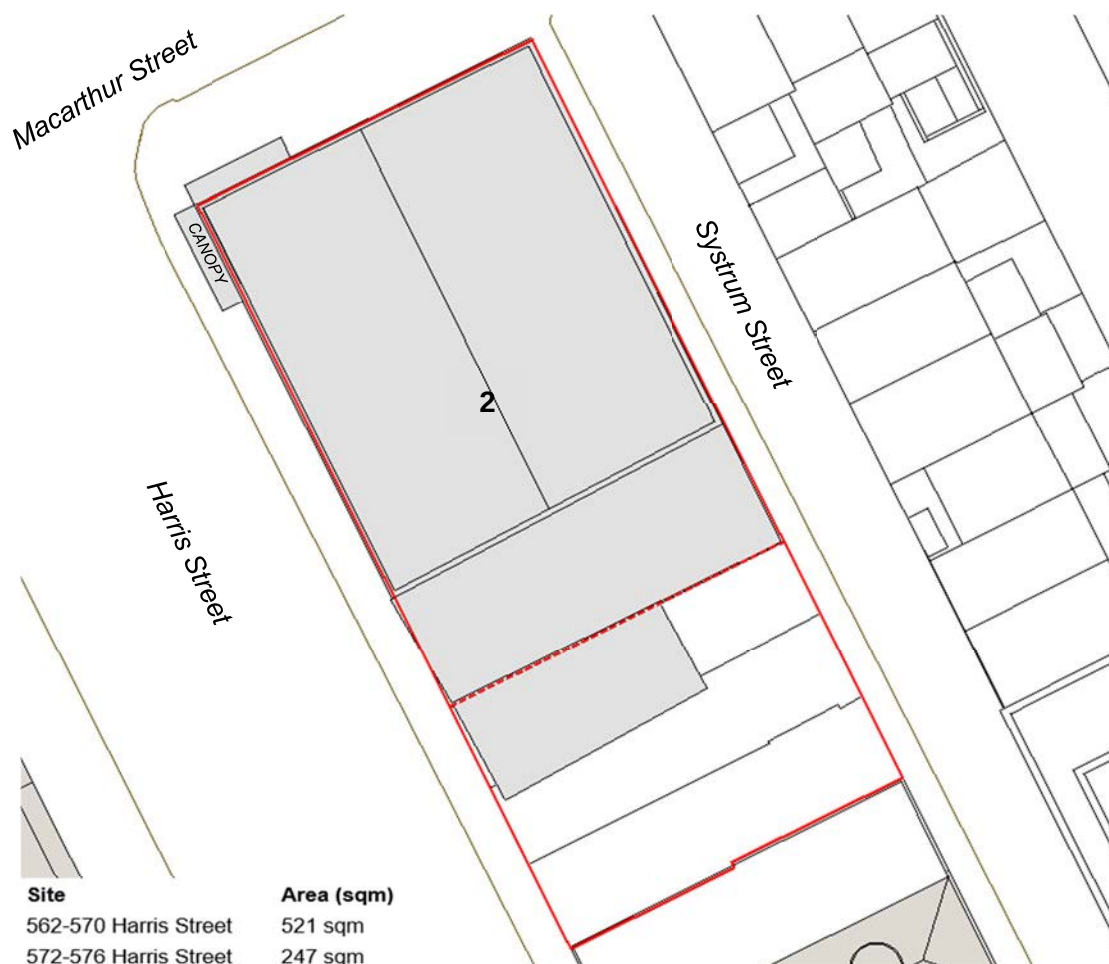


Figure 196 – existing site plan for 562-576 Harris Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Systrum Street.

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

The rear lane setback is publicly accessible open space that extends the public space of Hackett Street.

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 197).

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.

Conserve **heritage** values –

The existing Hannah's Pies warehouse is conserved and carefully built over on part of the Harris Street frontage.

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.

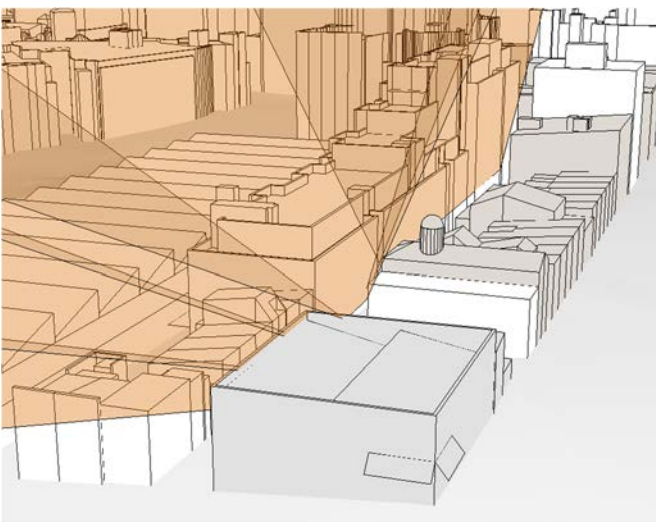


Figure 197 – solar access to neighbouring residential properties

Proposed controls

For 562-576 Harris Street, changes to controls are proposed to support two possible outcomes for floor space use. The mixed use provisions exhibited in late 2024 support street level commercial uses with residential floor space above. In response to feedback from the public exhibition, an alternative scheme is also proposed to incentivise a solely non-residential outcome.

Controls for mixed use development

The exhibited controls are for street level retail-commercial uses fronting Harris and Macarthur Streets with residential uses above. The combined sites would have an FSR of 2:1; a height limit of 23.5 metres and 6 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 59 **Error! Reference source not found.** below. Additional requirements regarding street and upper-level setbacks, street wall height, and site layout requirements are shown in Figure 198.

Table 59 – controls for mixed use development at 562-576 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	MU1 - MU	Mixed use
Floor space ratio	<i>0.65 approx.</i>	1.0 & 1.5	2.0 <i>Comm = 0.86 Res = 1.31</i>
<i>Northern site</i> -		1.0	<i>1.66 + DesEx Comm = 0.73 Res = 1.09</i>
<i>Southern site</i> -		1.5	<i>2.67 + DesEx Comm = 1.14 Res = 1.79</i>
Height of building	<i>10m</i>	9m	23.5m
Height in storeys	<i>2</i>	2	6^
Deep soil	-	10%	10%



Figure 198 – site plan showing controls for mixed use development at 562-576 Harris Street exhibited late 2024

Alternative controls for non-residential development

The alternative controls proposed for this site group support a solely non-residential approach.

The combined sites would have an FSR of 2.75:1; a height limit of 23.5 metres and 6 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 60 **Error! Reference source not found.** below. Additional requirements regarding street and upper-level setbacks, street wall height, and site layout requirements are shown in Figure 199.

Table 60 – proposed alternative controls for commercial development at 562-576 Harris Street

	<i>Existing building</i>	Existing controls	Proposed controls
Land use & zoning	<i>Commercial</i>	MU1 - MU	Mixed use
Floor space ratio	<i>0.65 approx.</i>	1.0 & 1.5	2.75 <i>Comm = 1.0</i> <i>Accomm. = 1.70</i>
<i>Northern site -</i>		<i>1.0</i>	<i>1.72 + DesEx</i> <i>Comm = 0.69</i> <i>Res = 1.06</i>
<i>Southern site -</i>		<i>1.5</i>	<i>3.08 + DesEx</i> <i>Comm = 1.04</i> <i>Res = 2.04</i>
Height of building	<i>10m</i>	9m	23.5m
Height in storeys	<i>2</i>	2	6^
Deep soil	-	10%	10%



Figure 199 – proposed site plan for 562-560 Harris Street

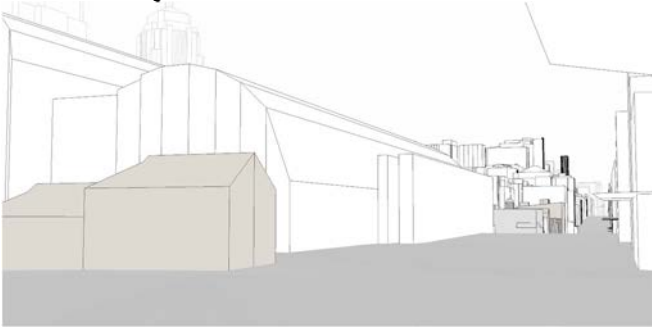
Visualisation



Figure 200 – view locations

Existing

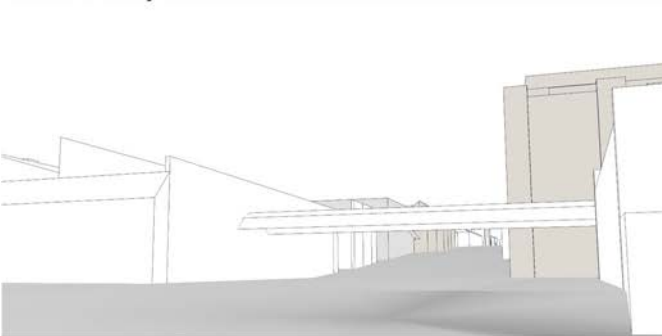
View south along Harris Street



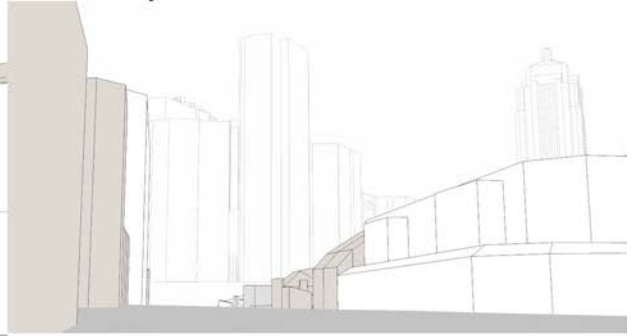
View north along Harris Street



View west along Macarthur Street

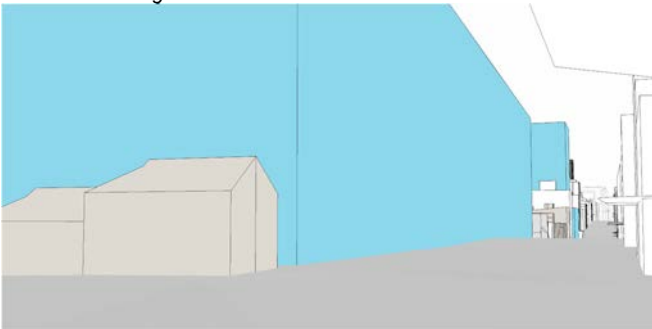


View east along Macarthur Street

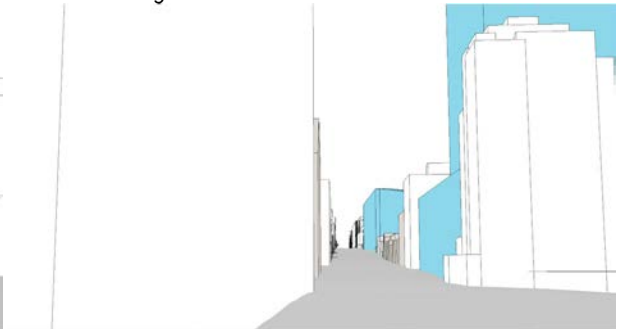


Existing + approved

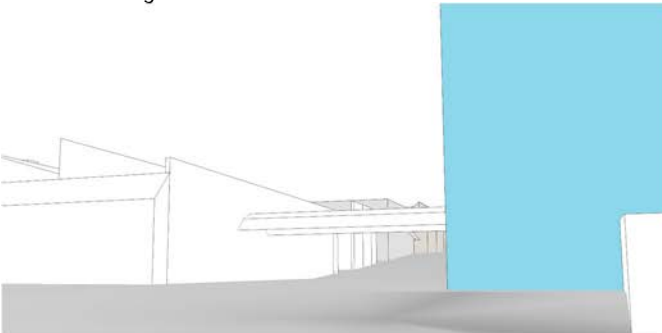
View south along Harris Street



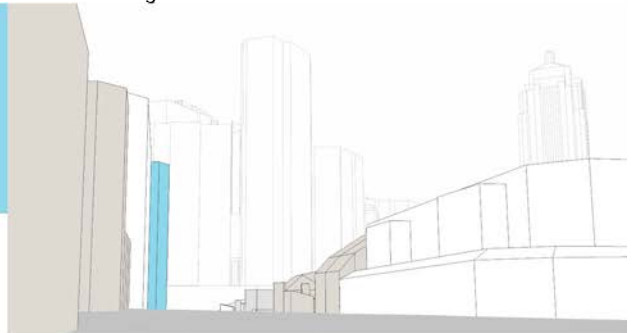
View north along Harris Street



View west along Macarthur Street

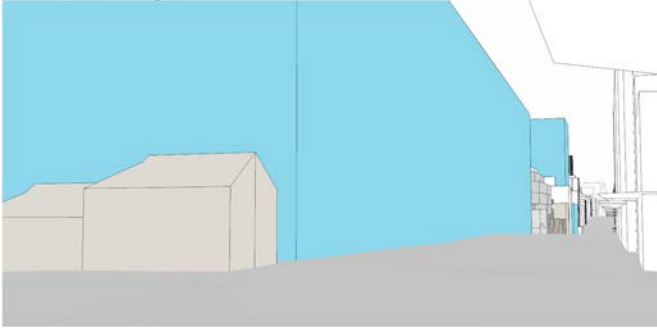


View east along Macarthur Street

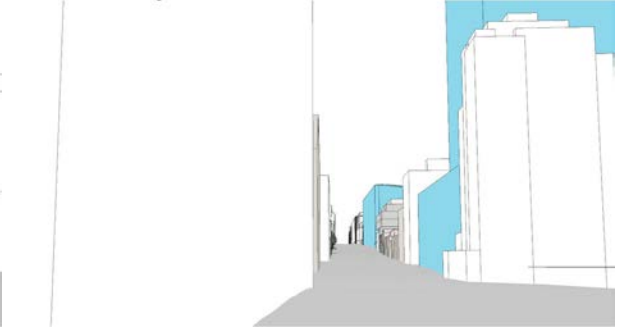


Mixed use controls – exhibited late 2024

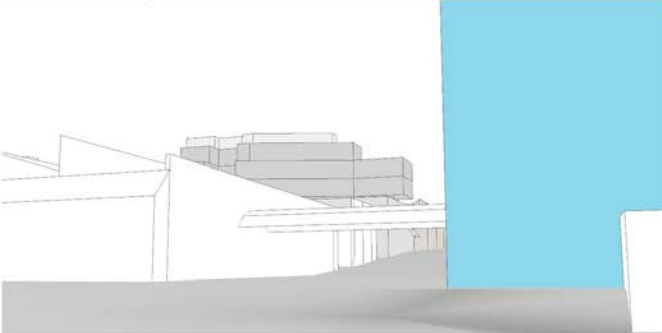
View south along Harris Street



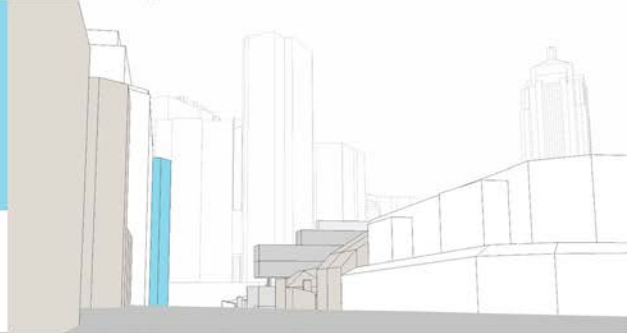
View north along Harris Street



View west along Macarthur Street

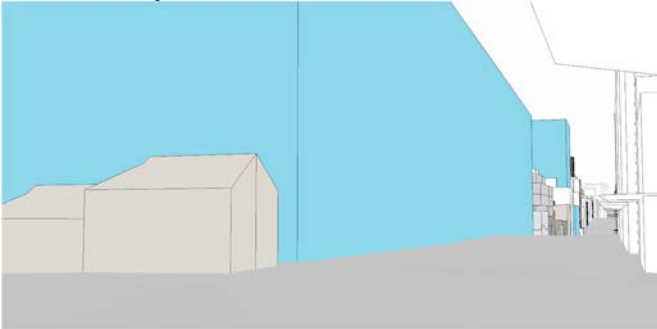


View east along Macarthur Street

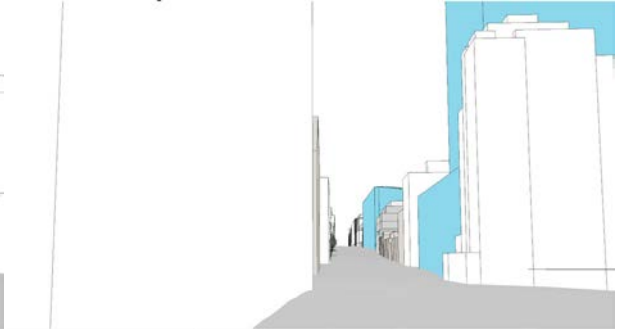


Proposed alternative controls for commercial use

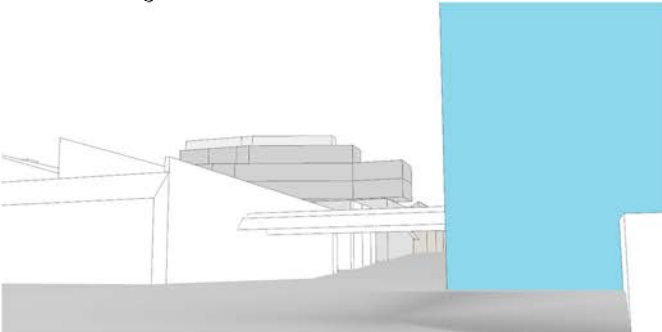
View south along Harris Street



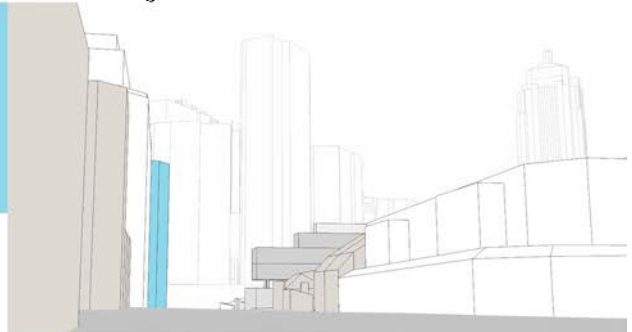
View north along Harris Street



View west along Macarthur Street



View east along Macarthur Street



383-389 Bulwara Road

Overview

383-389 Bulwara Road (Part Lot 1 DP 773656) is located immediately north of the Mary Ann Street Reserve on the western side of Bulwara Road (refer Figure 201 and Figure 202).



Figure 201 – location plan of 383-389 Bulwara Road



Figure 202 – oblique aerial of 383-389 Bulwara Road

Background

383-389 Bulwara Road was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1 and a height of 32m and 9 storeys, as shown in Figure 203. The study did not consider the amenity of park, the difficulty of site amalgamation with a public authority, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 61 below.

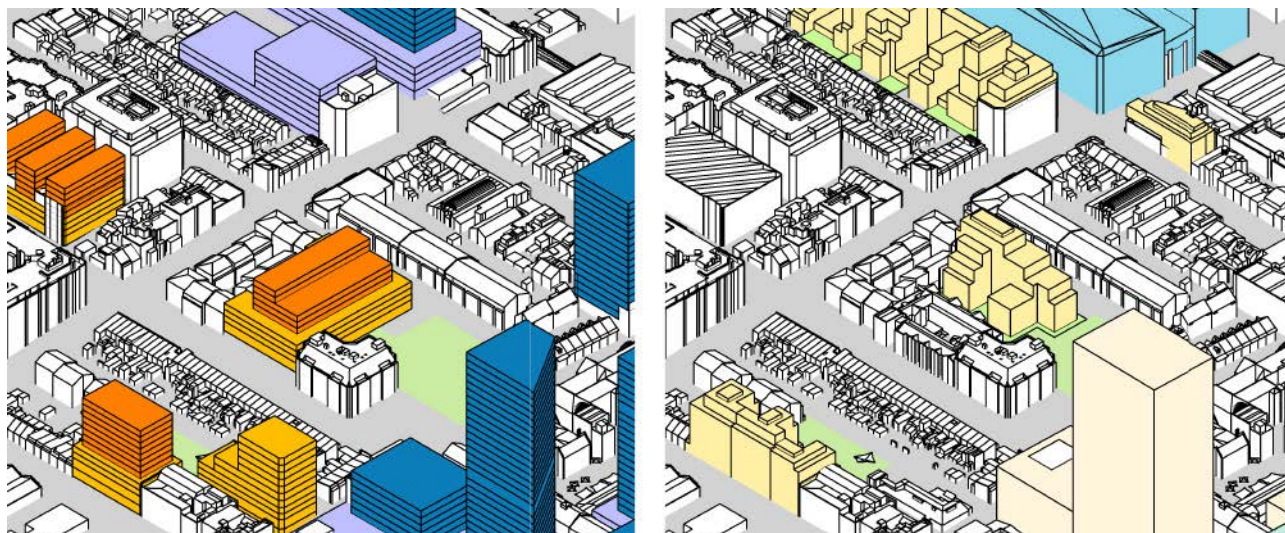


Figure 203 – comparison of Department of Planning's initial study and City of Sydney's study for 383-389 Bulwara Road

Table 61 – Department of Planning's initial study for 383-389 Bulwara Road

	Department of Planning's initial study	City of Sydney's study
Gross floor area	8,892 sqm	7,845 sqm
Floor space ratio	4.0	3.16 + DesEx
Height of building	32m (<i>HoB not specified</i>)	35m
Height in storeys	9 (<i>HiS not specified</i>)	10^
Deep soil	Not specified	15%

Existing controls

383-389 Bulwara Road is currently occupied by a five-storey hotel/visitor-accommodation, setback behind a porte-cochère on Bulwara Road. The existing controls, along with the layout and position of the site can be seen in Table 62 and Figure 204 respectively.

Table 62 – existing building and existing planning controls for 383-389 Bulwara Road

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Visitor accommodation</i>	R1 – GR
Floor space ratio	<i>1.86 approx.</i>	2.0
Height of building	<i>21m</i>	18m
Height in storeys	<i>5</i>	4
Deep soil	<i>TBC</i>	10%

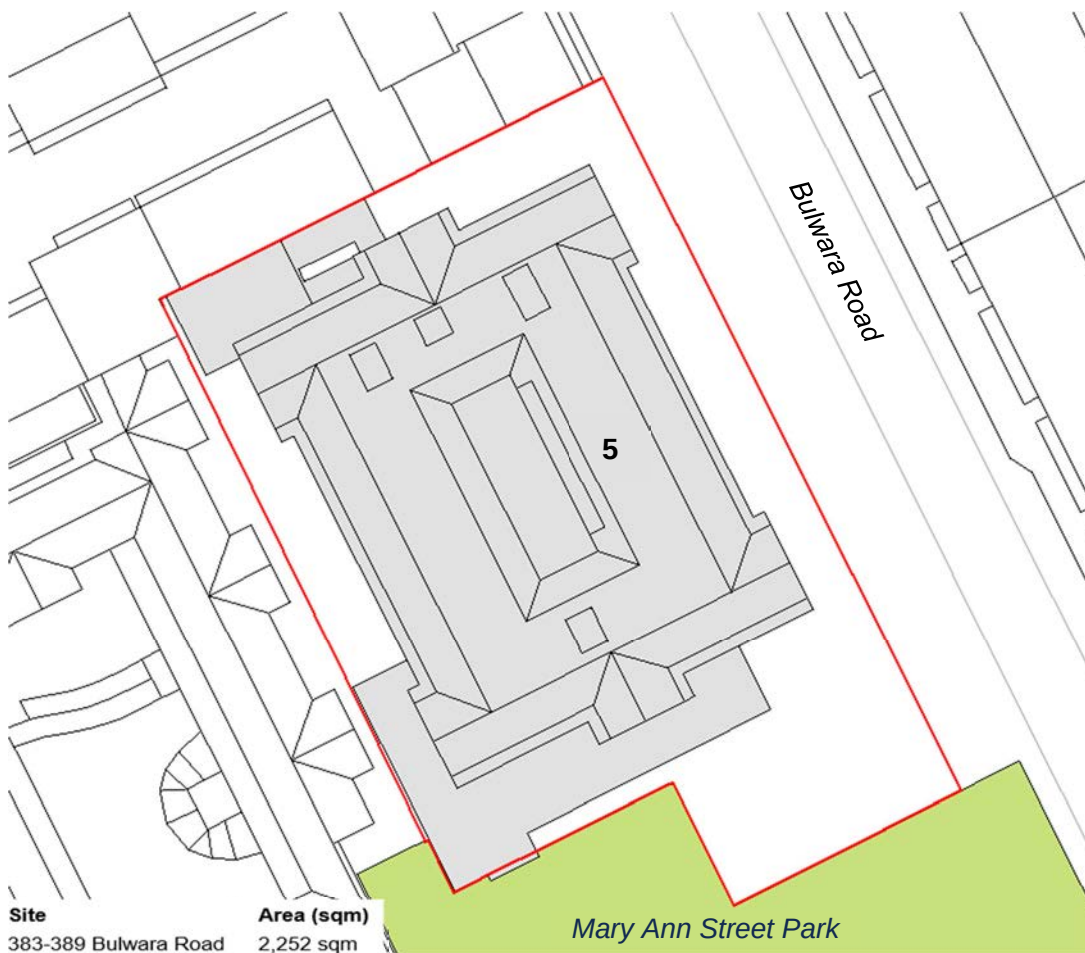


Figure 204 – existing site plan for 383-389 Bulwara Road

Urban design principles

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

The street setback, rear setback, and setback to the park provides deep soil for the planting of trees that extend the greenery of the park.

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

The street setback is publicly accessible open space that extends the public space of Bulwara Road.

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 205). Additional overshadowing to neighbouring Mary Ann Street Park has also been minimised (refer Figure 206)

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 –

There 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.

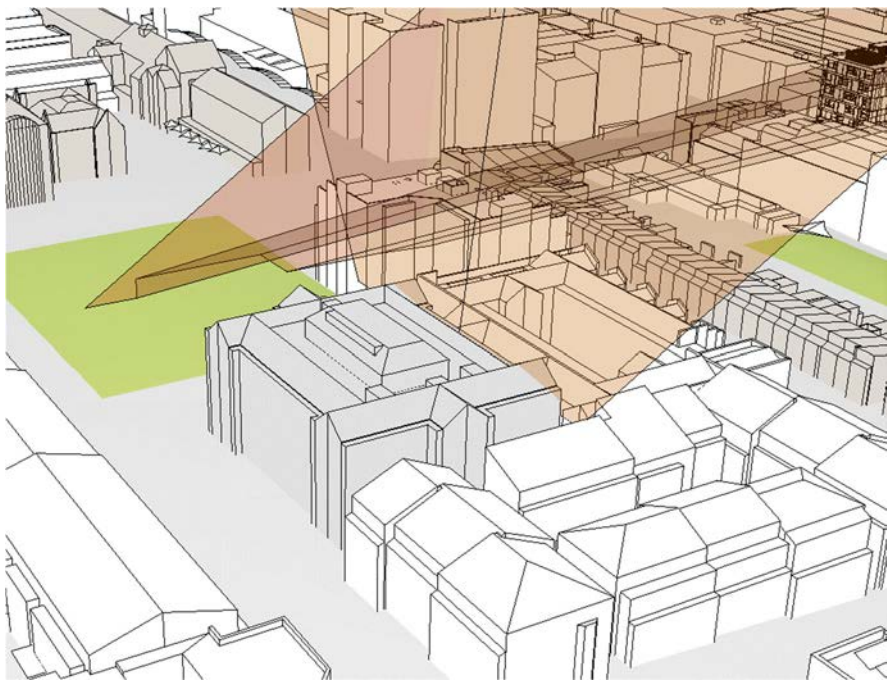


Figure 205 – solar access to adjoining residential properties and Mary Ann Street Park

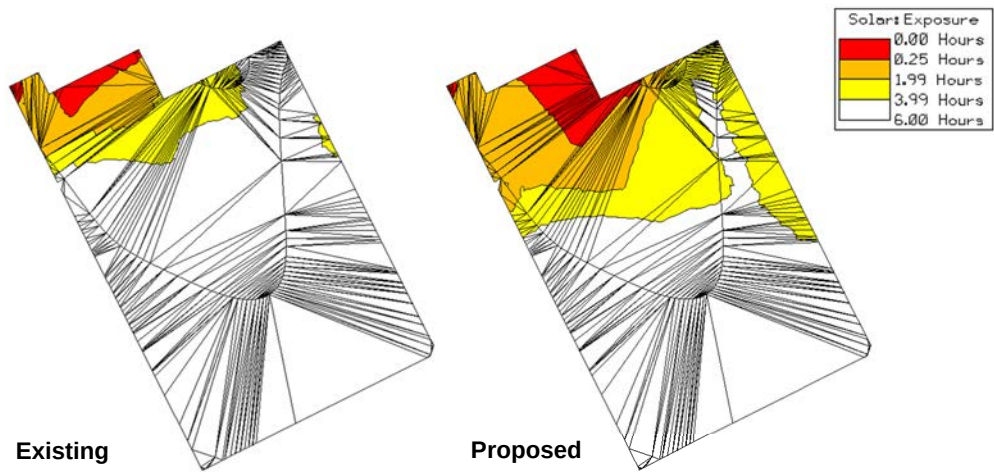


Figure 206 – solar insolation to Mary Ann Street Park

Proposed controls

For 383-389 Murray Street, the proposed controls are for a residential use. The site is to have an FSR of 3.05:1 with a Design Excellence clause; a height limit of 35 metres and 10 storeys; and a deep soil requirement for at least 15% of the site, as shown in Table 63 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 207.

Table 63 – proposed planning controls for 383-389 Bulwara Road

	Existing building	Existing controls	Proposed controls
Land use & zoning	Visitor accommodation	R1 – GR	Residential
Floor space ratio	1.86 approx.	2.0	3.05 + DesEx
Height of building	21m	18m	35m
Height in storeys	5	4	10^
Deep soil	TBC	10%	15%

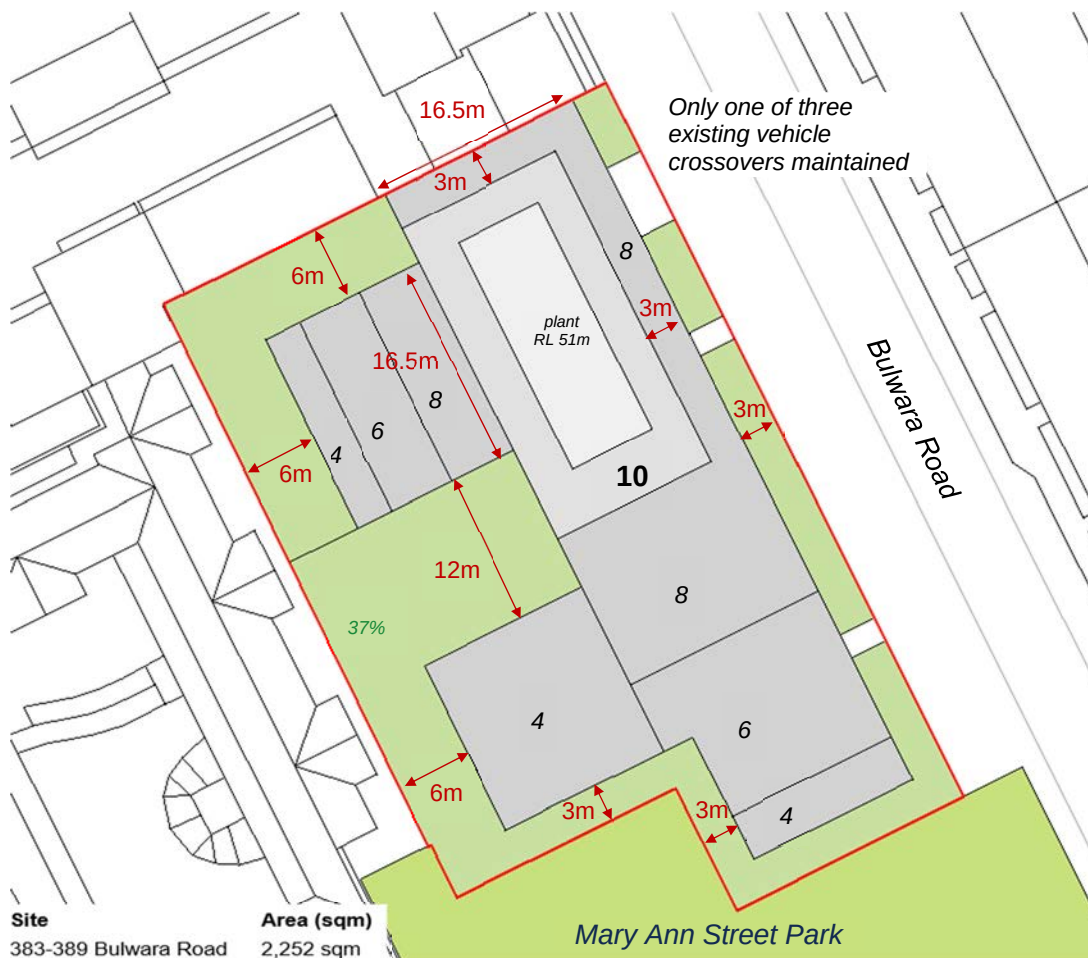


Figure 207 – proposed site plan for 383-389 Bulwara Road

Visualisation

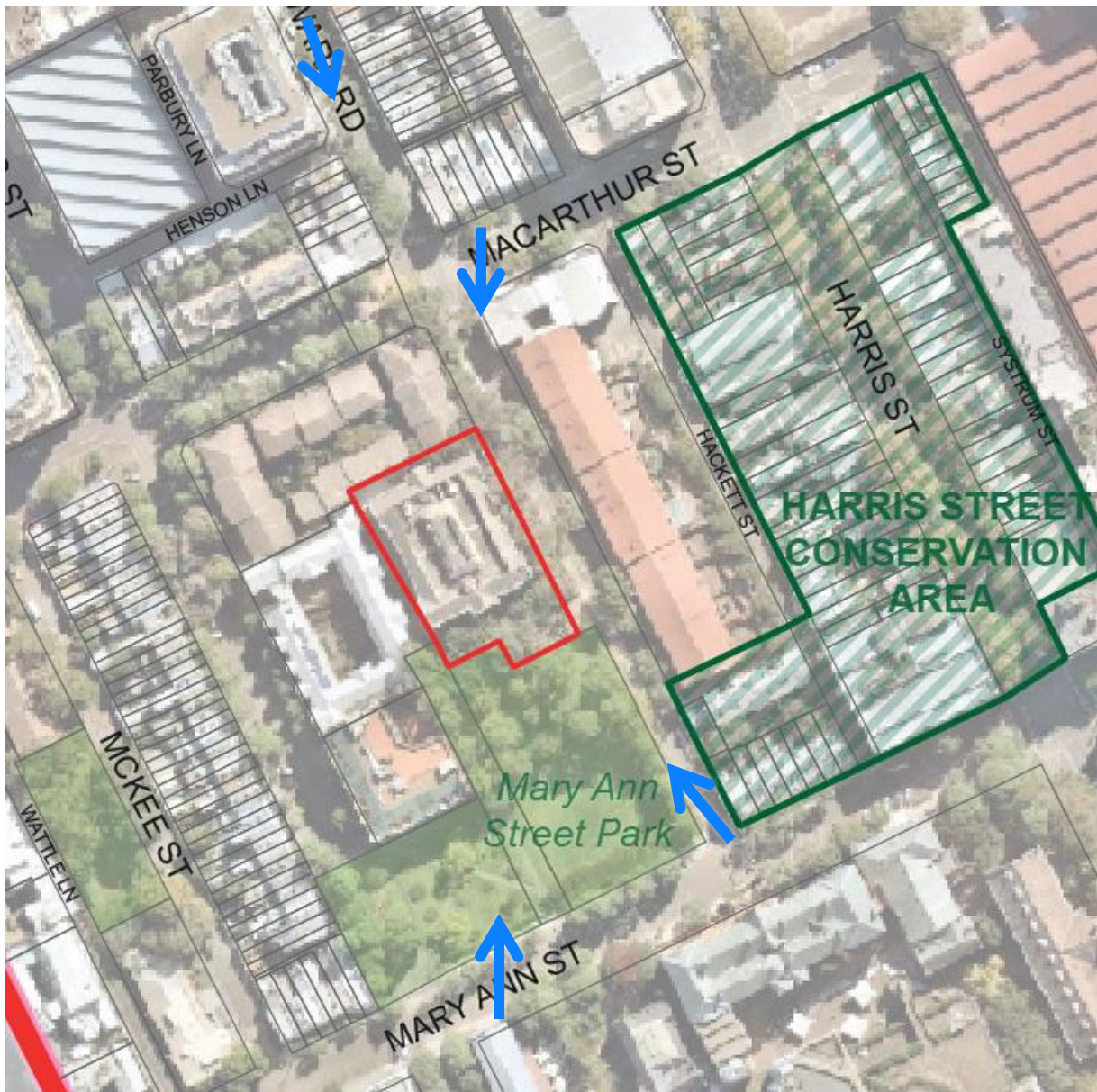
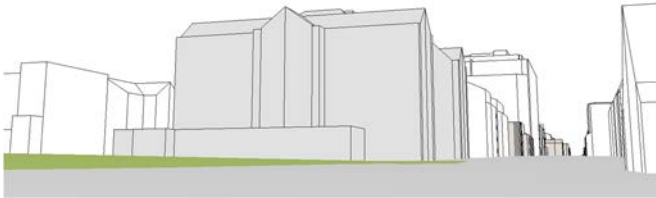


Figure 208 – view locations

Existing

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street



View south along Bulwara Road



Existing + approved

View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street

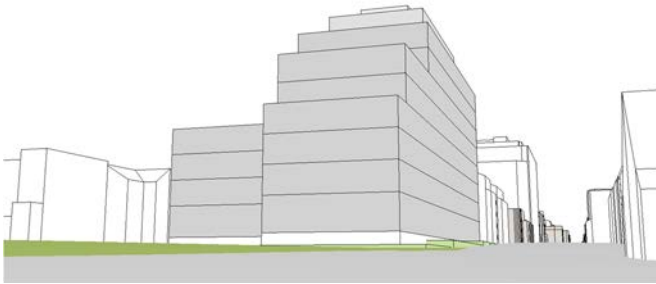


View south along Bulwara Road



Proposed

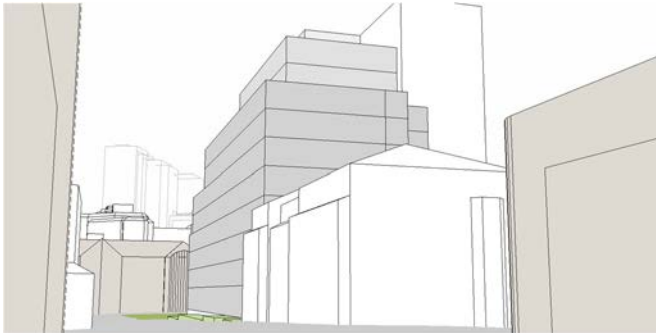
View north along Bulwara Road



View north across Mary Ann Street Park



View southwest from Macarthur Street



View south along Bulwara Road



446-456 Wattle Street

Overview

446-456 Wattle Street (Lot 9-14 DP 260374) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The sites front Wattle Street to their west and Wattle Lane to their east (refer Figure 210 and Figure 209).



Figure 210 – location plan of 446-456 Wattle Street



Figure 209 – oblique aerial of 446-456 Wattle Street

Background

446-456 Wattle Street was not included in the Department of Planning's initial study. Subsequently, the City reviewed all of the sites in the peninsula and 446-456 Wattle Street was identified as a site capable of change.

Existing controls

446-456 Wattle Street (Lot 9-14 DP 260374) are currently occupied by six separate terrace houses, all fronting Wattle Street, with rear lane access from Wattle Lane. The existing controls and the layout and position of the sites can be seen in Table 64 and Figure 211, respectively.

Table 64 – existing building and existing planning controls for 446-456 Wattle Street

	Existing building	Existing controls
Land use & zoning	Residential	MU1 – MU
Floor space ratio	1.07 approx.	1.0
Height of building	7.5m	9m
Height in storeys	2	2
Deep soil	n/a	10%



Figure 211 – existing site plan for 446-456 Wattle Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Wattle Lane.

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

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

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. Additional overshadowing to nearby Mckee Street Reserve has also been minimised (refer Figure 212)

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

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

Conserve **heritage** values –

There 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 Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle 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.

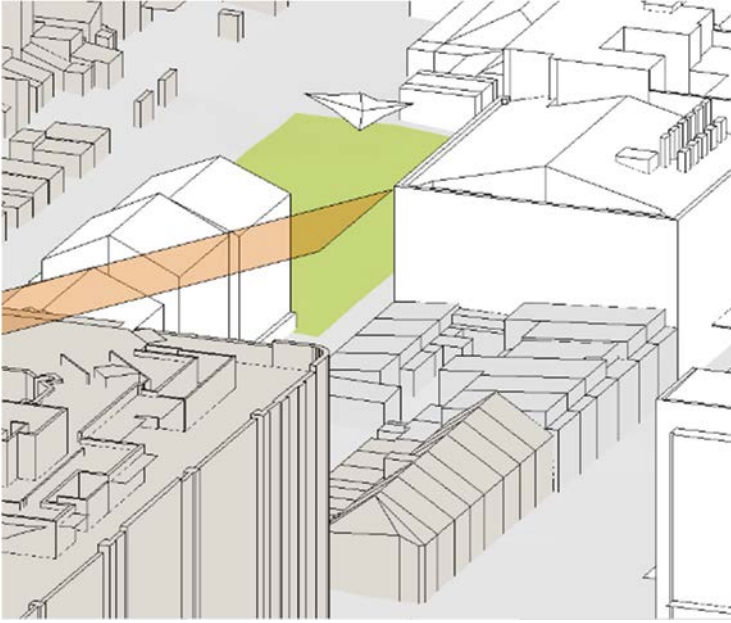


Figure 212 – solar access to McKee Street Reserve community gardens

Proposed controls

For 446-456 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.76:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 65 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 213.

Table 65 – proposed planning controls for 446-456 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Residential</i>	MU1 – MU	Mixed use
Floor space ratio	<i>1.07 approx.</i>	1.0	3.76 + DesEx
Height of building	<i>7.5m</i>	9m	36m
Height in storeys	<i>2</i>	2	10^
Deep soil	<i>n/a</i>	10%	10%



Figure 213 – proposed site plan for 446-456 Wattle Street

Visualisation

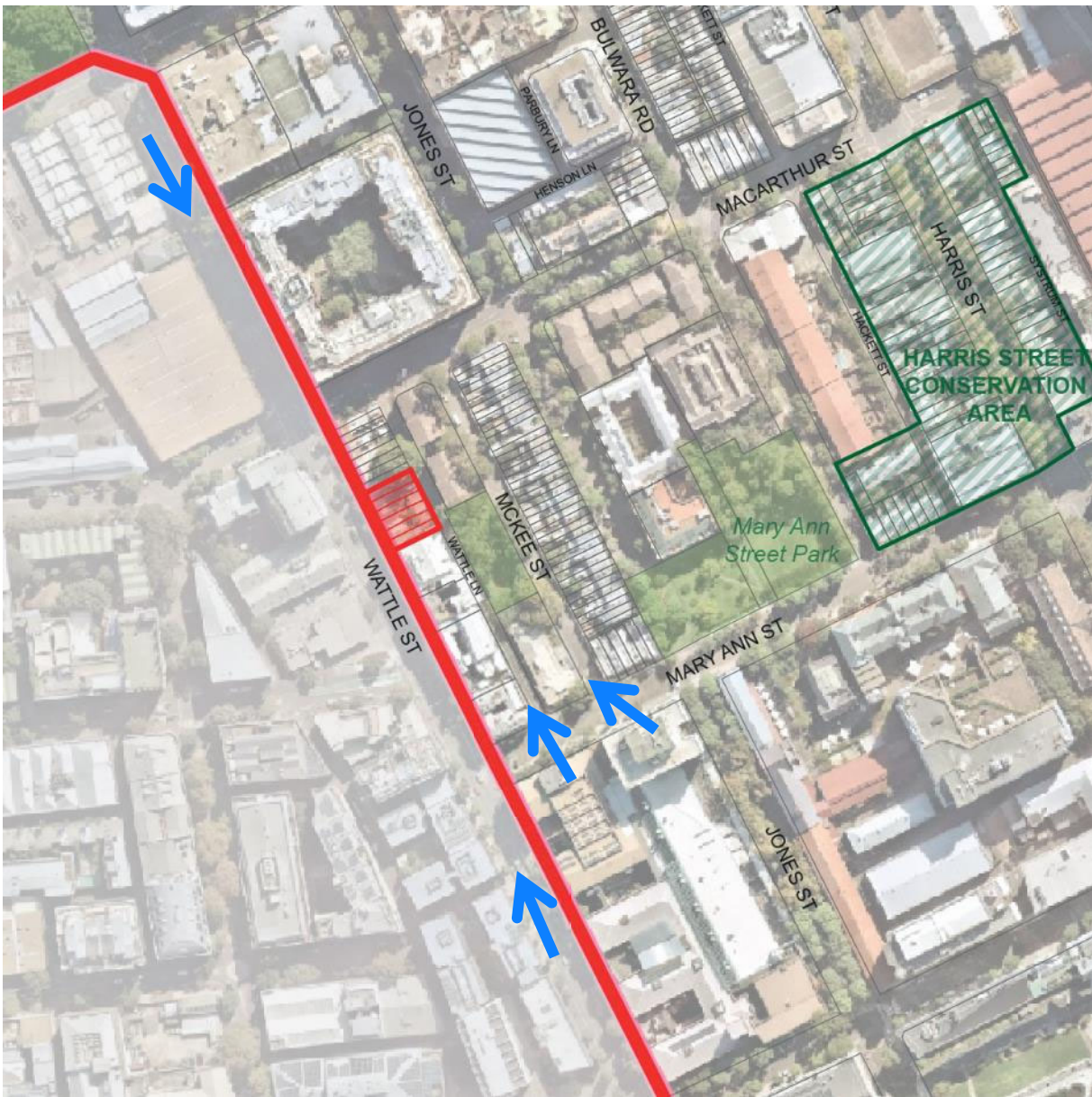
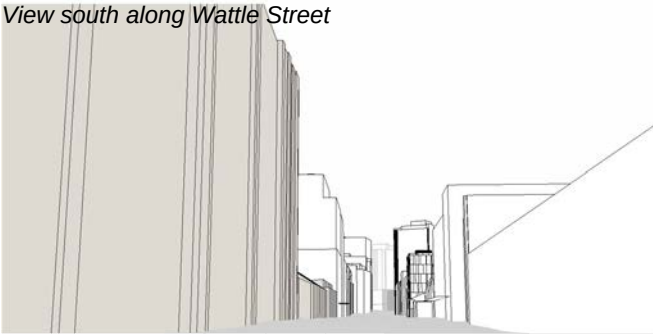


Figure 214 – view locations

Existing

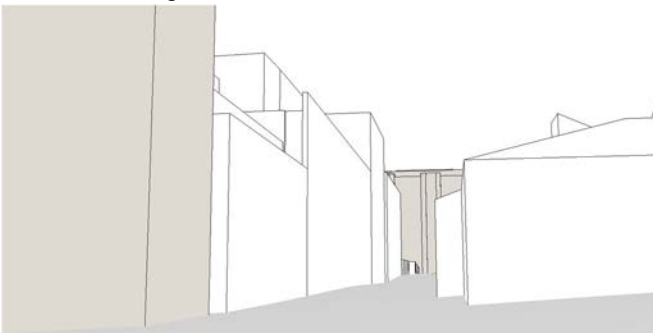
View south along Wattle Street



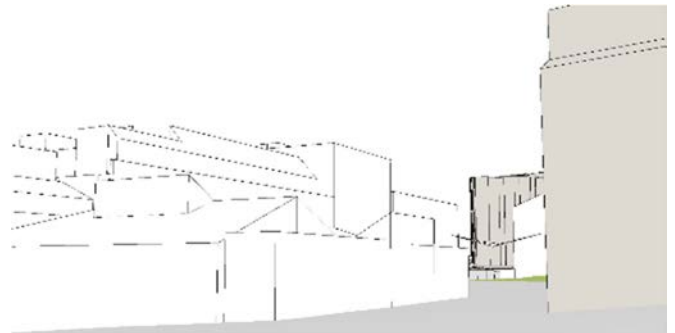
View north along Wattle Street



View north along Wattle Lane

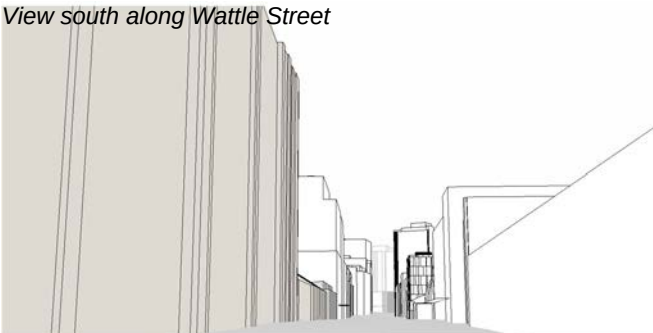


View west across McKee Street Reserve

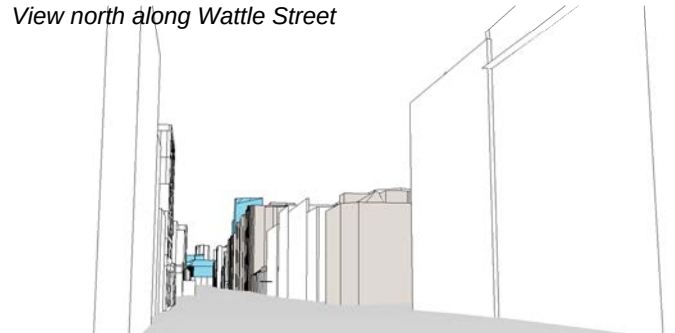


Existing + approved

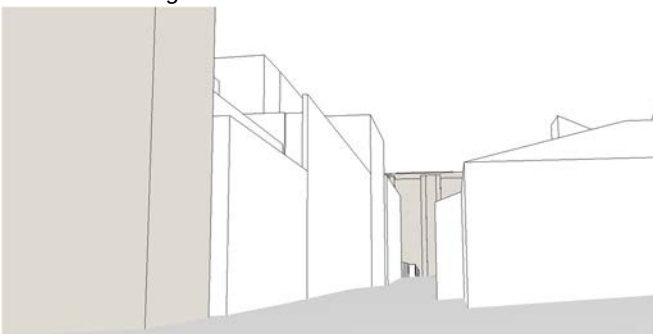
View south along Wattle Street



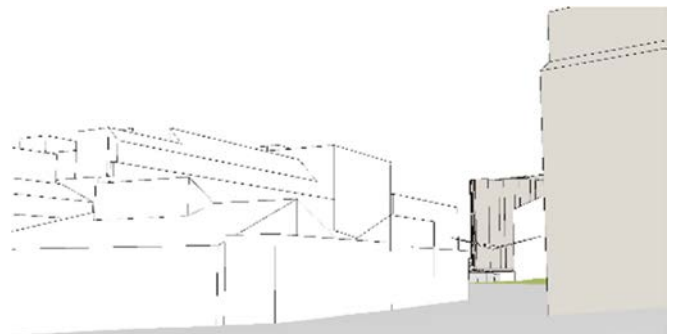
View north along Wattle Street



View north along Wattle Lane

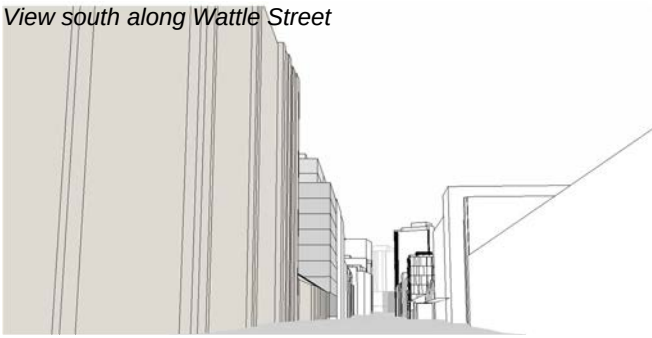


View west across McKee Street Reserve



Proposed

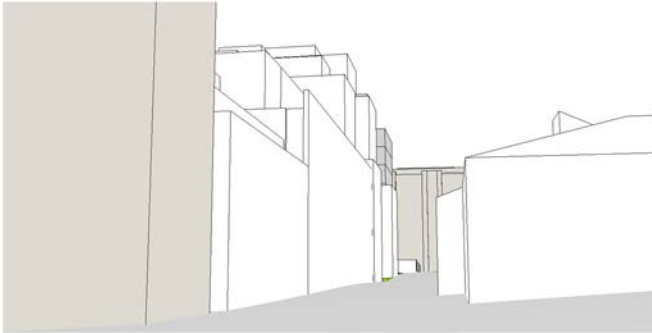
View south along Wattle Street



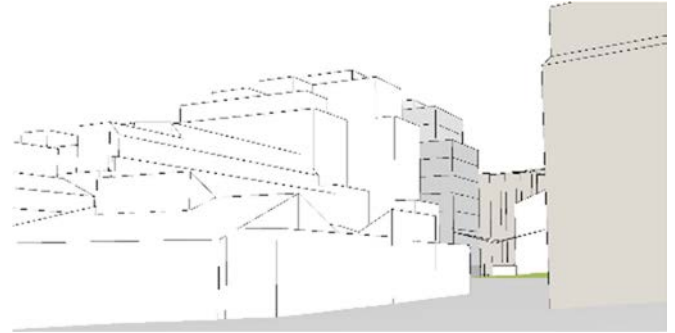
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



458-468 Wattle Street

Overview

458-468 Wattle Street (Lot 2 DP 209558, Lots 1-4 SP 65741) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site front Wattle Street to the west and Wattle Lane to the east (refer Figure 215 and Figure 216).



Figure 215 – location plan of 458-468 Wattle Street



Figure 216 – oblique aerial of 458-468 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 217. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 66 below.

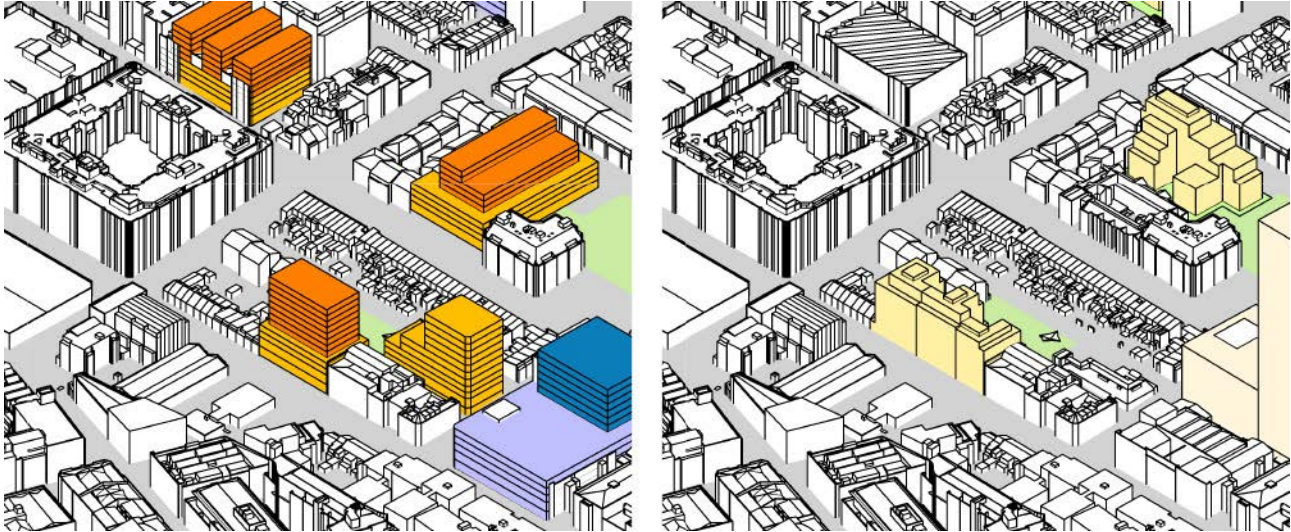


Figure 217 – comparison of Department of Planning's initial study and City of Sydney's study for 458-468 Wattle Street

Table 66 – Department of Planning's initial study for 458-468 Wattle Street

	DPE study	CoS study
Gross floor area	3,520 sqm*	2,693 sqm
Floor space ratio	5.50	3.82 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	36m
Height in storeys	12 (<i>HiS not specified</i>)	10^
Deep soil	Not specified	10%
*Site was amalgamated 470 Wattle Street in the Department of Planning's initial study; figures shown only represent 458-468 Wattle Street		

Existing controls

458-468 Wattle Street is currently occupied by a four-storey commercial building, the existing building's characteristics and current planning controls can be seen in Table 67 below. The layout and position of the site can be seen in Figure 218.

Table 67 – existing building and existing planning controls for 458-468 Wattle Street

	<i>Existing building</i>	<i>Existing controls</i>
Land use & zoning	<i>Commercial</i>	MU1 – MU
Floor space ratio	<i>3.11 approx.</i>	2.5
Height of building	<i>18.5m</i>	15m
Height in storeys	<i>4</i>	3
Deep soil	<i>n/a</i>	10%



Figure 218 – existing site plan for 458-468 Wattle Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Wattle Lane.

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

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

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 Wattle Street responds to the existing heights of nearby buildings extending the existing street wall.

Conserve **heritage** values –

There 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 Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle 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.

Proposed controls

For 458-468 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.82:1 with a Design Excellence clause; a height limit of 36 metres and 10 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 68 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 219.

Table 68 – proposed planning controls for 458-468 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Comm.	MU1 – MU	Mixed use
Floor space ratio	3.11 approx.	2.5	3.82 + DesEx
Height of building	18.5m	15m	36m
Height in storeys	4	3	10^
Deep soil	n/a	10%	10%



Figure 219 – proposed site plan for 458-468 Wattle Street

Visualisation

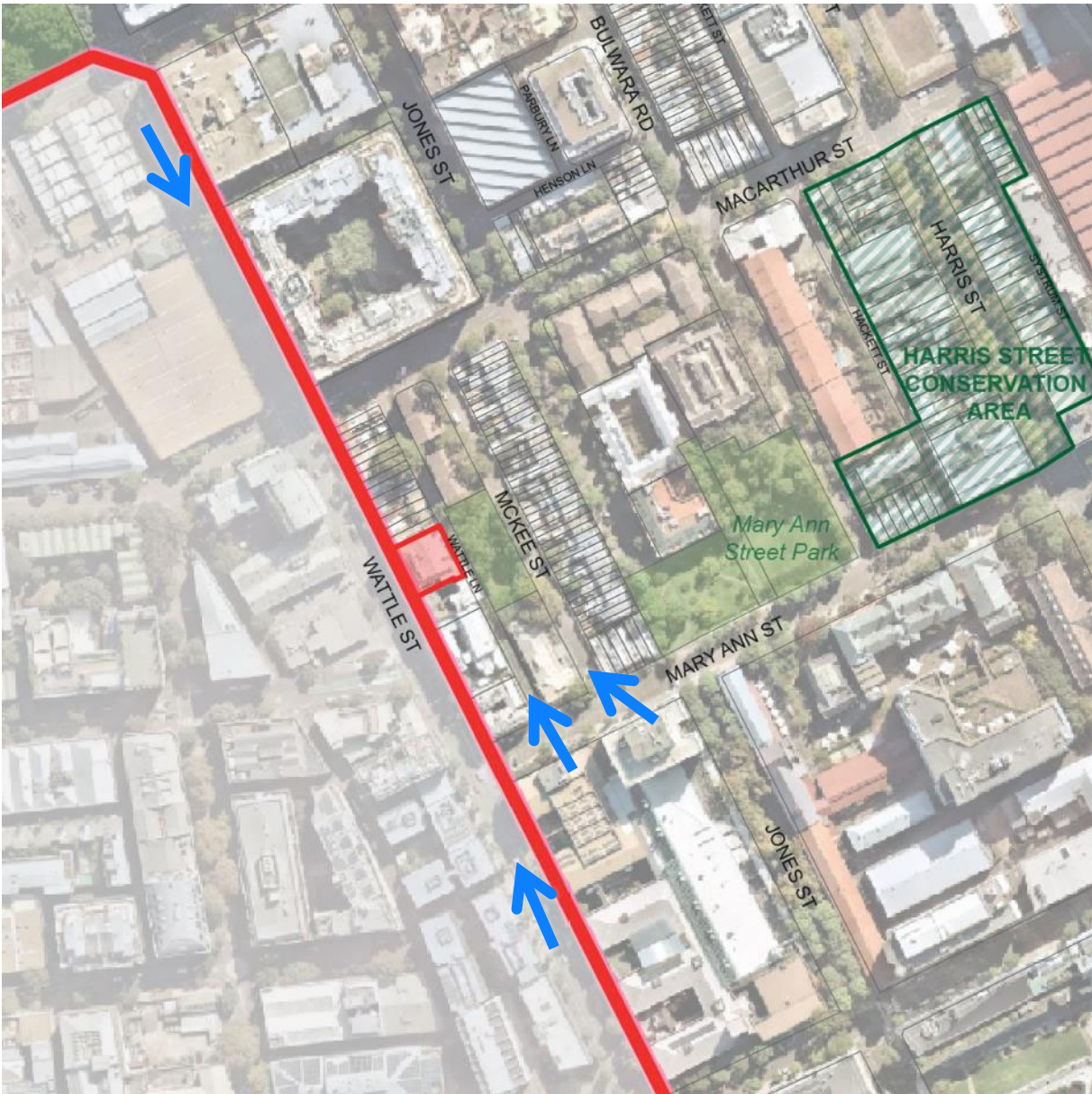
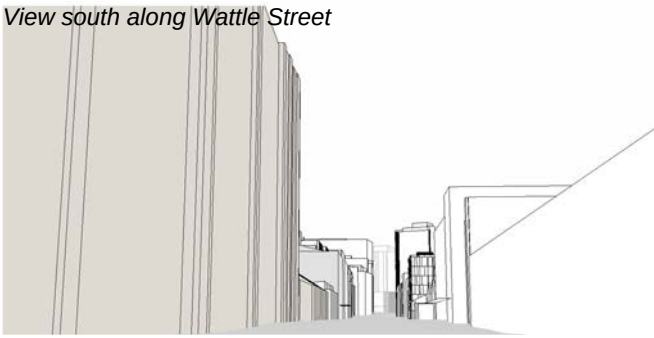


Figure 220 – view locations

Existing

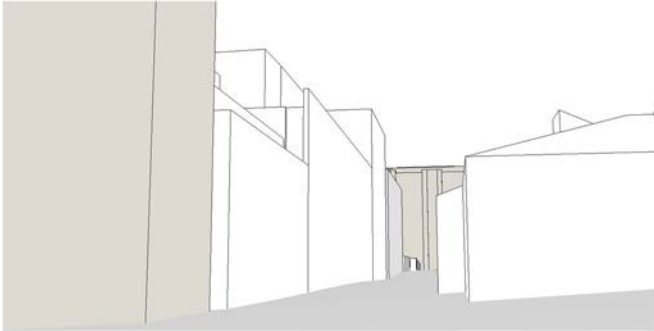
View south along Wattle Street



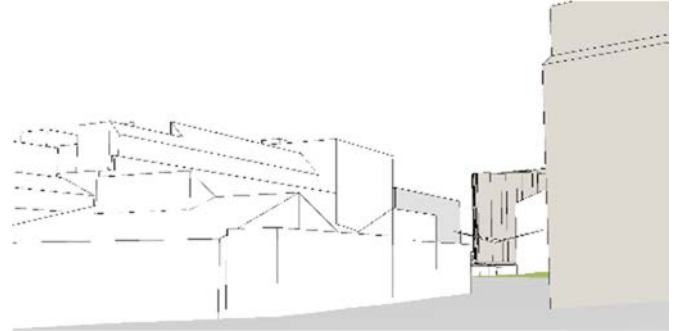
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



Existing + approved

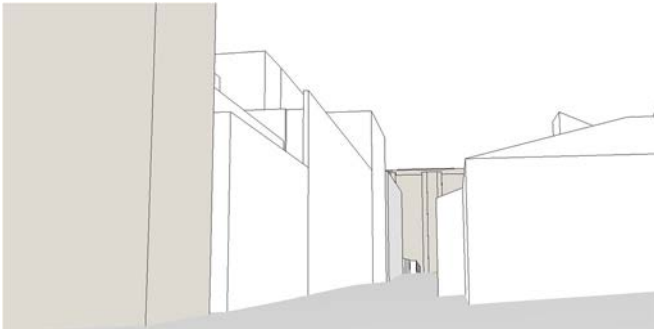
View south along Wattle Street



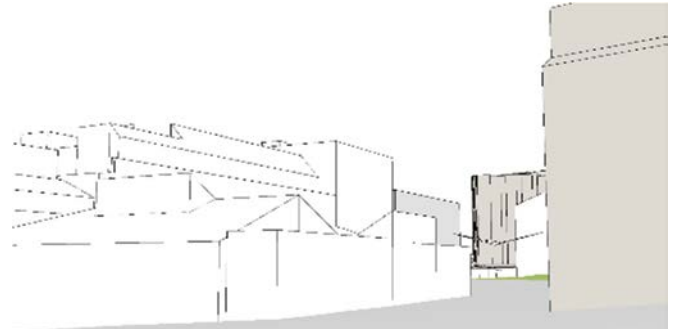
View north along Wattle Street



View north along Wattle Lane

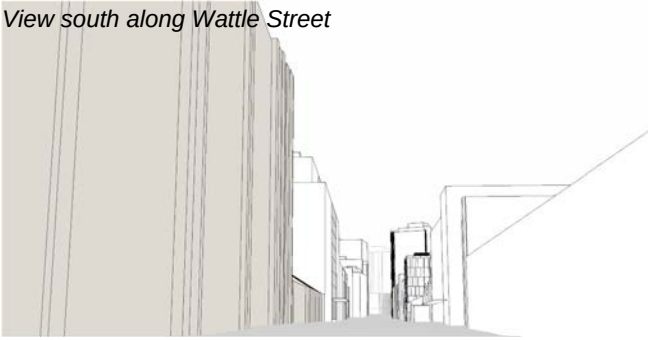


View west across McKee Street Reserve



Proposed

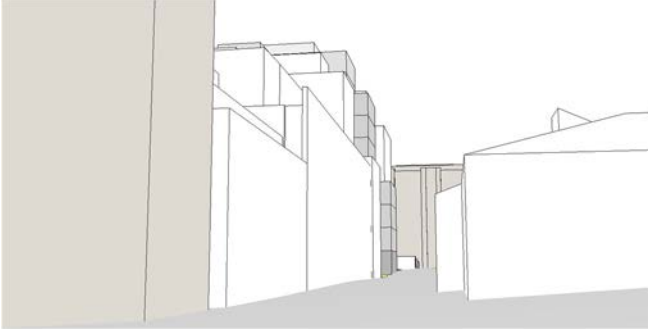
View south along Wattle Street



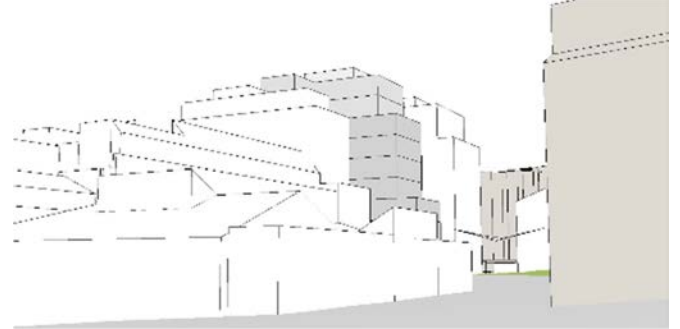
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



470 Wattle Street

Overview

470 Wattle Street (Lot 1 DP 209558) is located on the eastern side of Wattle Street, between Macarthur Street and Mary Ann Street. The site fronts Wattle Street to the west and Wattle Lane to the east (refer Figure 221 and Figure 222)



Figure 221 – location plan of 470 Wattle Street

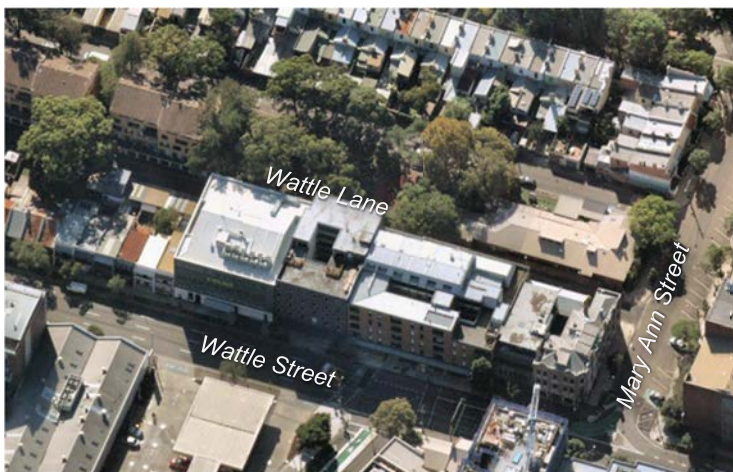


Figure 222 – oblique aerial of 470 Wattle Street

Background

458-468 Wattle Street was included in the Department of Planning's initial study. In this review it was given an FSR of 5.50:1 and a height of approximately 43 metres and 12 storeys, as shown in Figure 223. The study did not consider good design for noise, the amenity of Wattle Lane, the need for greening and more publicly accessible space, and effects of sunlight on surrounding sites. These controls can be seen in Table 69 below.

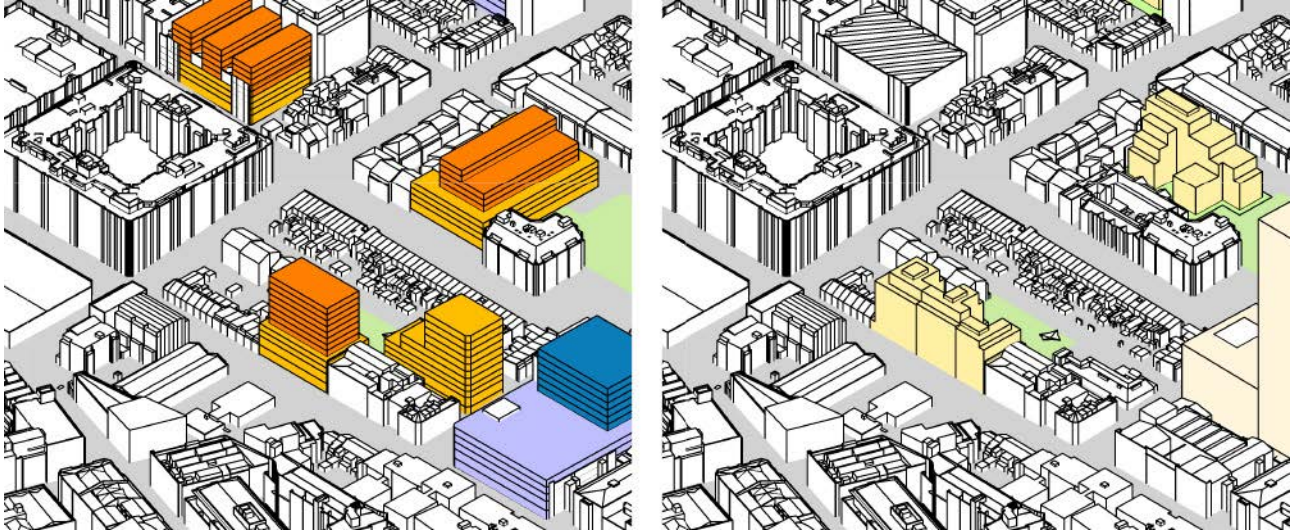


Figure 223 – comparison of Department of Planning's initial study and City of Sydney's study for 470 Wattle Street

Table 69 – Department of Planning's initial study for 470 Wattle Street

	DPE study	CoS study
Gross floor area	2,446 sqm*	1,731 sqm
Floor space ratio	5.50	3.50 + DesEx
Height of building	43m (<i>HoB not specified & plant excl.</i>)	30m
Height in storeys	12 (<i>HiS not specified</i>)	8^
Deep soil	Not specified	10%
*Site was amalgamated 458-468 Wattle Street in the Department of Planning's initial study; figures shown only represent 470 Wattle Street		

Existing controls

470 Wattle Street is currently occupied by a five-storey mixed-use building, the existing building's characteristics and current planning controls can be seen in Table 70 below. The layout and position of the site can be seen in Figure 224.

Table 70 – existing building and existing planning controls for 470 Wattle Street

	<i>Existing building</i>	Existing controls
Land use & zoning	<i>Boarding Accommodation</i>	MU1 – MU
Floor space ratio	<i>4.09 approx.</i>	2.5
Height of building	<i>20m</i>	15m
Height in storeys	<i>6</i>	3
Deep soil	<i>n/a</i>	10%

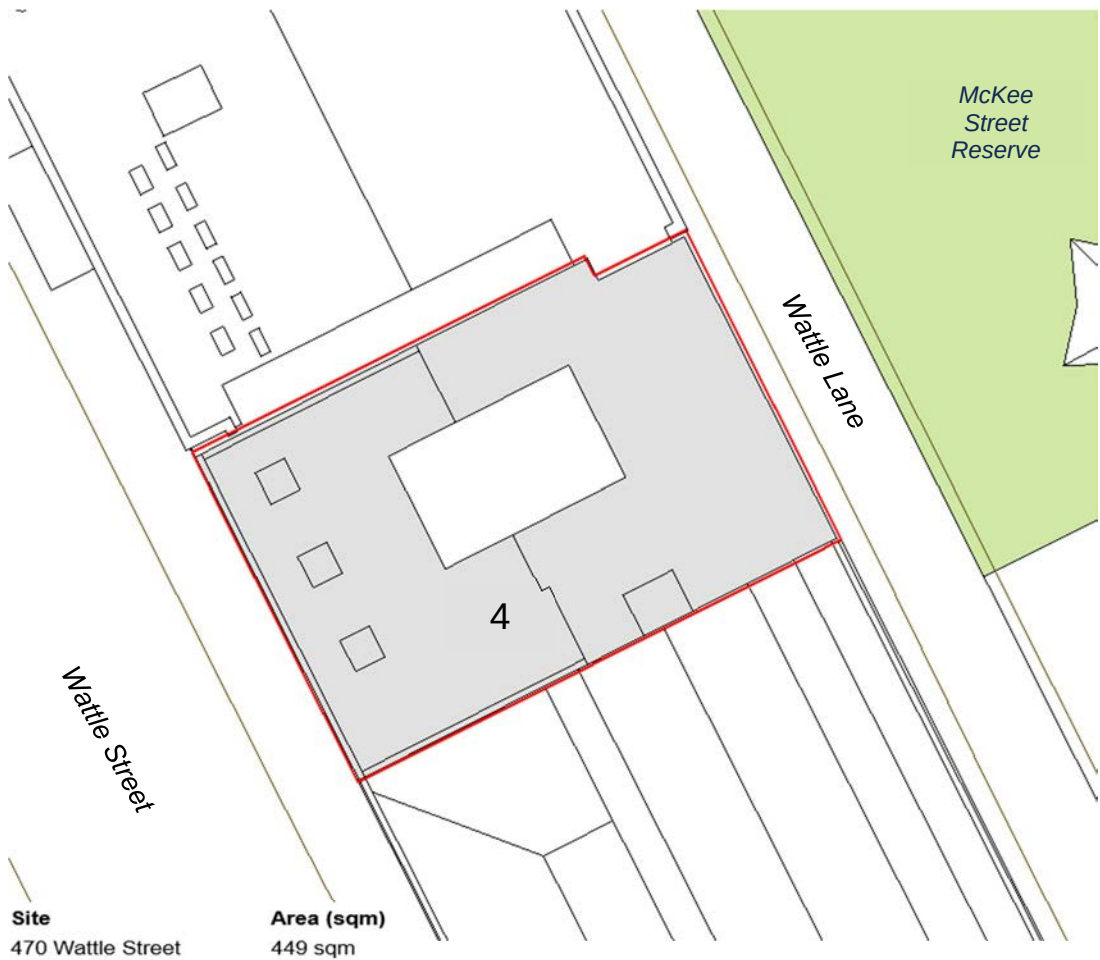


Figure 224 – existing site plan for 470 Wattle Street

Urban design principles

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

The rear setback provides deep soil for the planting of trees to Wattle Lane.

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

The rear lane setback is publicly accessible open space that extends the public space of Wattle Lane.

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 225).

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

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

Conserve **heritage** values –

There 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 Wattle Street, a busy road. The building form is designed to be narrow in depth and continuous to Wattle 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.

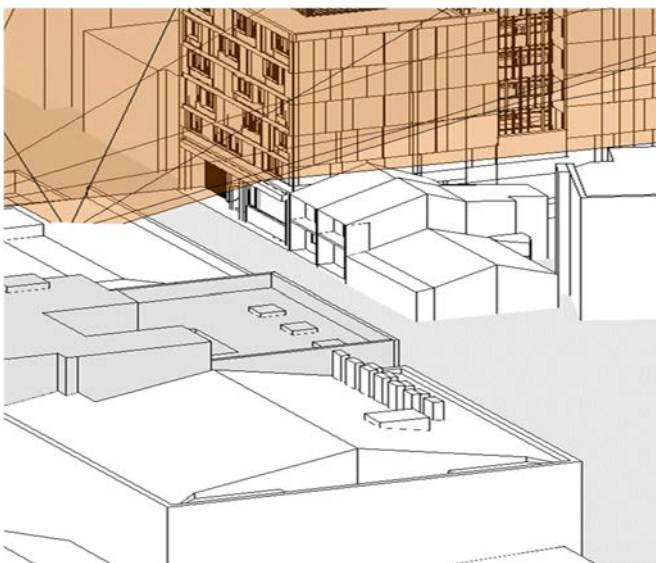


Figure 225 – solar access to adjoining residential properties

Proposed controls

For 470 Wattle Street, the proposed controls are for a residential use, with ground floor retail uses to Wattle Street. The site is to have an FSR of 3.50:1 with a Design Excellence clause; a height limit of 30 metres and 8 storeys; and a deep soil requirement for at least 10% of the site, as shown in Table 71 below. In addition to these planning controls there are various street and upper-level setbacks, street wall height, and site layout requirements, as can be seen in Figure 226.

Table 71 – proposed planning controls for 470 Wattle Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	Boarding Accommodation	MU1 – MU	Mixed use
Floor space ratio	4.09 approx.	2.5	3.50 + DesEx
Height of building	20m	15m	30m
Height in storeys	6	3	8^
Deep soil	n/a	10%	10%



Figure 226 – proposed site plan for 470 Wattle Street

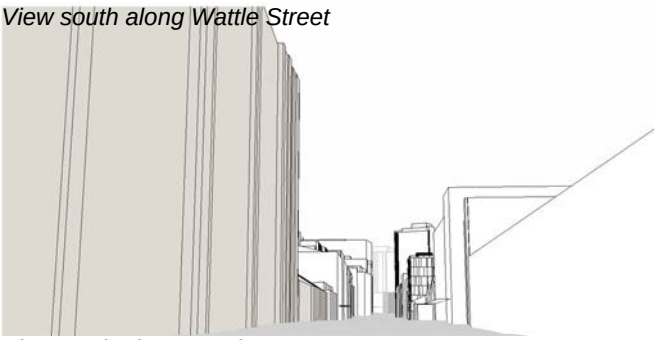
Visualisation



Figure 227 – view locations

Existing

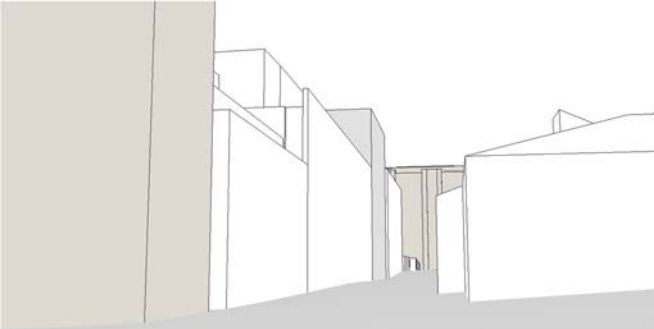
View south along Wattle Street



View north along Wattle Street



View north along Wattle Lane

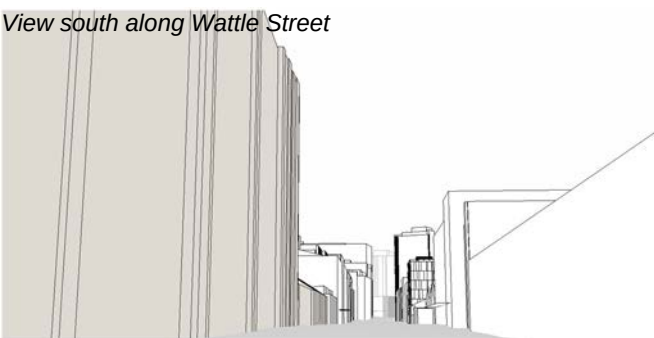


View west across McKee Street Reserve



Existing + approved

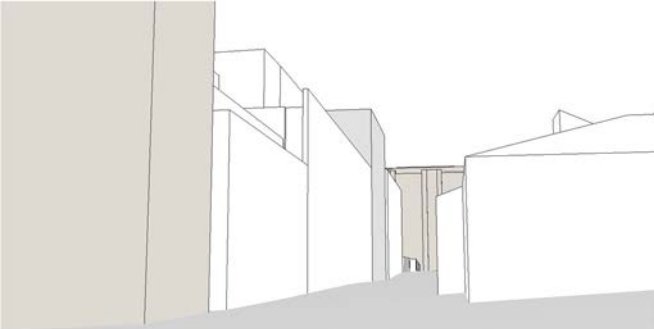
View south along Wattle Street



View north along Wattle Street



View north along Wattle Lane

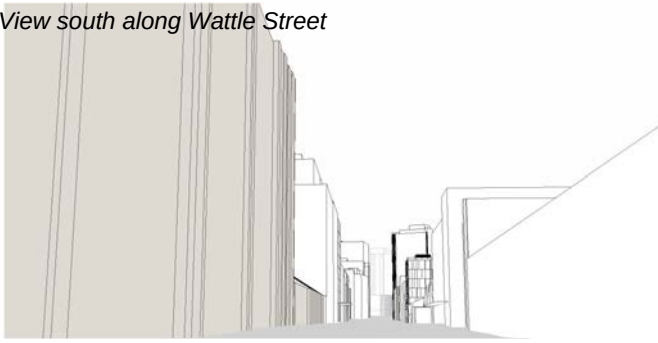


View west across McKee Street Reserve



Proposed

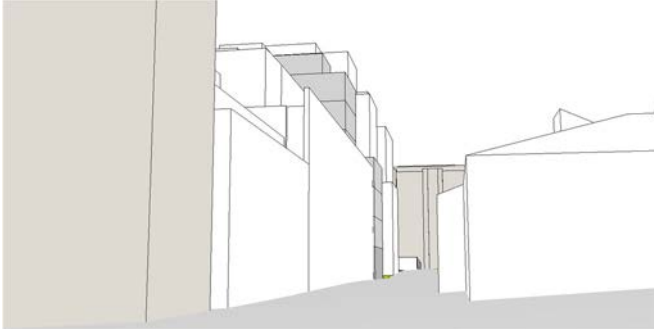
View south along Wattle Street



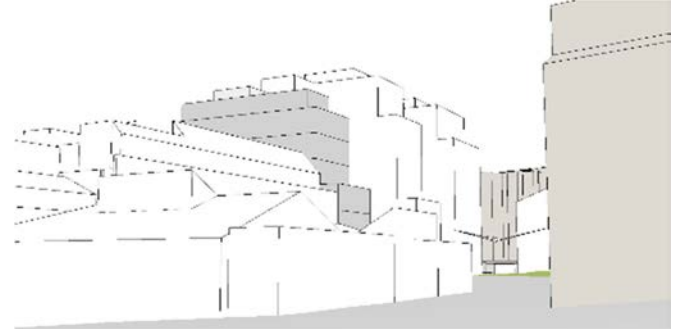
View north along Wattle Street



View north along Wattle Lane



View west across McKee Street Reserve



86-92 Harris Street

Overview

86-92 Harris Street (Lot 1 DP 791724) is located at the northern end of Harris Street, with a secondary frontage to Pyrmont Street, as can be seen in Figure 228 and Figure 229.



Figure 228 – location plan of 86-92 Harris Street

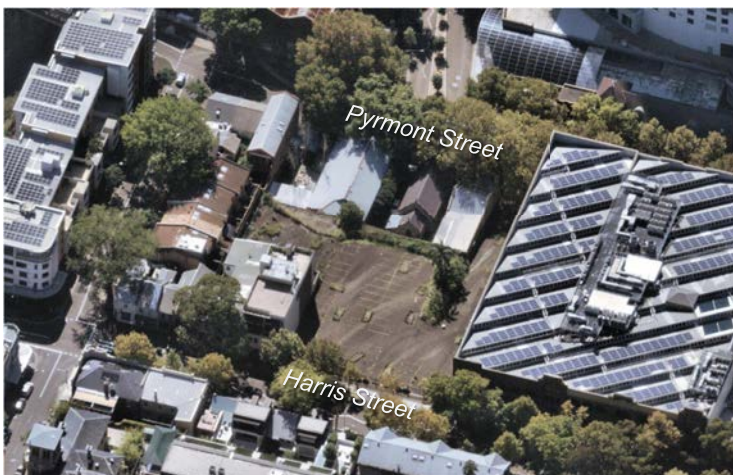


Figure 229 – oblique aerial of 86-92 Harris Street

Background

86-92 Harris Street was included in the Department of Planning's initial study. In this review it was given an FSR of 4.0:1, a height of 15 storeys, as shown in Figure 230. The initial study did not consider the sites context adjacent to heritage items to its south and east, opposite on Harris Street and nearby to the north. It did not consider minimising overshadowing of neighbouring residential buildings opposite on Harris Street, and the provision of deep soil. These controls can be seen in Table 72 below.

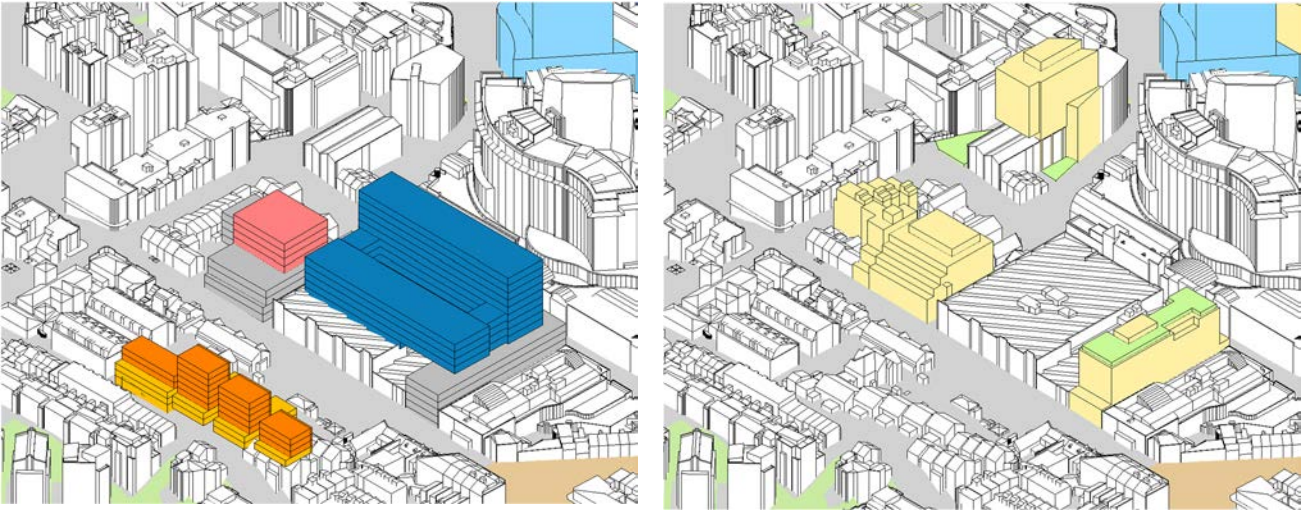


Figure 230 - comparison of Department of Planning's initial study and the proposed form for 86-92 Harris Street

Table 72 – Department of Planning's initial study for 86-92 Harris Street

	Department of Planning's initial study	Proposed form
Gross floor area	11,044 sqm	8,300 sqm
Floor space ratio	4.0	3.0
Height of building	To Solar Access Planes	27 m
Height in storeys	15	8^
Deep soil	0%	15%

Existing controls

86-92 Harris Street is currently vacant, however, was previously used as an at-grade carpark, with much of the infrastructure still present. The present site condition and existing planning controls are summarised in Table 73 below. The layout and position of the site can be seen in Figure 231.

Table 73 – existing building and existing planning controls for 86-92 Harris Street

	Existing building	Existing controls
Land use & zoning	Vacant/carpark	E2 – Commercial Centre
Floor space ratio	0	2.0
Height of building	n/a	15m
Height in storeys	n/a	3
Deep soil	n/a	10%

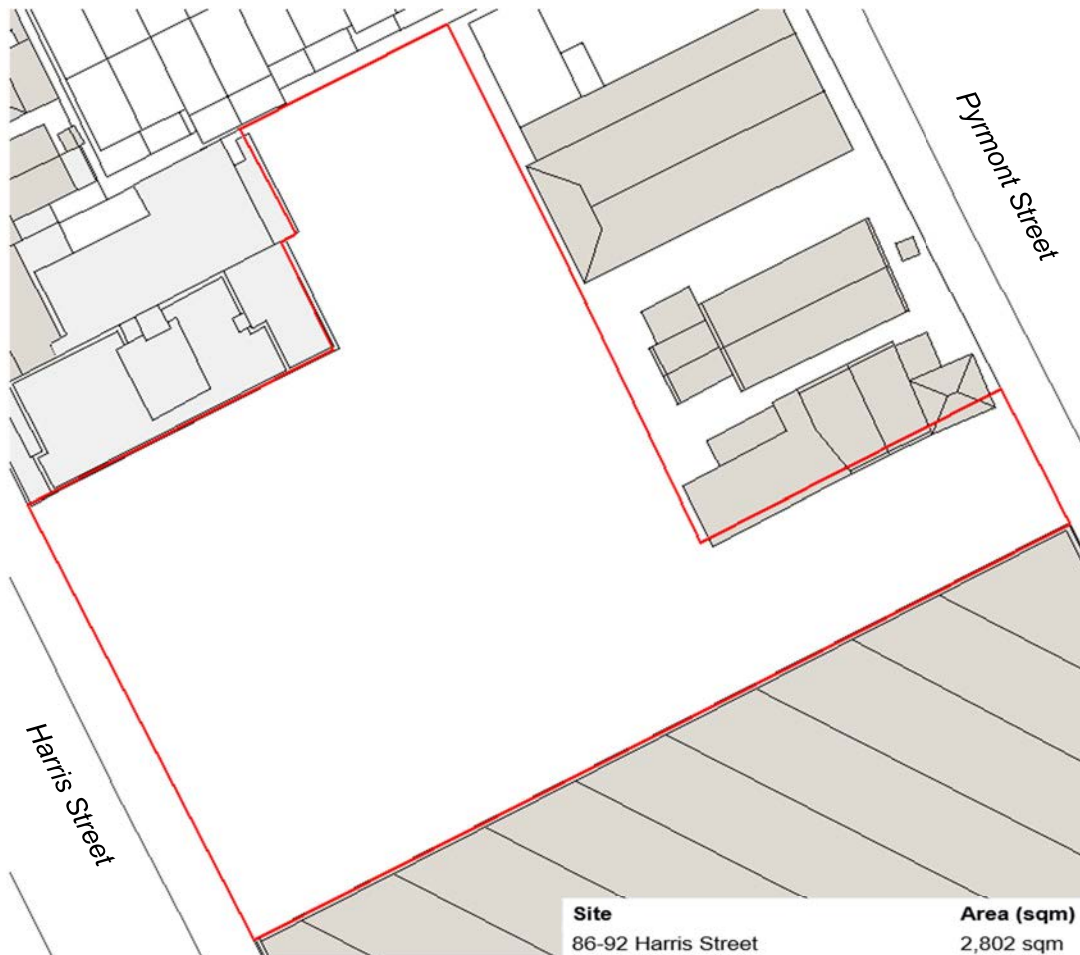


Figure 231 – existing site plan for 86-92 Harris Street

Urban design principles

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

Minimum of 15% deep soil is provided in the northern part of the site in a consolidated area that will enable the planting of a substantial bosque of trees contributing a green outlook to neighbouring sites and a cool oasis in the centre of the large block the site sits within.

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

The block bounded by Harris, John, Pymont and Union streets is long in the north south direction along Harris and Pymont streets. The site allows for a six-metre wide through site walkway linking these streets. The width allows for a pathway and tree planting to provide it with shade. The difference in elevation between the two street frontages requires a dedicated publicly accessible lift to ensure the walkway is accessible to all people.

Minimise overshadowing of existing residential properties –

Overshadowing to neighbouring residential properties is minimised as guided by the Apartment Design Guide and the City's Development Control Plan (refer Figure 232).

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

The site's slope is used to the development's advantage by locating two storeys below the Harris Street level behind an excavated area adjacent to the street to provide light and ventilation. To maintain the street wall on Harris Street a freestanding wall, like that previously approved, will be needed on the street frontage (refer Figure 233). The building height fits within streetscape and upper-level setbacks to accommodate additional storeys without disturbing the context.

Conserve **heritage** values –

On Pymont Street an open frontage without buildings provides the appropriate setting for the heritage items to the north and south. The freestanding wall on Harris Street completes the setting for the heritage items to the south and north. The walkway along the southern boundary allows the existing wall and windows to the heritage item adjacent to maintain its presence and outlook.

Good **design for wind and noise** –

The building's height and surrounding development means that unsafe or uncomfortable winds are not a likely to occur.

The site is not on a busy road and is relatively quiet.

Match **land use** to place –

The surrounding commercial uses to the south and west means that the existing commercial land use continues to be appropriate for this site.

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

The site does not interrupt key views from public places.

Maximise development within constraints –

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

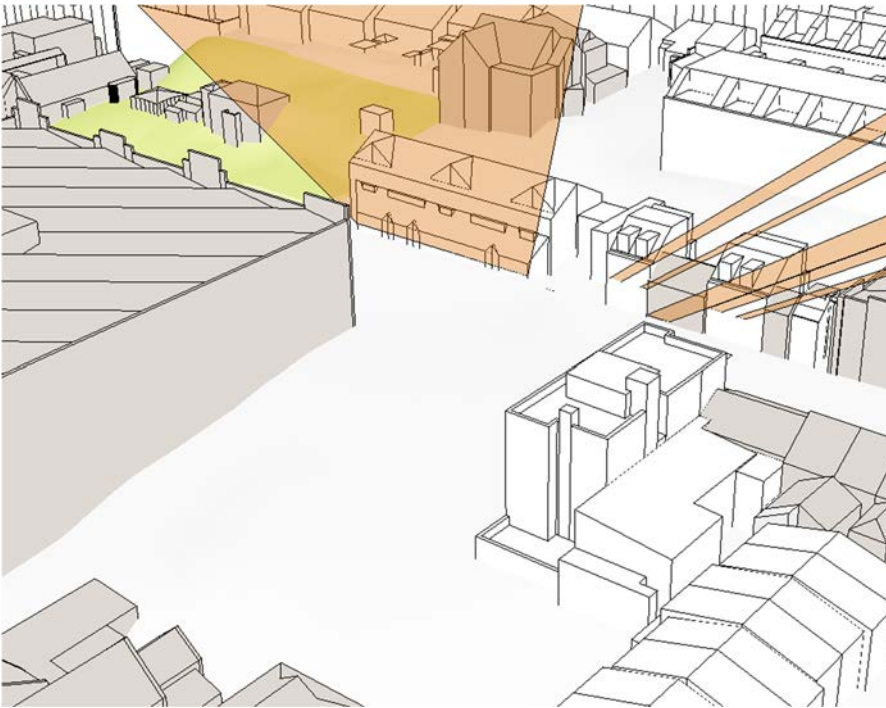


Figure 232 – minimise overshadowing of neighbouring residences and Maybanke Recreation Centre

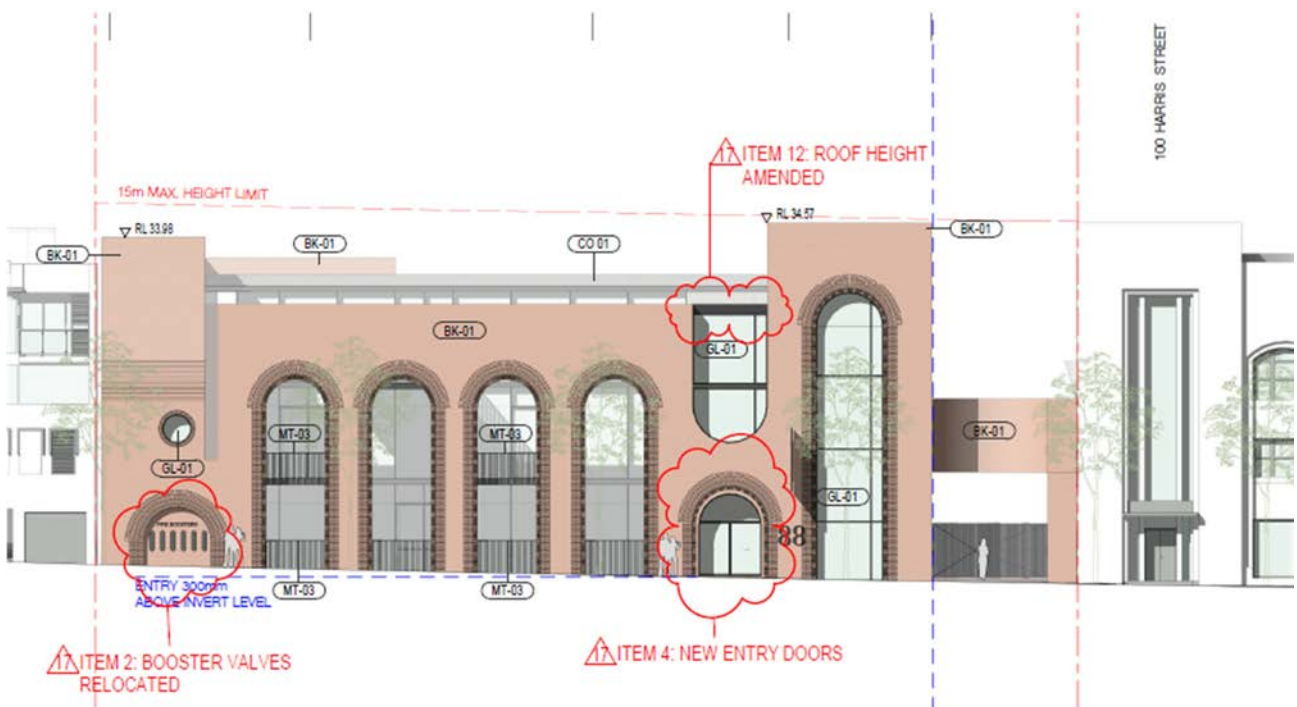


Figure 233 – The freestanding wall, previously approved for 86-92 Harris Street [D/2018/875/B]

Proposed controls

In response to the exhibited controls, the landowner of this site made a submission to the City for an alternative scheme on the site. The overall built form remains at 8 storeys, and the through site link and deep soil areas are also retained. The proposal differs in overall height in metres, floor space, street level setback and the presentation of the street wall form to the Harris Street frontage.

The resulting FSR is 3:1. The overall height limit is 33 metres and 8 storeys. The setback at the Harris Street frontage is now set at the site boundary with a 3-storey street wall height. The upper levels set back a further 4 metres at each level. The modified controls are summarised in Table 74 below and details of site layout are shown in Figure 234.

Table 74 – modified planning controls for 86-92 Harris Street

	Existing building	Existing controls	Proposed controls
Land use & zoning	<i>Vacant/carpark</i>	E2 – CC	Commercial
Floor space ratio	0	2.0	3.0
Height of building	<i>n/a</i>	15m	33m
Height in storeys	<i>n/a</i>	3	8^
Deep soil	<i>n/a</i>	10%	15%

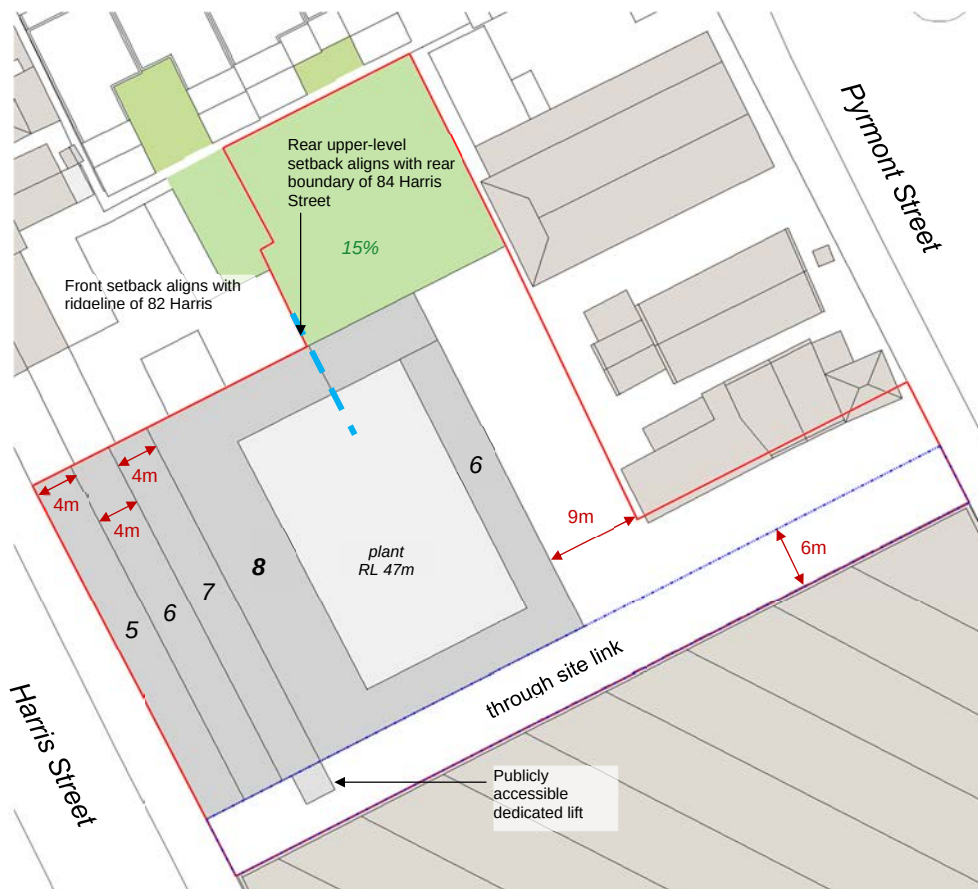


Figure 234 – modified site plan for 86-92 Harris Street

Visualisation



Figure 235 – view locations

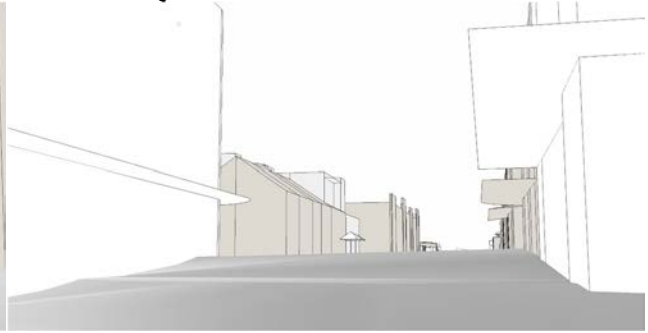


Existing

View north along Harris Street



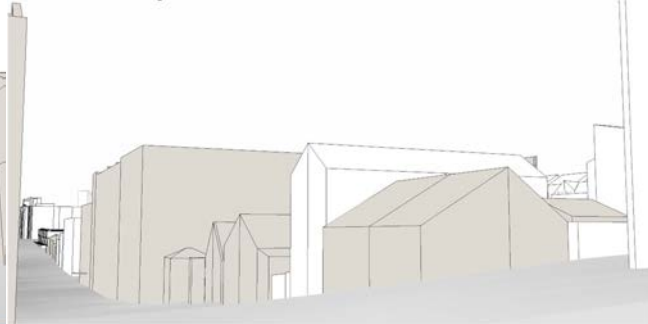
View south along Harris Street



View west along Jones Bay Road



View north along Point Street

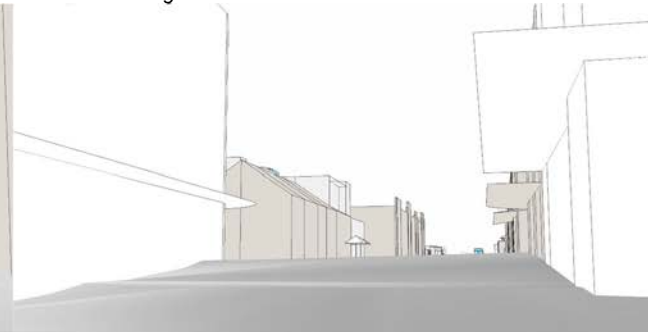


Existing + approved

View north along Harris Street



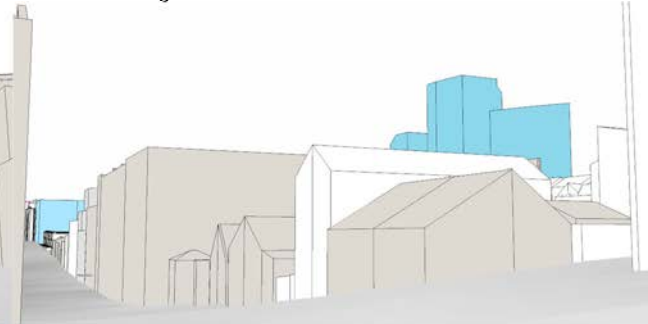
View south along Harris Street



View west along Jones Bay Road



View north along Point Street

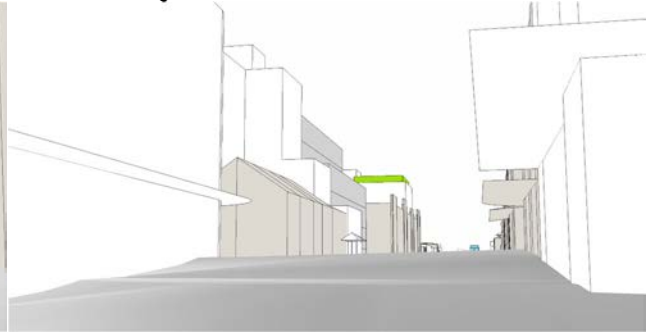


Exhibited controls

View north along Harris Street



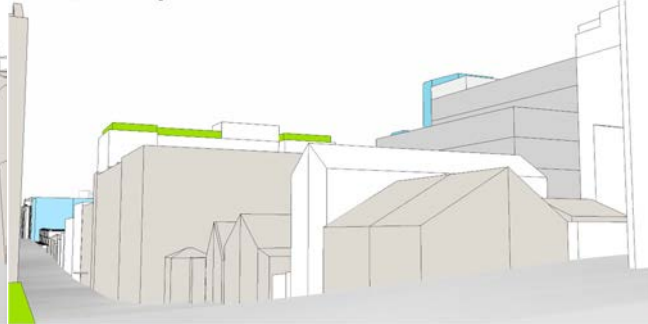
View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Modified controls

View north along Harris Street



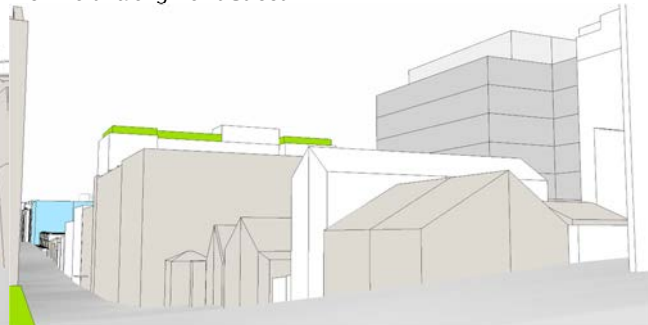
View south along Harris Street



View west along Jones Bay Road



View north along Point Street



Small Lot Houses

Overview

In Pyrmont and Ultimo there are some small streets of around 9 – 12 metre reservation width that are well liked by local residents. They contain a distinctive housing type that adds to housing diversity and choice in the area, and are, relatively, less expensive. These houses have a single frontage, zero side and front setbacks, are generally two stories high, are relatively small in size, and have small areas of private open space. They were generally created by subdivision of lots that in other cases run between a standard 20 metre wide street and a small street. The two lot types, single double frontage lots between street and small street and two single frontage lots, one facing a street the other facing a small street are intermixed.

Small streets with this housing type have less car parking and the lack of street crossings allow for more tree planting and safer more comfortable conditions for people walking or riding bicycles. They are overlooked by the small houses and have more people coming and going on the street by foot. Together these conditions produce the environment that local's understand, value and enjoy.

In recent decades, this pattern of development, unanticipated in, but not prevented by, the City's Development Control Plan has languished. Reviving it will increase the overall density of the peninsula while reinvigorating the small streets. It will reinforce rather than change the existing character of the area.

The new small lot houses are modelled on the existing houses in the small streets of Pyrmont, with some amenity criteria similar to the Apartment Design Guide criteria for studio apartments.

Like the existing small lot dwellings in Pyrmont and Ultimo there are no front or side setbacks, no car parking requirements, front porches and balconies, a setback area at the rear, and two storeys height. Like the apartment design guide there are criteria for: for natural cross ventilation – at each level, minimum internal floor area – 35 square metres, minimum habitable room dimension – three metres, minimum sun access for living rooms and private open space – one square metre for two hours between 9am and 3pm at mid-winter, minimum private open space, privacy screening and roof gardens. To ensure private open space amenity is easy to achieve roof terraces are suggested.

Urban design principles

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

The building type makes possible more street tree planting by eliminating the need for driveway cross overs. Roof planting adds to the overall greening.

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

The small lot sizes prevent the addition of more publicly accessible open space. The housing type reduces the need for vehicle access in the streets freeing up more space for people in the small streets in a slower speed street environment.

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 small lot houses will infill the "missing teeth" of the existing two storey street wall on the small streets.

Conserve **heritage** values –

The reintroduction of a traditional housing type reinforces the existing character of Heritage Conservation Areas and is compatible with heritage items.

Good **design for wind and noise** –

The small scale of the small lot houses will not adversely affect wind conditions in the small streets. Small streets are protected from 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.



Where driveways dominate, people do not



Small houses improve a small street

Figure 236 – 12 new small lot houses will make Paternoster Row a better place

Proposed controls

Table 75 – proposed planning controls for small lot houses

Proposed controls	
Access	frontage to a min 6m wide street [mostly 9m wide]
	no car parking [new and existing lots]
Size	min. GFA 35 sqm
	min. width and depth 3m [interior of habitable rooms]
	existing max. height [generally 9m]
Height	2 storeys; excluding stair and landing allowed for access to roof terrace
	2.7m minimum floor to ceiling height to habitable rooms
Setbacks	no street and side setbacks
	1m min. rear setback – excluding privacy devices for windows
Private open space	existing residential lot – 16 sqm courtyard, 3m min width (existing DCP controls)
	new lots must provide the following private open space - front balcony; 1m min depth - roof terrace; 4sqm min area, 1m min depth, setback 2m from the primary street frontage
Solar access and overshadowing	2 hrs midwinter sunlight to 1sqm of living room window
	2 hrs midwinter sunlight to 1sqm of private open space
	minimise overshadowing of existing living room windows and private open space
Natural cross ventilation	natural cross ventilation on each level
Deep soil and rooftop gardens	no deep soil requirement (no requirement in current & proposed DCP for lots <150sqm);
	rooftop garden to each new dwelling; setback 1m from the primary street, minimum width of 1m and minimum soil depth of 1m
Ecology	existing trees to be maintained (per tree definition with section 3.5-3 of the DCP);
	tree in the street in front of the new dwelling
Note: potential controls are draft only and subject to further detailed study	



Figure 237 – proposed controls for small lot houses, indicative layout along Paternoster Row



Figure 238 – proposed controls for small lot houses, indicative layout

Visualisation

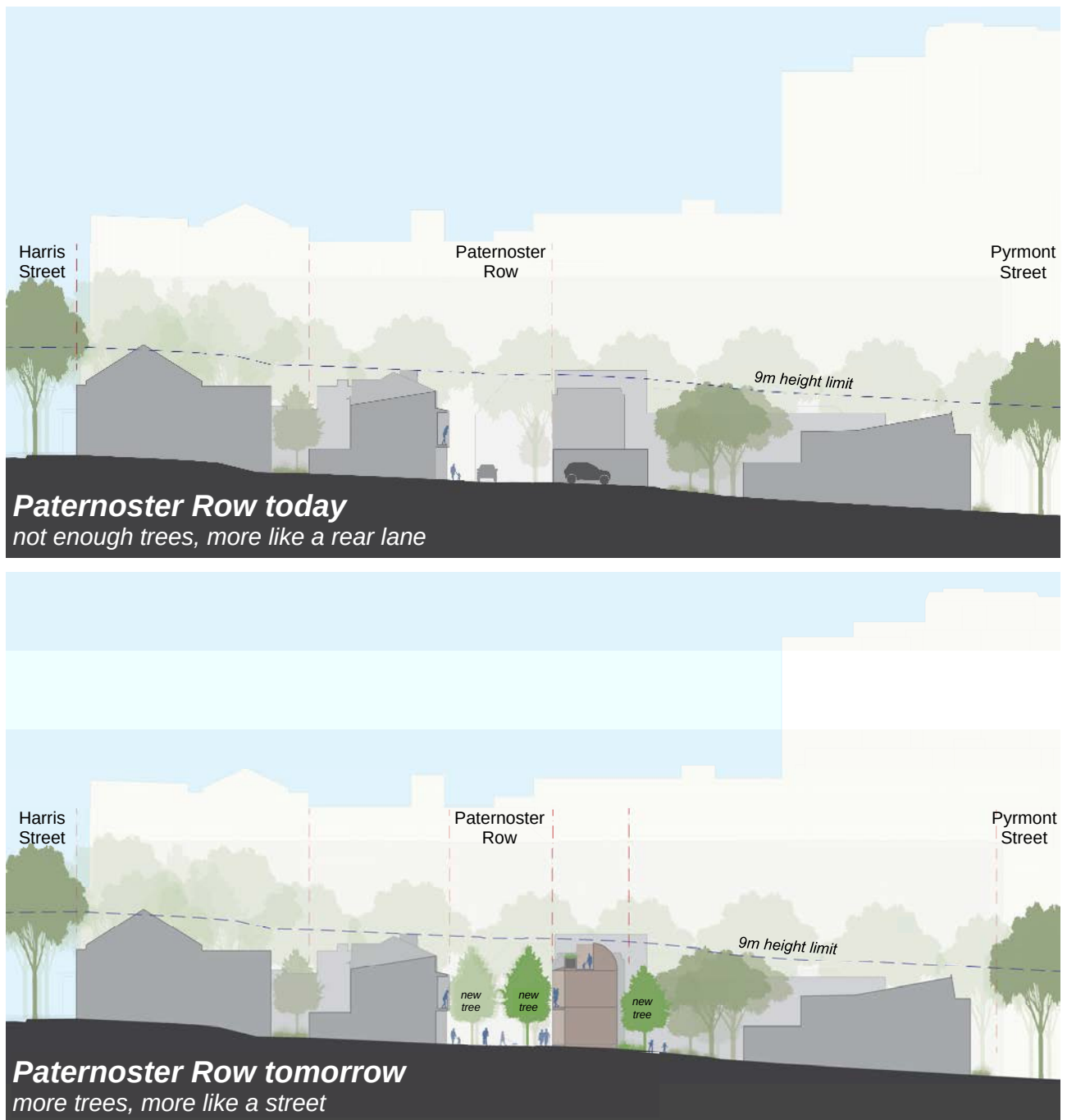


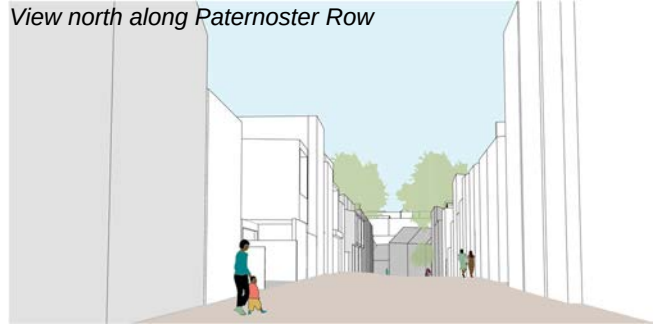
Figure 239 – cross section through Paternoster Row towards the north

Paternoster Row today – not enough trees, like a rear lane

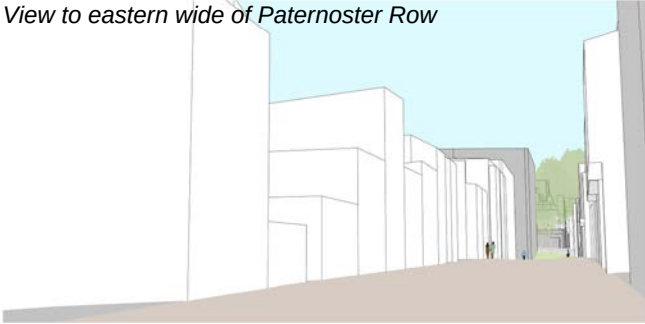
View south along Paternoster Row



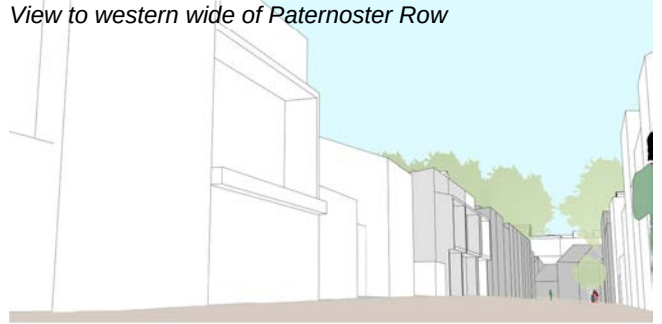
View north along Paternoster Row



View to eastern wide of Paternoster Row

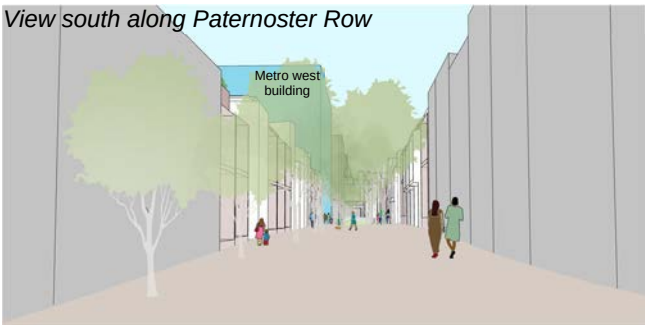


View to western wide of Paternoster Row

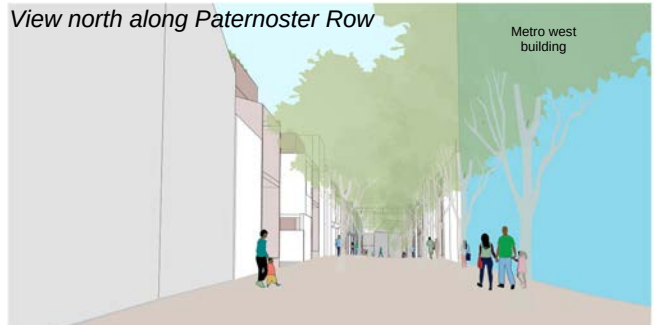


Paternoster Row tomorrow – more trees, like a street

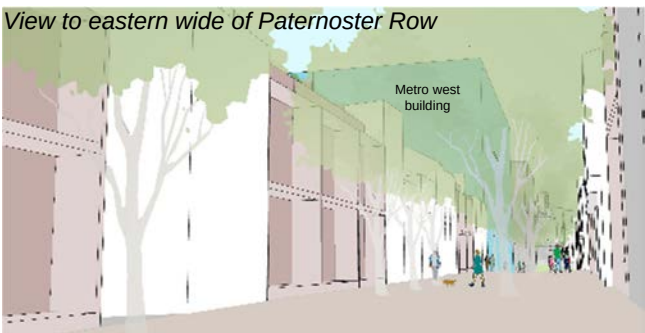
View south along Paternoster Row



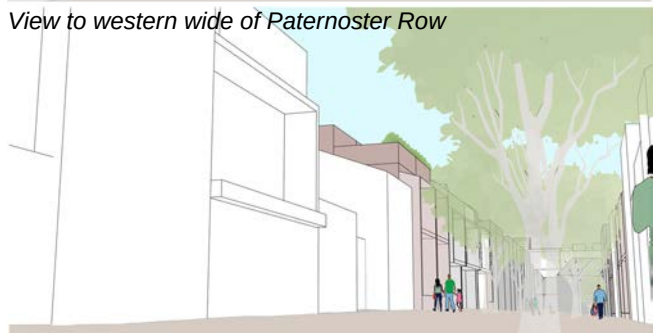
View north along Paternoster Row



View to eastern wide of Paternoster Row



View to western wide of Paternoster Row





Attachment H

**Implementation of the Pymont Peninsula Place
Strategy Ministerial Direction**

1.15 Implementation of the Pyrmont Peninsula Place Strategy

Objective

The objectives of this direction are to:

- (a) facilitate development within the Pyrmont Peninsula that is consistent with *the Pyrmont Peninsula Place Strategy* (Place Strategy) and the *Economic Development Strategy*,
- (b) align the planning framework with the *Eastern City District Plan* Planning Priority E7 Growing a Stronger and More Competitive Harbour CBD and actively support the consistent delivery of objectives in the *Eastern City District Plan* and *Greater Sydney Region Plan*, and
- (c) guide growth and change balanced with character, heritage and infrastructure considerations (amongst others) across the Peninsula under the Place Strategy.

Application

This direction applies when a planning proposal authority prepares a planning proposal within land subject to the *Pyrmont Peninsula Place Strategy* in the City of Sydney local government area as shown on Map LAP_001 Pyrmont Peninsula Place Strategy Ministerial Direction published on the Department of Planning and Environment website on 11 December 2020.

Direction 1.15

- (1) A planning proposal authority must ensure that a planning proposal is consistent with the *Pyrmont Peninsula Place Strategy*, approved by the Minister for Planning and published on the Department of Planning and Environment website on 11 December 2020, including that it:
 - (a) gives effect to the objectives of this direction and the Vision (Part 5) of the *Pyrmont Peninsula Place Strategy*,
 - (b) is consistent with the 10 directions (Part 6) and Structure Plan (Part 8) in the *Pyrmont Peninsula Place Strategy*,
 - (c) delivers on envisaged future character for sub-precincts (Part 9), including relevant place priorities in the *Pyrmont Peninsula Place Strategy*, and
 - (d) supports the delivery of the Big Moves (Part 7) in the *Pyrmont Peninsula Place Strategy*.
- (2) A planning proposal authority must ensure that a planning proposal is consistent with the *Pyrmont Peninsula Place Strategy - Urban Design Report (Vol. 3 Sub-precinct Master Planning)* published on the Department of Planning and Environment website on 29 July 2022 (Urban Design Report), including the:
 - (a) Peninsula wide objectives contained in Part 2 of the Urban Design Report,
 - (b) the Peninsula height strategy contained in Part 3 of the Urban Design Report, and
 - (c) the sub-precinct master plans contained in Part 4 of the Urban Design Report.

Consistency

A planning proposal may be inconsistent with the terms of this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee), that:

- (a) the provisions of the planning proposal that are inconsistent are of minor significance, and
- (b) the planning proposal achieves the overall intent of the *Pyrmont Peninsula Place Strategy* and Urban Design Report and does not undermine the achievement of the *Pyrmont Peninsula Place Strategy's* Vision, directions, Big Moves, sub-precinct Place Priorities, Framework for Key Sites and Key Infrastructure Opportunities.

Date commenced: 29 July 2022

Item 5.

Post Exhibition - All-Electric Development - Draft Sydney Development Control Plan 2012

File No: X099810

Summary

All-electric buildings are healthier, more cost-effective and energy efficient. They avoid locking households and businesses into increasingly expensive fossil fuel systems, support long-term equity and resilience across all communities, and advance the City of Sydney's (the City's) net-zero emissions objectives.

To support this shift, at its meeting on 16 June 2025, Council approved the Draft Sydney Development Control Plan 2012 - All-Electric Development (draft DCP) for public exhibition. This report recommends approval of the publicly exhibited draft DCP with minor amendments following consideration of submissions.

The proposed planning controls, set to commence after 31 December 2026, require new residential accommodation, newly constructed offices over 1,000 square metres and hotels with more than 100 rooms and buildings with more than 100 serviced apartments to be fully electric and not connected to fossil gas. The proposed controls don't apply to existing buildings or industrial uses.

Given the specific needs of the hospitality sector, food and beverage premises in a mixed-use development may have a gas connection - provided there is sufficient space and electrical capacity for future electrification. This aims to reduce structural and cost barriers when transitioning to all-electric systems later.

The draft DCP was exhibited from 15 July to 12 August 2025, and the City received 84 submissions and survey responses. Most submissions supported the electrification measures, citing health benefits, operational cost savings and environmental outcomes.

Several submissions recommended strengthening provisions for food and beverage premises and expanding requirements to additional building types. Support was expressed for Council's strong leadership. Some submissions raised concerns about consumer choice, energy reliability, infrastructure capacity and cost impacts for developers and consumers.

Following public exhibition, minor amendments are proposed to the draft DCP to clarify the infrastructure requirements for food and beverage tenancies and provide clear definitions for affected development types.

If adopted, the draft DCP will replace the indoor air quality provision that was adopted by Council in June 2025 as part of policy and housekeeping amendments to the City's local environmental plans and development control plans, introducing more comprehensive electrification requirements across a broader range of building types and systems.

Recommendation

It is resolved that:

- (A) Council note the matters raised in submissions to the public exhibition of All-Electric Development - Draft Sydney Development Control Plan 2012, as shown at Attachment A to the subject report;
- (B) Council approve the revised Draft Sydney Development Control Plan 2012 – All-Electric Development, as shown at Attachment B to the subject report, as amended following public exhibition; and
- (C) authority be delegated to the Chief Executive Officer to make minor amendments to the Draft Sydney Development Control Plan 2012 – All-Electric Development to correct any errors or omissions prior to finalisation of the development control plan.

Attachments

- | | |
|----------------------|--|
| Attachment A. | Summary of Submissions |
| Attachment B. | Draft Sydney Development Control Plan 2012 - All-Electric Development - as amended |

Background

1. This report follows the public exhibition of the Draft Sydney Development Control Plan 2012 - All-Electric Development (draft DCP). Following consideration of submissions, it is recommended Council adopt the draft DCP with minor amendments to clarify the policy intent. The revised draft DCP is shown at Attachment B.
2. In August 2023, Council resolved to investigate planning controls to require all-electric new development, in response to the health and economic impacts of gas use in developments.
3. In December 2023, as part of proposed amendments to its local environmental plans and development control plans, Council resolved to publicly exhibit the Policy and Housekeeping DCP. This includes an indoor air quality provision that restricts indoor gas appliances, including cooktops, ovens, and space heaters, in new residential developments.
4. At the time of adopting the Policy and Housekeeping DCP for public exhibition, Council acknowledged further research, and consultation was required to inform future planning controls to address other gas uses such as hot water systems and to consider similar requirements for non-residential buildings. The City prepared the Discussion Paper: Electrification of New Development (discussion paper) to explore these issues and options for planning controls. The discussion paper was publicly exhibited from 31 March to 5 May 2025.
5. At its meeting on 16 June 2025, Council adopted the indoor air quality provision as part of the policy and housekeeping amendments, restricting indoor gas appliances in new residential development after 31 December 2025.
6. At the same meeting, Council approved the public exhibition of the draft DCP that is the subject of this report. The draft DCP includes more comprehensive electrification requirements than those included in the Policy and Housekeeping DCP, that extend across a broader range of building types and systems.
7. The pre-exhibition report to Council, available at city.sydney/230625 (Item 12.3), outlines the background to the preparation of the discussion paper and draft DCP, as well as the outcomes of public consultation on the discussion paper.
8. If adopted, the draft DCP will replace the indoor air quality provision that was adopted in the policy and housekeeping amendments when it comes into force after 31 December 2026.

Exhibited draft DCP

9. The draft DCP aims to improve air quality and health by reducing exposure to pollutants and protect future residents and businesses from rising gas prices, dual connection charges and costly future conversions. The draft DCP will also deliver more efficient buildings that benefit from lower operating costs.
10. The draft DCP requires all-electric systems (including water heating) in:
 - (a) new residential accommodation, and

- (b) the erection of new prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartment buildings, as defined by the State Environmental Planning Policy (Sustainability Buildings) 2022 including:
 - (i) offices over 1,000sqm
 - (ii) hotels with over 100 rooms, and
 - (iii) serviced apartment buildings with over 100 apartments.
11. The provisions include:
- (a) a requirement that affected development not be connected to fossil fuel gas
 - (b) a requirement for affected development to provide sufficient space and electrical capacity for all-electric systems
 - (c) an allowance for dedicated gas connections for new food and beverage premises within mixed-use developments containing affected development, where sufficient space and electrical capacity to support future electrification is provided
 - (d) a delayed commencement date of after 31 December 2026, to allow for a period of market adjustment
12. The provisions do not:
- (a) apply retrospectively to existing buildings or alterations or additions - they only apply to the development of a new building
 - (b) apply to industrial development as these uses often rely on high-temperature processes or specialised equipment where electrification may not yet be technically or economically feasible
 - (c) restrict use of bottled gas
 - (d) restrict use of renewable gas, which may have a role in industrial processes where electrification is not yet feasible. For clarity, the proposed provisions apply only to fossil fuel gas

Post-exhibition amendments

13. Following consideration of submissions, minor amendments are proposed to the draft DCP, including:
- (a) clarification that where a gas connection is included in an affected food and beverage tenancy, the premises must also have sufficient space and electrical capacity to enable future electrification. This will be supported by an estimated maximum demand calculation. This amendment improves clarity, responds to feedback, and strengthens alignment with the policy's intent without changing the overall scope.

- (b) replacement of references to “prescribed development” with explicit definitions for key development types, including hotels or motels with at least 100 guest rooms, office premises with a net lettable area of at least 1,000m², and buildings with at least 100 serviced apartments. This ensures the draft DCP remains clear and effective regardless of future changes to the State Environmental Planning Policy (Sustainable Buildings) 2022.

14. The revised draft DCP is shown at Attachment B.

Public exhibition

15. The draft DCP was publicly exhibited from 15 July to 12 August 2025. The following activities supported the public exhibition:

- (a) A webpage and survey were created to allow people to view the draft DCP and provide feedback
- (b) The project was promoted in the July and August editions of the Sydney Your Say eNews
- (c) Approximately 90 key stakeholders, including those that had made a submission to the discussion paper, were notified of the exhibition by email
- (d) Social media posts were featured on the City’s LinkedIn page and Instagram accounts in June 2025, linking to the consultation page
- (e) Stakeholder briefing sessions were offered during the exhibition period and attended by interested parties

16. The City received 84 responses, with 74 from individuals and 10 from stakeholders in the development industry (3), advocacy organisations (5), and utility or service providers (2).

17. In total, 60 responses supported the all-electric provisions, 23 objected and 1 was neutral. These responses came from 2 sources:

- (a) email submissions (49 total)
 - (i) 34 in support
 - (ii) 14 objected
 - (iii) one neutral
- (b) survey responses (35 total)
 - (i) 26 in support
 - (ii) 9 objected

18. A detailed summary of all the issues raised in submissions, along with the City’s response, is shown at Attachment A. Responses to key issues raised are provided below.

General support

19. Most community submissions supported the draft DCP. Twenty-seven community submissions and 26 survey responses cited multiple benefits.
20. Seven industry bodies and advocacy organisations also expressed support, including Doctors for the Environment Australia, Energy Consumers Australia, the Property Council, Ausgrid, the Royal Institution of Chartered Surveyors, 350 Australia and Healthy Futures, and the Global Cooksafe Coalition.

Lower energy costs and long-term savings

21. Twenty-six community member submissions highlighted the financial advantages of electrification, with improved energy efficiency reducing energy bills for households and businesses over time. Some pointed out that avoiding gas infrastructure in new developments could lower upfront costs and avoid expensive future retrofits. Electrification was also seen to reduce exposure to future gas price increases.
22. Organisations reinforced these points. Doctors for the Environment Australia linked energy efficiency to cost savings; Energy Consumers Australia highlighted avoiding costly gas infrastructure lock-in; Ausgrid described electrification as a cost-effective alternative to retrofits that would also deliver cost benefits to the wider network; and 350 Australia and Healthy Futures, along with the Global Cooksafe Coalition, noted potential long-term cost reductions.

Recognition of leadership

23. Twenty-six community member submissions described the approach as a valuable precedent for other councils in advancing safer, more efficient, and future-ready building standards. Several noted the reliance on expert advice, particularly on public health, and described the policy as evidence based.
24. Several organisations also acknowledged the City's leadership. Doctors for the Environment Australia highlighted the reliance on expert health advice; Energy Consumers Australia noted the City's role in climate action and consumer protection; 350 Australia and Healthy Futures commended the City's leadership and role in paving the way for broader electrification; and the Global Cooksafe Coalition described the policy as balanced, and industry informed.

Health concerns and improving indoor air quality

25. Twenty-five community member submissions expressed support for health reasons. They raised concerns about air pollution from gas appliances, especially in poorly ventilated homes. Many cited advice from medical professionals and health organisations. Submitters saw electrification to improve indoor air quality, reduce respiratory problems, and protect vulnerable groups such as children and older people.
26. Organisations shared these health concerns. Doctors for the Environment Australia stressed the public health and occupational risks of gas appliances. Energy Consumers Australia framed electrification as a consumer health protection measure. Ausgrid highlighted health and environmental benefits. The Global Cooksafe Coalition emphasised reduced heat stress and improved conditions for hospitality workers. 350 Australia and Healthy Futures also supported the health rationale for electrification.

Future-proofing electrical capacity in commercial kitchens

27. Twenty-five community member submissions supported allowing a gas connection but requiring sufficient space and capacity to support future electrification in food and beverage premises. They saw this as a practical, flexible approach that allows commercial kitchens to switch to electric appliances over time. Submitters noted this would future-proof new buildings without forcing immediate operational changes and reduce long-term costs and disruption.
28. Organisations such as 350 Australia and Healthy Futures supported the approach. The Global Cooksafe Coalition commended the flexible approach and called for retrofit support for existing buildings.
29. Doctors for the Environment Australia and Energy Consumers Australia supported embedded infrastructure but recommended clearer requirements. Energy Consumers Australia suggested requiring an electrification-readiness report and clear criteria such as capped outlets and 3-phase power.
30. As a result of these submissions, a post-exhibition amendment is recommended to the draft DCP to clarify infrastructure requirements. The proposed amendment is to ensure if a gas connection is provided in affected food and beverage premises, the premises must also include sufficient space and electrical capacity, supported by an estimated maximum demand calculation, to enable future electrification. This ensures kitchens are fully equipped for safe and complete electrification in line with policy objectives. Development assessment planners will assess compliance consistent with accepted approaches such as kWh per square metre calculations, without requiring additional reports or specific documentation.

Transition timeline

31. Several industry bodies and organisations expressed strong support for the proposed lead-in period. The Property Council supported the transition timeframe, highlighting its role in enabling developers to manage costs, procurement and prepare for new requirements.

Existing buildings and building types

32. Organisations expressed varied perspectives on the scope of the electrification policy, particularly regarding its application to existing buildings, and specific building types such as industrial and commercial.

(a) Existing buildings

- (i) Energy Consumers Australia suggested expanding the scope to include renovations and alterations based on thresholds like floor area or value to prevent future gas lock-in
- (ii) Property Council supported the application of the policy to new developments only due to feasibility concerns, and
- (iii) Global Cooksafe Coalition and Royal Institution of Chartered Surveyors supported the new development scope but recommended focusing on transitioning existing buildings once adopted.

Response: Following consideration of submissions, no amendment is proposed to the draft DCP. The draft DCP was intentionally limited to new developments, excluding major renovations and alterations due to cost and feasibility considerations. The City remains committed to supporting electrification in existing buildings through other ongoing programs and initiatives.

(b) Industrial buildings

- (i) Ausgrid acknowledged the complexities related to electrifying the industrial sector and noted that its exclusion from the provisions is appropriate.

(c) Commercial buildings

- (i) Energy Consumers Australia, 350 Australia, and Healthy Futures advocated for extending the scope to all commercial buildings beyond the thresholds in the future.

Response: Following consideration of submissions, no amendment is proposed to the draft DCP. The thresholds for new commercial developments align with the NSW Government's Sustainable Buildings SEPP to balance feasibility and impact. Smaller commercial projects, which are less common in the local area, face greater space and infrastructure challenges, often making full electrification less viable. This approach maximises impact while remaining achievable. Based on gas use data from the financial year 2021/22, commercial offices under 1,000 m² account for just 0.71% of gas consumption in the local area.

Gas appliance preference and consumer choice

- 33. Six community member submissions expressed a preference for gas appliances and stressed the importance of preserving consumer choice. Submitters opposed regulating energy sources in new developments, arguing that individuals should decide which appliances to use.
- 34. Organisations such as the Urban Taskforce and Business Sydney echoed these concerns. They warned that removing gas options could reduce buyer appeal, affect project viability, and limit consumer freedom.

Response: The provisions apply only to new developments and do not restrict existing buildings. With nearly 90,000 gas-connected homes already in the local area, choice remains. The policy supports a gradual but powerful market transition by maintaining choice in the existing housing stock, while preventing long-term fossil fuel lock-in in new builds.

Authority to regulate energy use

35. Five community member submissions questioned whether the City had authority to regulate energy use. They argued that energy policy decisions should rest with other government levels and expressed concern that the approach may exceed the City's planning remit. Some questioned prioritising electrification over the provision of other local services.
36. The Urban Taskforce reflected these jurisdictional concerns and called for a consistent state-wide approach to energy regulation.

Response: The City is empowered to implement planning controls that reflect local priorities via its DCP. The draft DCP aligns with state and national goals, including NSW's net zero targets. The NSW Productivity and Equality Commission's March 2025 report supports using planning tools to limit gas connections, citing benefits such as cost savings, improved health, and equity outcomes. While the report acknowledges that the NSW Government has ruled out imposing a ban at the state level, it suggests that local councils can play a role in this transition.

Electricity supply reliability and backup energy options

37. Four community member submissions raised concerns about electricity supply reliability. They cited personal experience with blackouts and questioned whether infrastructure could support increased demand. Submitters suggested retaining gas as a backup and expressed hesitation about relying entirely on electric systems for space and heating and cooking.
38. Similar concerns came from the Urban Taskforce, which warned about pressure on the electricity network and the cost and impact of necessary infrastructure upgrades. Business Sydney raised risks related to electricity grid reliability. Jemena emphasised the need to maintain flexible energy planning to accommodate renewable gas options as part of a reliable system.

Response: Ausgrid advised that Sydney's electricity network, especially in the CBD, has significant capacity to meet forecast electrification demand due to reduced consumption from energy efficiency. Requiring all-electric development as standard improves predictability and enables more accurate network planning. Ausgrid does not expect major impacts on medium-term investments and will incorporate the requirements in long-term plans. The policy enhances resilience by supporting decentralised, renewable-powered systems integrated with batteries and smart technologies. This approach boosts local energy generation, reduces vulnerability to disruptions, and enables faster recovery during extreme events. The City continues to work closely with Ausgrid to ensure network readiness and resilience. The draft DCP does not restrict use of renewable gas, which may have a role in industrial processes where electrification is not yet feasible. For clarity, the proposed provisions apply only to fossil fuel gas.

Cost and affordability challenges

39. Three community member submissions objected on financial grounds, citing electricity costs, appliance affordability, and impacts on business viability and employment.

40. Organisations including the Urban Taskforce and Business Sydney opposed the all-electric provisions due to increased costs, concerns about the viability of delivering residential projects and risks to housing affordability.

Response: All-electric systems may have higher upfront costs but offer lower ongoing expenses and better efficiency. Costs are expected to decline as technologies mature. Electricity prices are likely to stabilise or fall with renewables, while gas prices are likely to rise due to market issues and supply risks. Avoiding fossil fuel infrastructure prevents costly future retrofits.

Ausgrid has advised that the increase in demand can largely be accommodated within the existing electricity network without major upgrades. Where augmentation - such as substations - is needed, it is often required regardless of energy type. Well-designed load management can reduce these infrastructure demands. Ausgrid is also reviewing cost allocations and improving transparency through hosting capacity maps to help developers' ability to plan and manage electrification costs.

Timing and readiness for policy implementation

41. Urban Taskforce argued the lead-in time is too short for developers to change processes and replace stockpiles, suggesting a staged approach to prevent impediments to development and allow developers time to adjust without incurring unsustainable costs.

Response: Feedback on timing to the earlier consultation on the discussion paper varied, with some respondents advocating for immediate implementation and others requesting a longer transition period. In developing the draft DCP, the City carefully considered this range of feedback and incorporated an 18-month lead-in period from public exhibition to commencement. This timeframe supports market readiness, infrastructure planning, and supplier capacity building. It allows developers to accommodate projects already in early design stages, adjust procurement processes, manage increased electrical demand from appliances such as induction cooktops, and integrate electrification into site feasibility and acquisition decisions.

Impact on housing options for low- and middle-income families

42. Urban Taskforce raised concerns that the electrification could increase development costs and reduce the viability of affordable housing projects, calling for exemptions for these housing types to protect housing affordability and housing delivery.

Response: Applying electrification requirements to these housing types supports an equitable transition away from fossil fuels, reducing long-term energy costs for vulnerable households. These residences are among the most important to electrify to ensure a fair transition that protects vulnerable communities from volatile gas prices, dual connection charges and costly future retrofits. Exemptions risk locking in fossil fuel dependence and passing retrofit costs onto the community. Early stakeholder engagement with social and community housing providers indicates they are already designing all-electric new developments, recognising the importance of avoiding reliance on gas given rising prices and the structural barriers these households face in converting later.

Potential short-term emissions increases

43. Urban Taskforce raised concerns that transitioning to all-electric developments could temporarily increase emissions, potentially undermining environmental benefits during the initial phase of electrification.

Response: Short-term emissions fluctuations may occur, but the electricity grid is rapidly decarbonising - projected to reach 82% renewable energy by 2030 - significantly reducing lifecycle emissions from electric buildings. Given the long lifespan of buildings, decisions made today will have lasting environmental impacts. As the grid continues to decarbonise, the emissions advantage of electric systems will increase. In contrast, emissions from burning fossil fuel gas cannot be reduced by renewable energy sources and can only be offset.

Key Implications**Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision**

44. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This policy is aligned with the following strategic directions and objectives:
- (a) Direction 2 - A leading environmental performer - Requiring all-electric new development supports the City's target of net zero emissions by 2035 and complements the decarbonisation of the electricity grid.
 - (b) Direction 4 - Design excellence and sustainable development - Electrification encourages energy-efficient, resilient buildings that meet best practice sustainability standards.
 - (c) Direction 6 - An equitable and inclusive city - Requiring all-electric systems prevents further gas network expansion and ensures new buildings are more affordable and easier to maintain. This approach protects occupants - particularly low-income households and renters - from rising gas prices.
 - (d) Direction 7 - Resilient and diverse communities - Electric systems offer greater flexibility and resilience than centralised gas infrastructure. They can integrate with renewable energy, batteries and smart technologies, supporting local energy generation and reducing exposure to supply disruptions and extreme weather events.
 - (e) Direction 10 - Housing for all - Clear planning controls for all-electric development support the delivery of sustainable, future-ready housing. Electrification reduces long-term costs and avoids retrofitting, helping ensure vulnerable residents are not left behind in the energy transition.

Risks

45. The proposal sits within the City's risk appetite, which supports innovation and transformation towards long-term environmental and social goals. Electrification delivers clear community benefits, including improved health, equity and climate outcomes, and aligns with the City's commitment to minimising risks to public health and safety.

Environmental

46. The draft DCP supports the City's environmental priorities by increasing the use of renewable energy through the electrical energy network and reducing reliance of fossil fuels. It aligns with the Environmental Strategy 2025–2030, which identifies building electrification as essential to meeting local area emissions targets and net zero. Feedback received during public exhibition of the Strategy and in focus group discussions showed strong support for electrifying both vehicles and buildings. Participants noted that rising electricity bills and the high cost of retrofitting - particularly for lower-income households and renters - make it difficult to respond to climate impacts. By requiring electric technologies from the outset, the proposal helps avoid locking more people into expensive, polluting systems and prevents the problem from growing.

Relevant Legislation

47. Environmental Planning and Assessment Act 1979.
48. Environmental Planning and Assessment Regulation 2021.
49. State Environmental Planning Policy (Sustainable Buildings) 2022.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Angela Smidmore, Specialist Planner

Attachment A

Summary of Submissions

Summary of submissions – All-electric development



Activities to support the consultation

The consultation period ran from 15 July 2025 to 12 August 2025. The following activities were undertaken to support the consultation:

- A dedicated webpage and online survey allowed community members to review the draft controls and provide feedback. The survey was open throughout the exhibition period, and the page is available at:
<https://www.cityofsydney.nsw.gov.au/policy-planning-changes/your-feedback-proposed-changes-planning-controls-new-all-electric-homes-offices-hotels>.
- The survey was open for feedback from 15 July 2025 to 12 August 2025.
- The project was included in the July and August editions of the Sydney Your Say eNews sent to approximately 5,000 subscribers. This provided a link to the webpage and survey. An image of the post can be found at Appendix A (Figure 1).
- Social media posts were featured on the City's LinkedIn page and Instagram in June 2025, linking to the consultation page. An example can be found at Appendix A (Figure 2).
- Approximately 90 key stakeholders, including those that had made a submission to the Discussion Paper: Electrification of New Development (discussion paper), were directly advised of the public consultation by email.
- Stakeholder information briefing sessions were offered during the public exhibition period and were attended by interested parties.

What the community told us

We received a total of 84 responses during the consultation period, including 35 via the online survey and 49 submissions by email. Of these, 3 submissions came from the development industry and related groups, 5 from advocacy organisations, 2 from utility and service providers, and 74 from individuals, encompassing both survey and email responses.

In total, 60 responses supported the all-electric provisions, 23 objected and 1 was neutral.

Submission method	Total responses	Support	Object	Neutral
Email submissions	49	34	14	1
Online survey	35	26	9	0
Total	84	60	23	1

Most submitters expressed support, highlighting benefits such as improved health outcomes, affordability, and climate resilience. Those in opposition primarily raised concerns regarding potential cost impacts for developers and consumers, energy reliability, and infrastructure capacity.

Issues raised in submissions by community members are summarised in Table 1. Issues are summarised by themes to capture the main concerns and areas of support. Issues raised by multiple submitters have been grouped under common themes to emphasise shared perspectives. Unique or less frequent concerns are also documented to ensure a comprehensive record.

Issues raised in submissions by industry groups and organisations are summarised in Table 2. Submissions have been summarised separately to reflect their specific feedback and positions.

Table 1: Issues raised in individual community member submissions

Submission	Response
<u>General support for electrification controls</u>	
27 community member submissions and 26 survey responses expressed general support for the proposed controls, citing the benefits of electrification. Seven submissions from industry bodies and organisations also supported the controls and are summarised in Table 2.	Support is noted.
<u>Support for the City's leadership</u>	
26 submissions supported the City's role in leading climate action through the electrification proposal. Submitters viewed the approach as setting an example for other councils. Several emphasised the value of using expert medical advice and commended the commitment to sustainable development.	Support is noted.
<u>Support due to economic benefits</u>	
26 submissions referred to economic reasons for supporting the proposal, including reduced energy bills and cost savings in building operation. Some highlighted the need to avoid costly future retrofits.	Support is noted.
<u>Support due to health benefits</u>	
25 submissions supported the proposal due to health-related outcomes, particularly the reduction of indoor pollution from gas appliances. Several referred to advice from health professionals and supported electrification to reduce pollution and protect residents' wellbeing.	Support is noted.
<u>Support for embedded electrical infrastructure in food and beverage premises</u>	
25 submissions supported requiring embedded electrical infrastructure in food and beverage premises. Submitters viewed this as a practical step that enables future electrification while allowing a phased transition for commercial kitchens.	Support is noted.
<u>Support for addressing energy security and gas shortages</u>	
One submission noted the role of electrification in reducing exposure to gas shortages.	Support is noted.
<u>Support for programs to assist existing buildings to transition</u>	
One submission expressed support for policies helping existing residential and commercial buildings move toward electrification.	Support is noted. Although the draft DCP applies only to new development, the City remains committed to supporting the transition of existing buildings toward net zero emissions. This includes ongoing programs such as the Better Buildings Partnership, CitySwitch, Smart Green Apartments, and sustainability grants and campaigns. These programs aim to support a practical and equitable

Summary of submissions – All-electric development

Submission	Response
	transition for existing buildings, in parallel with planning controls for new development.
<u>Comment about gas disconnection fees</u>	
One submission raised concerns about high fees charged by energy retailers for gas disconnection and meter removal, which may discourage switching to all-electric systems.	The City notes that the draft DCP applies only to new developments and does not require disconnection of existing gas services. However, concerns about gas disconnection fees potentially discouraging transitions to all-electric systems are acknowledged. The Australian Energy Regulator recently finalised Jemena Gas Networks' access arrangement for 2025–30, capping the upfront permanent disconnection fee at \$250 - significantly reduced from previous fees of over \$1,000. This pricing aims to balance customer costs, safety, and cost-reflective pricing. Temporary disconnections and multi-tenancy properties have separate fee arrangements to reflect the scope of works required.
<u>General opposition to electrification controls</u>	
11 community member submissions and 9 survey responses opposed the proposed controls. Three submissions from industry bodies and organisations also opposed the controls and are summarised in Table 2.	Opposition is noted.
<u>Opposition due to fuel preference and consumer choice</u>	
6 submissions expressed a preference for gas appliances and emphasised the importance of maintaining consumer choice. Submitters opposed regulating energy choices and asserted individual rights to decide on fuel sources.	The policy applies only to new developments. Existing buildings - including the nearly 90,000 gas-connected homes in the local area - are unaffected. Buyers seeking gas appliances can continue to choose from the existing housing market.
<u>Concerns about the City's regulatory authority</u>	
5 submissions raised concerns that the proposed electrification controls represent an overreach of the City's authority. Submitters questioned whether the City has the legal jurisdiction to regulate energy choices. Some argued that mandating electrification goes beyond the City's core responsibilities and suggested that such decisions should rest with state or federal government. Others criticised the focus on electrification over more immediate local service priorities.	The City is empowered to set local planning controls through its DCP, reflecting local values and aligning with NSW and national climate goals, including net zero targets. The NSW Productivity and Equality Commission's March 2025 report supports using local tools like DCPs to limit new gas connections, highlighting benefits such as lower energy bills, improved health, equity for low-income households, and avoiding costly future retrofits.
<u>Concerns about reliability of electricity supply</u>	
4 submissions raised concerns about the reliability of electricity supply. Submitters cited personal experiences with frequent blackouts and power outages. They questioned the capacity of existing infrastructure to support full electrification and highlighted the importance of retaining gas appliances as a backup energy source. Some expressed distrust in renewable energy sources.	Ausgrid advised that the electricity network in Sydney, particularly the CBD, currently has significant capacity to support nearly all forecast electrification demand due to reduced overall consumption from energy efficiency improvements. Ausgrid emphasised that requiring all-electric development as the standard improves predictability, enabling more accurate and efficient planning for network demand. They do not anticipate major impacts on their medium-term investment plans and will

Summary of submissions – All-electric development

Submission	Response
	incorporate the proposed controls into their long-term network planning. Additionally, AEMO's 2024 Electricity Statement of Opportunities found no reliability gaps if planned projects proceed. The policy enhances resilience by promoting decentralised, renewable-powered systems. Unlike centralised gas infrastructure electric systems can be increasingly decentralised and integrated with renewable energy, batteries, and smart technologies. This flexibility supports local energy generation and storage, reduces vulnerability to energy shocks, and enables faster recovery during crises such as extreme weather or supply disruptions.
<u>Request for more evidence or information to support electrification</u>	
4 submissions requested more robust evidence or questioned the validity of claimed benefits. Submitters asked for independent expert input, expressed scepticism about health and cost claims.	The policy is informed by reputable studies from leading health and environmental organisations, including the CSIRO, Climate Council, Asthma Australia, and international bodies such as the World Health Organisation. These sources clearly demonstrate the benefits of electrification in terms of health, cost savings, equity and emissions reduction. Complementing this broader research, the City has commissioned independent, detailed technical analysis specific to the built environment to ensure the planning controls are practical, effective, and tailored to local conditions. This analysis was attached to the <i>Discussion Paper: Electrification of New Development</i>. The policy's development has also been shaped by extensive stakeholder engagement and public consultation.
<u>Concerns about cost and economic impacts</u>	
3 submissions raised concerns about increased electricity costs, fees for gas disconnection, and the financial burden of transitioning to all-electric systems. Submitters questioned the cost-effectiveness of the proposal and highlighted potential economic disadvantages for households and businesses. One submission raised concerns about potential job losses and risks to business viability due to electrification policies.	While some electric systems have higher upfront costs, they offer lower ongoing expenses and are becoming more affordable as markets mature. Electricity prices are expected to stabilise or decrease with growing renewable supply and infrastructure improvements, whereas gas prices are likely to rise due to shrinking markets and supply volatility. Avoiding gas infrastructure now also prevents costly future retrofits.

Table 2: Industry groups and organisation submissions

Submitter	Submission	Response
Doctors for the Environment Australia	The submission strongly supports the draft DCP, highlighting public health benefits by reducing exposure to indoor gas combustion products, particularly for residents and commercial kitchen workers. The submission stresses the occupational health risks for kitchen staff exposed to gas emissions and heat burden, especially in hot conditions, and acknowledges cultural resistance to change in the food industry. The submission supports the energy efficiency and cost-saving goals of the policy. The submission raised some concern about vagueness in the draft DCP as it relates to food and beverage and recommends specifying electrical infrastructure capacity for future full electrification of kitchens.	Support is noted. Post-exhibition amendment: A post-exhibition amendment has been recommended to the draft DCP to clarify that where an affected food and beverage tenancy chooses to use a gas connection, it must also provide sufficient space and electrical capacity to support the future replacement of all appliances with their electric alternatives. This includes requiring a maximum demand calculation estimate to ensure appropriate sizing. This will ensure kitchens are fully equipped for safe and complete electrification in line with the policy's objectives.
Energy Consumers Australia	The submission strongly supports the draft DCP mandating all-electric systems in new residential and large commercial developments. It asserts electrification is a vital climate action and critical consumer protection measure. The submission emphasises the benefits of preventing long-term lock-in to costly and outdated gas infrastructure, protecting vulnerable consumers, advocating for accelerated implementation, lowering thresholds, expanding controls to renovations, and tightening exemptions, especially for food and beverage premises in mixed-use developments.	Support is noted. The implementation timing reflects broad stakeholder feedback to allow developers, suppliers, and energy networks to prepare. The City recognises electrification impacts early feasibility and design decisions made 6 - 12 months before the lodgement of a development application. The commercial threshold aligns with the NSW Government's Sustainable Buildings SEPP. Developments under 1,000m² are relatively uncommon in the City and often face greater space and cost constraints for electrification. Targeting larger developments ensures a scalable, cost-effective approach that supports feasible implementation and industry transition. The draft DCP does not apply to renovations and alterations due to complexity and cost concerns, though the City continues to support voluntary electrification of existing buildings through targeted programs. Industry feedback highlighted practical challenges in commercial kitchens and the draft DCP permits gas connections in food and beverage tenancies provided embedded electrical infrastructure has sufficient capacity to support full electrification. Progress in this sector will be reviewed within one year of policy commencement.
Property Council	The submission supports the City's intent to electrify new developments and align with net zero targets. It notes the importance of ensuring feasibility, citing higher capital costs for developers during transition.	The City notes the Property Council's support is based on the proposed lead-in period and the application of the requirements to new developments only.

Summary of submissions – All-electric development

Submitter	Submission	Response
	The submission supports the exclusion of alterations/additions and the proposed post-2026 start date. The submission welcomes further consultation on policy implementation and expansion to other asset classes, emphasising the need to consider economic impacts and align educational initiatives with market maturity.	Request for further consultation on future policy implementation and expansion to other asset classes is also noted. Aside from the scheduled review of the food and beverage sector, no further policy extensions are currently under consideration. Should this change, the City will engage closely with stakeholders to ensure a feasible, staged approach aligned with market readiness and industry capacity.
Ausgrid	The submission supports the draft DCP, recognising the economic, environmental, and health benefits of electrification. It highlights that requiring all-electric new developments is more cost-effective than retrofitting gas connections later, and that higher utilisation of existing electrical infrastructure can reduce costs for all consumers. Ausgrid supports the DCP's staged implementation and the exclusion of industrial properties for now, noting commercial electrification is progressing. Ausgrid advised that Sydney's electricity network, especially in the CBD, has significant capacity to meet forecast electrification demand due to reduced consumption from energy efficiency. Requiring all-electric development as standard improves predictability and enables more accurate network planning. Ausgrid does not expect major impacts on medium-term investments and will incorporate the requirements in long-term plans. They emphasise the value of electrification in improving network forecasting and investment planning and recommend early engagement with their connections team. Ausgrid also supports integrating EV infrastructure, solar and battery storage into building designs. They welcome further collaboration with the City and recommend future expansion of electrification policies to existing and industrial buildings.	Support is noted. Engagement with Ausgrid's connections team will continue to be prioritised to facilitate efficient implementation.
Royal Institution of Chartered Surveyors	The submission expresses strong support for the draft DCP and commends the City's leadership and highlights members' ongoing involvement in energy transition projects. The submission encourages other councils to adopt similar measures. It suggests future focus on assisting existing building stock in transitioning, especially for vulnerable or low-demand properties, and offers their expertise for future projects.	Support is noted.
350 Australia and Healthy Futures	The submission strongly supports the proposed expansion of all-electric requirements to include electric hot water in new residential buildings, full	Support is noted. The commercial threshold aligns with NSW's Sustainable Buildings SEPP, focusing on

Summary of submissions – All-electric development

Submitter	Submission	Response
	electrification of large commercial buildings, and pre-wiring of food and beverage premises. The submission commends Council's leadership and practical, phased implementation and encourages future expansion to include all commercial buildings.	commercial developments over 1,000m² where electrification is most practical.
Global Cooksafe Coalition	The submission strongly supports the draft DCP, highlighting benefits for chefs, kitchen operators, and hospitality workers. It commends the policy's flexibility for commercial kitchens while promoting a safer, healthier, and more cost-effective transition away from gas cooking. The submission notes economic and occupational advantages including long-term cost savings, improved air quality, and reduced heat stress. GCC members, partners, and ambassador chefs commit to no gas in new kitchens by 2030 and transitioning existing kitchens by 2040, with backing from high-profile chefs and leading property companies. The submission recommends future support for hospitality venues through demonstration kitchens, grants, and incentives to assist retrofits. The submission concludes that the City's approach is balanced, industry-informed, and benefits health, workers, and the environment.	The City is a signatory of GCC and remains committed to ongoing collaboration. In June 2025, Council resolved that a report will be provided within one year of the planning controls commencing, detailing progress on electrification within the food and beverage sector. This process will include continued engagement with the GCC and industry stakeholders to ensure sustained support and responsiveness to the sector's needs.
Urban Taskforce	The submission strongly opposes the draft DCP, arguing the policy is premature, rushed and lacks adequate planning for implementation. The submission raises concerns about unrealistic timeframes, pressure on the electricity network, increased development and compliance costs, reduced project viability, and negative impacts on housing affordability and supply. It recommends a consistent, state-wide approach and exemptions for affordable, key worker, and build-to-rent housing. The submission warns the controls will burden developers with infrastructure upgrades, such as substations, that reduce usable floorspace and increase apartment prices. The submission argues electrification will not be cost-neutral and may raise short-term emissions compared to gas. It suggests removing gas may reduce buyer appeal due to consumer preferences, further affecting project feasibility. The submission notes electrification infrastructure could compromise active street frontages and building design. The submission criticises the City's consultation process, questions its jurisdiction to ban certain technologies without state alignment, and calls for	The lead-in time of the policy reflects thorough consultation with stakeholders. This supports market readiness, infrastructure planning, and supplier capacity building. Ausgrid has confirmed that the network currently has sufficient capacity and flexibility to support most electrification scenarios. Moreover, the policy applies only to new developments, enabling a gradual transition rather than sudden demand spikes. The City continues to collaborate with Ausgrid to monitor capacity and ensure system resilience. Initial capital costs may be higher but are expected to decline as technologies mature, demand grows and supply chains develop. Network augmentation - such as substations - is often necessary regardless of gas or electric systems, and well-designed load management can reduce infrastructure burdens. Ausgrid is also working to review cost allocations and improve transparency through hosting capacity maps to improve developers' ability to plan and manage electrification costs. Energy-efficient all-electric designs reduce ongoing energy expenses for residents, improving affordability in the long term. Avoiding fossil fuel gas infrastructure in new buildings prevents costly future retrofits which can ultimately burden the community

Summary of submissions – All-electric development

Submitter	Submission	Response
	the policy to be paused pending a cost-benefit analysis and engagement with the NSW Government.	and housing market. Vulnerable households - including those in affordable housing - are most at risk from rising gas prices and the shrinking gas user base, which can lead to higher costs passed on to those who remain connected. Ensuring electrification requirements apply to these housing types is essential to prevent locking in fossil fuel dependency and avoid placing disproportionate financial burdens on vulnerable residents, supporting a fair and equitable transition for all communities. Acknowledging that some buyers prefer gas, the City's data shows nearly 90,000 residential gas connections across the local area, ensuring ample availability of gas-connected homes. Since the policy applies only to new developments, choice remains available in the existing housing stock and allows the market to gradually transition without removing existing choice. Infrastructure, such as plant rooms and electrical equipment, is excluded from Gross Floor Area (GFA) calculations. This ensures that necessary electrical systems can be incorporated without reducing leasable or occupiable space. The rapid decarbonisation of the electricity grid - forecasted to reach 82% renewable by 2030 - means that electric buildings powered by renewables will achieve significantly lower lifecycle emissions over time. Given that buildings typically last for many decades, decisions made now have long-term impacts. Any short-term emission variations are outweighed by the clear, lasting benefits of a cleaner, renewable-powered electricity system. The City supports a consistent, state-wide approach to electrification and continues to advocate for this. Local councils have a role to set DCP requirements that reflect local priorities and community expectations. The proposed controls are the result of thorough consultation and align with state and national climate goals, including NSW's net zero target and the draft National Construction Code.
Business Sydney	The submission opposes the draft DCP citing concerns over loss of consumer choice, increased costs for households and businesses, electricity grid reliability risks, potential job losses in the gas sector, environmental trade-offs, and poor timing given other pressing urban issues. It argues the draft DCP is an example of local government overreach and recommends voluntary electrification, grid investment, and support for clean gas alternatives instead.	The policy only applies to new developments and does not restrict consumer choice in the existing market - nearly 90,000 gas-connected homes remain in the local area. All-electric buildings have lower running costs and improved energy efficiency, benefiting households and businesses over time. Ausgrid has confirmed the grid can support electrification in the medium term, and the City continues to coordinate closely on planning and capacity. It is appropriate for councils to use local planning tools to improve health, equity and cost-of-living outcomes for their communities.

Summary of submissions – All-electric development

Submitter	Submission	Response
		The City supports voluntary electrification for existing buildings through current programs. However, mandating electrification in new developments prevents locking in long-term fossil fuel use, which is costly and difficult to retrofit. Designing all-electric systems from the outset is far more efficient, enabling the City to focus incentives and support on helping existing buildings transition, should they choose to. The controls apply only to fossil fuel gas connections in new developments and do not restrict the use of renewable gases in the future.
Jemena	The submission acknowledges the City's efforts but urges recognition of renewable gases (biomethane, hydrogen) as essential to decarbonisation pathways. It stresses that renewable gas markets are emerging rapidly, supported by policy and industry initiatives, and warns that the proposed all-electric controls may prematurely restrict renewable gas developments, risking investor confidence and limiting options for customers dependent on gaseous fuels. The submission advocates for flexible, inclusive planning controls accommodating renewable gas infrastructure alongside electrification.	The draft DCP applies only to fossil fuel gas connections and does not restrict connections to a renewable gas network.

Appendix A

The consultation was promoted via the City of Sydney's Sydney Your Say eNews, which was distributed to approximately 5,000 subscribers in July and August 2025. This included a direct link to the consultation webpage and survey. An example of the newsletter article is included in Figure 1.

Additionally, social media posts were published on the City's LinkedIn and Instagram platforms in June 2025, directing users to the consultation page. An example of one of these posts is shown in Figure 2.



Photo: Jamie Williams / City of Sydney

26 Proposal to support all-electric new homes, offices and hotels

We're asking for feedback on a requirement for new residential accommodation and larger office buildings, hotels and serviced apartments to be all electric.

Review the proposal and provide feedback by Tuesday 12 August

[Read more](#)

Figure 1 – Sydney Your Say eNews newsletter

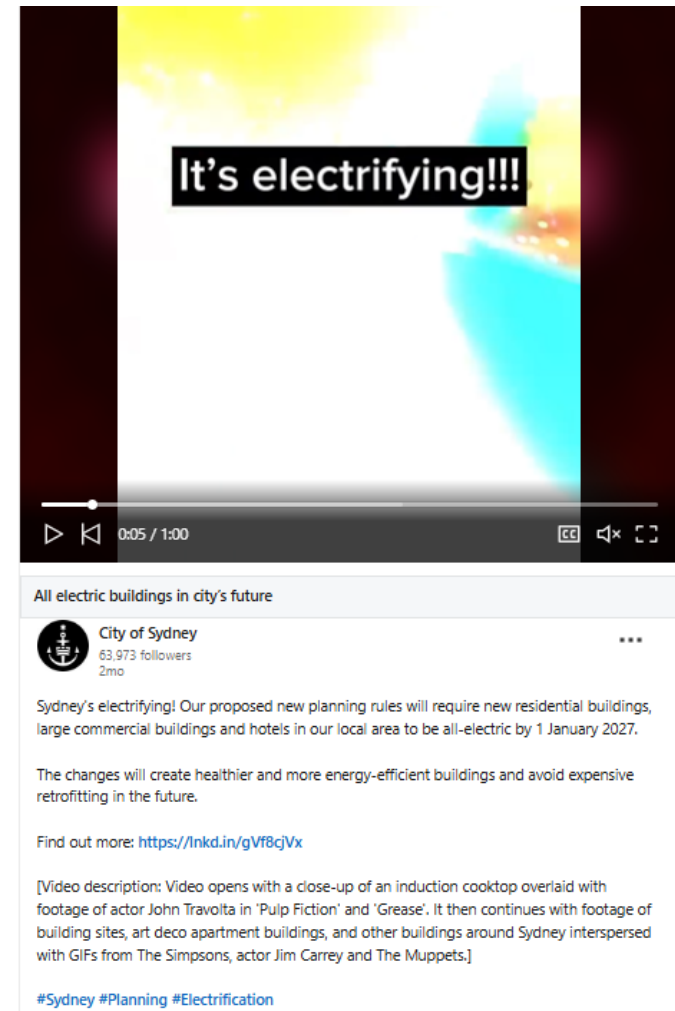


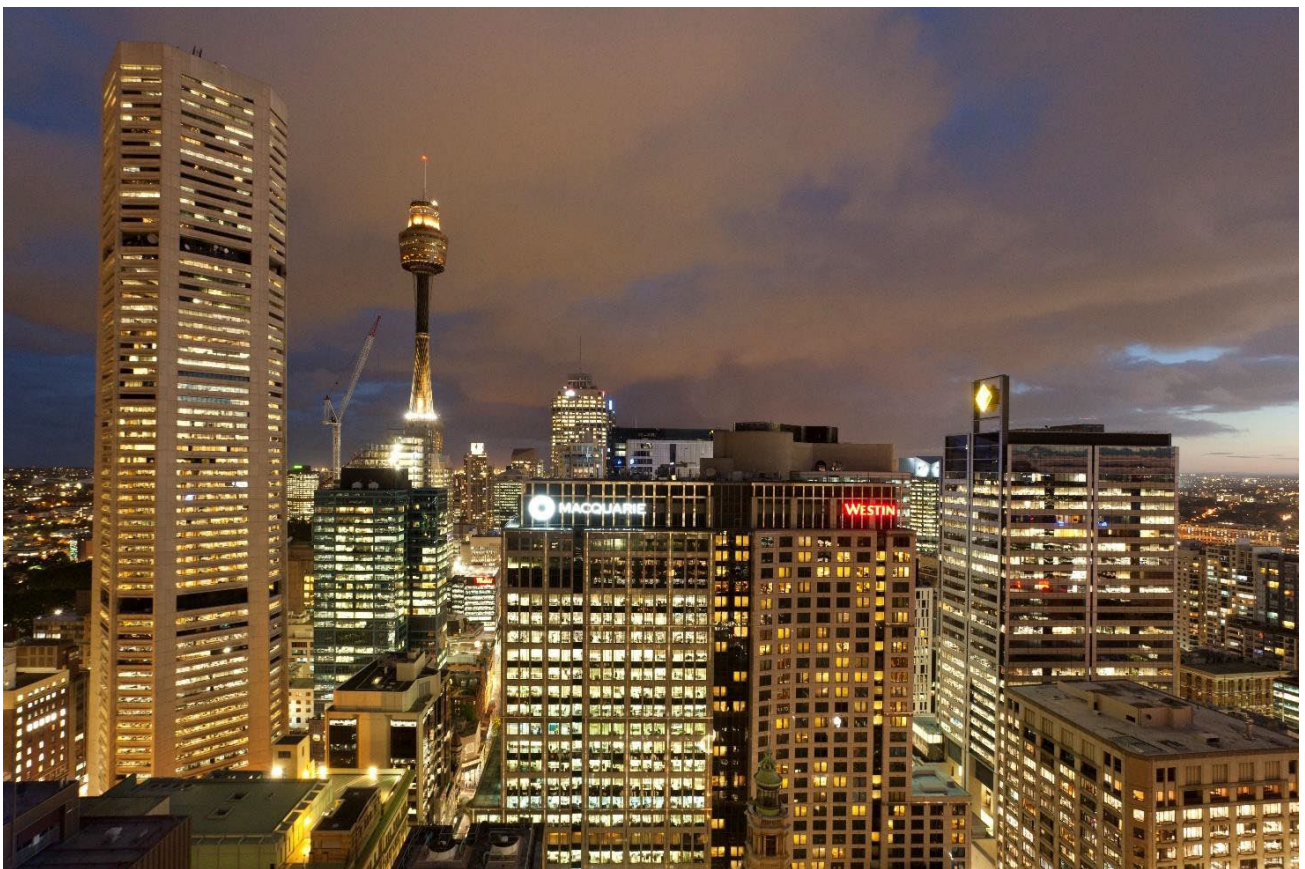
Figure 2 – Social media post

Attachment B

**Draft Sydney Development Control Plan
2012 – All-Electric Development – as
amended**

Draft Sydney Development Control Plan 2012: All-electric development

Post-exhibition amendments are shown in **red**, with deletions in **~~strikethrough~~** and additions and edits in **underline**.



Draft Sydney Development Control Plan 2012: All-electric development

Purpose

The purpose of this Development Control Plan (DCP) is to amend the Sydney Development Control Plan 2012 to insert new provisions that:

- (a) continue to restrict the use of indoor gas appliances (cooktops, ovens and space heaters) in new residential accommodation for applications lodged after 31 December 2025;
- (b) require the erection of new residential accommodation, prescribed office premises, prescribed hotel or motel accommodation and prescribed serviced apartments to be fully electric for applications lodged after 31 December 2026;
- (c) clarify how the all-electric requirement applies to food and drink premises within affected development; and
- (d) clarify how development applications can demonstrate that a building is designed to support all-electric appliances and systems.

Citation

This amendment may be referred to as Sydney Development Control Plan: All-electric development.

Land covered by this plan

This amendment applies to the City of Sydney Local Government Area.

Relationship of this plan to other development control plans

This plan amends *Sydney Development Control Plan 2012* as described in Appendix 1.

Appendix 1

1. Replace section 3.13.4 Indoor air quality in new residential development' with the following:

3.13.4 All-electric development

Objectives

- (a) To improve air quality within the built environment and promote health by reducing exposure to air pollutants.
- (b) To ensure new development is energy efficient, cost effective for occupants over the long term and can avoid future costs of electrification or remaining on the fossil fuel gas network.

Provisions

1. In this section 'affected development' is:
 - (a) the erection of new residential accommodation; and
 - (b) the erection of a new: new prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartments, as defined in State Environmental Planning Policy (Sustainable Buildings) 2022.
 - (i) office premises with a net lettable area of at least 1,000m²;
 - (ii) hotel or motel accommodation containing at least 100 guest rooms; or
 - (iii) building containing at least 100 serviced apartments.
2. Affected development is to comply with the requirements in Table X.X: 'All-electric requirements'.

Table X.X: All-electric requirements

Use	Applications submitted after 31 Dec 2025	Applications submitted after 31 Dec 2026
New residential accommodation	Indoor fossil fuel gas appliances, such as gas cooktops, ovens, or space heaters are not to be included.	Not to be serviced by fossil fuel gas. To be designed with sufficient space and electrical capacity to support all-electric cooking, space heating, and water heating systems.
Affected development that is not new residential accommodation	No requirement specified.	Not to be serviced by fossil fuel gas. To be designed with sufficient space and electrical capacity to support all-electric cooking, space heating, and water heating systems.
Food and beverage tenancies in mixed use developments containing affected development	No requirement specified.	A single gas connection may be provided for the food and beverage tenancy only. The tenancy is to include <u>sufficient space and embedded electrical capacity for full future electrification, infrastructure supported by a maximum demand estimate.</u> All other affected development is to be all-electric.



Item 6.

Fire Safety Reports

File No: S105001.002

Summary

The City of Sydney (the City) regularly receives building reports from Fire and Rescue NSW in relation to inspections carried out by Fire and Rescue NSW Authorised Officers. These inspection reports are to be brought to Council and Council is required to determine whether to exercise its power to issue fire safety orders under Division 9.3 and Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act).

In response to Fire and Rescue NSW reports, City staff undertake inspections to ensure fire safety measures are in full operation and that building exits are clear and unimpeded. Fire and Rescue NSW inspections reveal fire safety concerns that require Council as the appropriate regulatory authority to use its discretion and address the concerns observed at the time of the inspection.

Fire and Rescue NSW has powers under the Act to carry out inspections of buildings and it is required to forward its findings to the City.

Fire and Rescue NSW reports received by the City are required to be tabled before Council.

Attached are details of 6 reports received by the City from Fire and Rescue NSW. The attachments deal with 6 properties and include the Fire and Rescue NSW reports and the findings (preliminary or final) by City staff, along with other documentation relevant to that property.

Recommendation

It is resolved that Council:

- (A) note the contents of the Fire Safety Reports Summary Sheet, as shown at Attachment A to the subject report
- (B) note the contents of Attachment B and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 144 Victoria Street, Potts Point
- (C) note the contents of Attachment C and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 547-549 Crown Street, Surry Hills
- (D) note the contents of Attachment D and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 252-258 Sussex Street, Sydney
- (E) note the contents of Attachment E and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 57 Cowper Wharf Roadway, Woolloomooloo
- (F) note the contents of Attachment F and not exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 339-347 Kent Street, Sydney
- (G) note the contents of Attachment G and exercise its power under the Environmental Planning and Assessment Act 1979 to issue a Fire Safety Order at 679-695 Bourke Street, Surry Hills.

Attachments

- | | |
|----------------------|--|
| Attachment A. | Fire Safety Reports Summary Sheet |
| Attachment B. | Inspection Report - 144 Victoria Street, Potts Point |
| Attachment C. | Inspection Report - 547-549 Crown Street, Surry Hills |
| Attachment D. | Inspection Report - 252-258 Sussex Street, Sydney |
| Attachment E. | Inspection Report - 57 Cowper Wharf Roadway, Woolloomooloo |
| Attachment F. | Inspection Report - 339-347 Kent Street, Sydney |
| Attachment G. | Inspection Report - 679-695 Bourke Street, Surry Hills |

Background

1. The City receives inspection reports and recommendations from Fire and Rescue NSW in relation to inspections carried out on buildings located within the City's local area.
2. Under the Environmental Planning and Assessment Act 1979, (the Act), Fire and Rescue NSW has the power to carry out inspections of buildings to determine if the building has adequate provision for fire safety and/or is compliant with legislation.
3. On average, the City receives approximately 50 such reports each year. They can be prompted by reports from the Police or others who have a concern relating to fire safety in a building.
4. The inspection is undertaken to ensure fire safety measures are in full operation and that building exits are clear and unimpeded.
5. When Fire and Rescue NSW carries out such an inspection, a report and any recommendations must be provided to the City.
6. Under the Act, Council is then required to table the report and make a determination as to whether it will exercise its power to issue a Fire Safety Order 1 or 2 in Schedule 5, Part 2 of the Act.
 - (a) Fire Safety Order 1 requires a person to do or stop doing certain specified things to improve fire safety.
 - (b) Fire Safety Order 2 requires a person to cease conducting an activity on premises where that activity constitutes, or is likely to constitute, a life-threatening hazard or a threat to public health or public safety.
7. Attached are the details of the reports received from Fire and Rescue NSW, including recommendations for further action. The properties have also been reviewed by City staff.

Risks

8. This approach is within the City's risk appetite, which states:
 - We are committed to conducting our activities in full compliance with applicable laws, regulations and relevant industry standards.

Relevant Legislation

9. Environmental Planning and Assessment Act 1979.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Andrew Thomas, Executive Manager Planning and Development

Attachment A

Fire Safety Reports Summary Sheet
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Fire Safety Reports Summary Sheet

Total number of properties tabled: 6

Report – October 2025

Att.	Premises Specifics	Actions/ Recommendation
A	Not applicable – Summary Sheet	Summary of clause 17, Schedule 5 matters tabled at Council meeting.
B	144 Victoria Street, Potts Point	Premises inspected; owners have been issued with a Notice of Intention to give a Fire Safety Order; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
C	547-549 Crown Street, Surry Hills	Premises inspected; owners have been issued with a Notice of Intention to give a Fire Safety Order; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
D	252-258 Sussex Street, Sydney	Premises inspected; matters raised have been rectified, no further action required.
E	57 Cowper Wharf Roadway, Woolloomooloo	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.
F	339-347 Kent Street, Sydney	Premises inspected; owners have been issued with corrective action correspondence; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.

Att.	Premises Specifics	Actions/ Recommendation
G	679-695 Bourke Street, Surry Hills	Premises inspected; owners have been issued with a Notice of Intention to give a Fire Safety Order; follow up compliance site inspections are to be undertaken to ensure fire safety works are satisfactorily completed.

Attachment B

**Inspection Report
144 Victoria Street, Potts Point ('Chili Blue
Backpackers')**



Figure 1: 144 Victoria Street, Potts Point viewed from the west

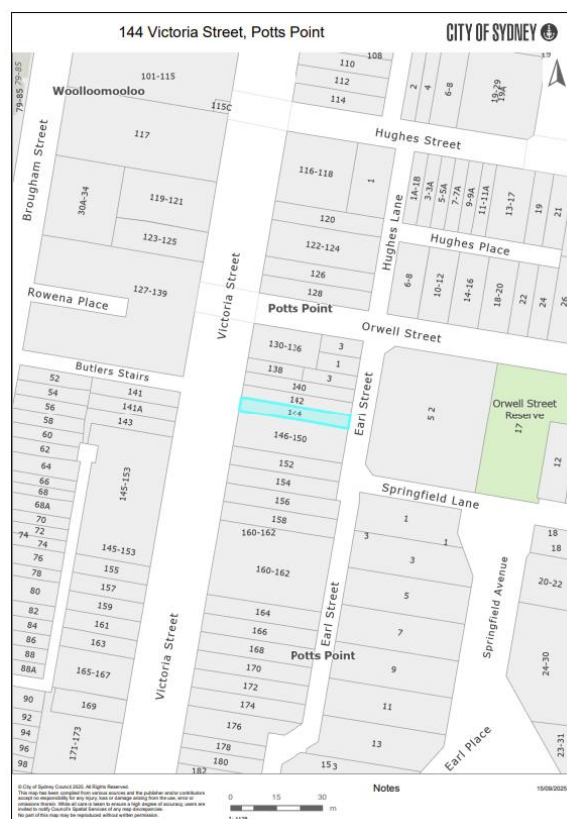


Figure 2: Location map of 144 Victoria Street, Potts Point

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Ashley Host

Date: 15 September 2025

Premises: 144 Victoria Street, Potts Point ('Chili Blue Backpackers')

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 2 July 2025 with respect to matters of fire safety.
2. The premises consists of a 4-storey building used for backpackers' accommodation.
3. The City inspected the premises on 7 August 2025, accompanied by Mr Angus Connie. This inspection identified deficiencies in fire safety. To address this, a Notice of Intention (NOI) to give a fire safety order has been issued under the Act.

Chronology

Date	Event
2 July 2025	FRNSW correspondence received
7 August 2025	The City inspected the premises
8 September 2025	Notice of Intention to give a fire safety order issued

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 27 June 2025.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Essential Fire Safety Measures	
	Automatic Fire Suppression System	
1	The sprinkler system single inlet fire brigade booster connection is obstructed by the gas meter.	Require booster connection to be reorientated to allow sufficient room for connection of hoses. This issue has been addressed in the NOI.
2	Sleeping pods are installed near sprinkler heads.	Require sleeping pods to be removed so as not to impede operation of sprinkler system. This issue has been addressed in the NOI.
	Portable Fire Extinguishers	
3	Extinguishers service/label tags were last stamped August 2024 indicating the system had not been receiving routine service.	Rectified prior to the inspection. Service tags were stamped June 2025 at time of inspection indicating recent servicing.
	Fire Hose Reels	
4	Fire hose reels service/label tags were last stamped August 2024 indicating the system had not been receiving routine service.	Rectified prior to the inspection. Service tags were stamped June 2025 at time of inspection indicating recent servicing.
	Access and Egress	
5	One emergency light was missing a cover indicating routine maintenance not being carried out.	No action proposed. Annual certification of essential measures is current for the premises. Light cover is aesthetic and does not impact on operation of service.
6	Pictogram on final exit sign not provided.	Require exit sign to be relocated and modified to comply with NCC.

Ref.	Issue	City response
		This issue has been addressed in the NOI.
Smoke Detection and Alarm System		
7	Building occupant warning speaker damaged	Require occupant warning system speakers to be repaired and certified compliant. This issue has been addressed in the NOI.
Compartmentation and Separation		
8	Fire door fails to return to fully closed position due to WIFI cable running through doorway.	Require obstructions to operation of fire doors to be removed. This issue has been addressed in the NOI.
9	Manual call point used as emergency door release missing components.	Require manual call point release to be repaired. This issue has been addressed in the NOI.
10	Hold-open device to fire door broken	Require electro-magnetic hold open device to be repaired. This issue has been addressed in the NOI.
General		
11	Multiple rooms included pod style accommodation: - Pods appear lockable - Pods may have increased the approved number of occupants per room - FRNSW believe provisions for sleeping pods are inadequate - Sleeping pods impede egress as they impede on exit doorways	Require sleeping pods to be removed. This issue has been addressed in the NOI. Sleeping pods impede egress, impede the operation of the sprinkler system and are lined with materials not compliant with NCC provisions and have been installed without consent where prior development consent is required.
12	Lithium-ion batteries being charged in hallways.	No batteries were being charged at time of inspection. Premises prohibits charging of batteries. Regular maintenance to be managed by property owner.
13	Evacuation plans not indicative of correct layout and installed in wrong locations.	Require new evacuation plans to be drafted and installed throughout premises. This issue has been addressed in the NOI.

Ref.	Issue	City response

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer, a Notice of Intention (NOI) to give a fire safety order under the Act was issued to address the identified fire safety deficiencies. After the NOI's representation period and consideration of any responses, a fire safety order may be issued to ensure adequate fire safety systems are in place throughout the building.
8. At the time of then inspection there were no lithium batteries being charged in the hallways. The manager was informed of the FRNSW concerns and will be managed in house.
9. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

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File Ref. No: FRN25/1882 - BFS25/4129 - 8000043359
TRIM Ref. No: D25/74520
Contact: Station Officer Kurt Ingle

2 July 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
URBAN NOMADS
144 VICTORIA STREET POTTS POINT ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 23 June 2025 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated in part that:

- *Out-of-date fire safety equipment – Including extinguishers and alarms that had not been properly maintained or replaced in accordance with required standards.*
- *Incorrectly positioned or inaccessible fire equipment – Several critical pieces of equipment were not readily available in emergency situations due to improper placement or obstruction.*
- *Blocked or inaccessible fire exits – Structural changes and hoarding of rubbish in key areas resulted in blocked egress paths, making safe evacuation impossible in some parts of the building.*
- *Newly installed accommodation pods – I am particularly concerned about a number of new "pods" that have recently been installed. These units:*
 - *Lack proper ventilation, raising concerns over smoke inhalation risk.*
 - *Appear to be non-compliant with standard fire safety codes.*

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

www.fire.nsw.gov.au

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- *Have been constructed in a way that may interfere with the operation of the existing sprinkler system. No staff members on site have been given formal fire safety training and many guests are at risk of a hazard.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 27 June 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

Provisions for Fire Safety

Automatic Fire Suppression System

1. The single inlet fire brigade booster connection for the sprinkler system was obstructed by the gas meter contrary to the requirements of Clause 7.3 Australian Standard (AS) 2419.1-2005.
2. The sleeping pods (Comment 11) are installed in close proximity of the sprinkler heads, less than 500 mm, contrary to the requirements of Clause 5.5.7 of AS 2118.1-2006.

Portable Fire Extinguishers

3. Portable fire extinguishers had service label/tags that were last stamped in August 2024, indicating the system had not been receiving routine maintenance in accordance with Section 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR21).

Fire Hose Reels

4. Fire Hose Reels had service label/tags that were last stamped in August 2024, indicating the system had not been receiving routine maintenance in accordance with Section 81 of the EPAR21.

Access and Egress

5. The emergency light outside No. 71 was missing a light cover indicating maintenance is not being carried out contrary to the requirements of Section 81 of EPAR21.

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6. The pictogram on the final exit sign in No. 144 to Victoria Street was not present, contrary to the requirements of Section E4D8 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).

Smoke Detection and Alarm System (SDAS)

7. The speaker outside room No. 80 believed to be part of the Building Occupant Warning System (BOWS) was damaged. FRNSW could not determine if it would operate to alert occupants to an emergency.

Fire Resistance

Compartmentation and Separation

8. The fire door in the hallway outside room No. 75 failed to return to the fully closed position due to WIFI cables inside the door jamb, contrary to the requirements of Clause C4D6 of the NCC.
9. The manual call point (White) used as an emergency door release between the sleeping accommodation and the shared kitchen area had been operated as the frangible glass element was broken. The electromagnetic locking mechanism of the door appeared to be missing components. FRNSW could not determine if this door was to remain closed due to maintain compartmentation and separation requirements.
10. The electro-magnetic hold open device on the door in the corridor near room No. 85 showed signs of physical damage. FRNSW was unable to determine if the door would release to the closed position.

General

11. Multiple rooms within the premises included pod style sleeping accommodation. Within Room No. 84, FRNSW observed,
 - A. 6 sleeping pods configured in a row of 3 with 2 sleeping pods on top of each other. Each pod appeared to be lockable.
 - B. FRNSW are unable to determine if the installation of the sleeping pods have increased the approved number of occupants within the building.
 - C. FRNSW could not determine if the pods have been approved by City of Sydney Council and believe that the provisions for fire safety for the Pod sleeping arrangement are inadequate.
 - D. The SOU door when open, may create an obstruction to occupants evacuating the room.
12. Lithium-Ion Batteries removed from E-bikes that were being charged within hallways. There were 2 charging outside room No. 91 and 2 charging at the base of the stairs on the ground floor. This creates a large evacuation risk for residents of the accommodation in paths of egress.

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13. Several evacuation plans within the premises were placed on the wrong walls, orientated incorrectly and "YOU ARE HERE" points were not shown contrary to the requirements of Clause 3.5.4 of AS 3745-2010. Other observations,
- A. All floors were shown on each evacuation plans potentially disorientating evacuees.
 - B. The room numbering on the evacuation plans was different to the room numbering. FRNSW believe room 88 was shown as room 18 on the plans.
 - C. The evacuation plans appeared discoloured, and no revision dates were displayed. The plan identifies the premises as Chilli Blue Backpackers and along with the incorrect room numbers would indicate the plans are not current.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 13 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Kurt Ingle of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN25/1882 - BFS25/4129 - 8000043359 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott
Team Leader
Fire Safety Compliance Unit

Attachment C

**Inspection Report
547-549 Crown Street, Surry Hills**



Figure 1: 547-549 Crown Street, Surry Hills, viewed from the east



Figure 2: 547-549 Crown Street, Surry Hills

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Muhammad Hassan

Date: 4 September 2025

Premises: 547-549 Crown Street, Surry Hills

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 3 July 2025 with respect to matters of fire safety.
2. The subject premises consists of three blocks of residential apartments (39 in total) located above two ground floor car parks and a commercial tenancy. Access to the main entry of the building is from Crown Street, and access to both car parks is from the rear laneway named Cleveland Avenue. Blocks 1 and 3 both have a rise in storeys of three and contains 8 and 21 apartments respectively. Block 2 has a rise in storeys of two and contains 10 apartments. Each residential block is of masonry and concrete slab construction.
3. The City inspected the premises on 30 June, 23 July 2025, and 28 August accompanied by the owner's fire safety consultants. This inspection identified deficiencies in fire safety. To address this, a fire safety order (order) is recommended to be issued under the Act.

Chronology

Date	Event
3 July 2025	FRNSW correspondence received
30 June 2025	The City inspected the premises with the owner's representatives. The inspection revealed the following fire safety deficiencies: 1. The entry door to the apartment that was previously engulfed in a fire was defective. 2. There was a lack of portable fire extinguishers in the common areas of the building. 3. There was a lack of exit signs in open egress paths that would help occupants locate the building exit.

Date	Event
	4. The AFSS was not displayed in the main foyer of the building. 5. buildings fire safety schedule contained incorrect standards of performance for several fire safety measures. There were also fire safety measures in the building that were not listed on the buildings fire safety schedule. 6. The main foyer of the building lacked signage that would assist Fire and Rescue NSW locate the fire alarm panel, sprinkler control valves and fire hydrant booster.
23 July 2025	The City inspected the premises with the owner's representatives. The inspection revealed the following fire safety deficiencies: 1. There were several PVC pipes passing through the car park ceiling that were not protected by suitable fire collars. 2. The distance from the attack fire hydrant to the furthest unit entry door was greater than 70m. 3. The sprinkler and hydrant booster signage at the rear of the building does lacked signage required by Australian Standard 2419.1-1994. 4. The doors leading to the sprinkler control valve room in the car park were not fitted with a lock compatible with Fire and Rescue NSW access key. 5. Buildings located above the car park also contained a sounder at the top floor level of the common area. During the inspection it was not known if the if the sounder was connected to the car park occupant warning system.
28 August 2025	The City inspected the premises with the owner's representatives. The inspection revealed the following fire safety deficiencies: 1. A smoke detector located on the top floor ceiling of block 3 was not interconnected to the remaining smoke alarms in the common area. 2. The final exit door serving block 3 (opposite the attack fire hydrant) was not provided with a single-handed downward action latching device. 3. The final exit doors serving all blocks and the final exit door serving the car park were fitted with a locking device. 4. The fire exit stair within block 1 contained defective balustrades. 5. The stair located at the rear of the commercial tenancy lacked handrails.

Date	Event
	6. The stair treads of the existing fire escape stairs serving block 2 lacked a slip resistant finish. 7. Block 3 contained combustible items in and around egress paths. 8. The door located between the commercial tenancy and the car park did not appear to be constructed of suitable fire resistive construction that would prevent the spread of fire between the car park and the commercial tenancy;
4 September 2025	A Notice of Intention to issue an order was issued on the owners of the building

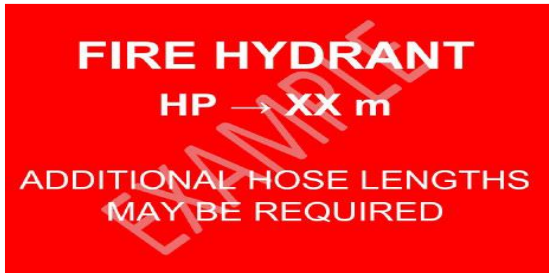
Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 27 June 2024.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
A	Provisions for Fire Safety	
A1	Fire Hydrant System	
1.	The combined fire hydrant and sprinkler booster assembly was not provided with a fade resistant engraved sign stating the 'WORKING PRESSURE' and 'SYSTEM TESTED to' in kPa, contrary to the requirements of Clause 5.6.7 of Australian Standard (AS) 2419.1-1994.	The City's inspection on 23 July 2025 found that the booster assembly lacked a sign stating the working pressure and system tested pressure. In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring the required signage to be installed.
2.	FRNSW observed hose lay coverage greater than the requirements of AS 2419.1-1994 to the northern unit blocks from the single attack fire hydrant on the podium level. The attack fire hydrant is located in a position remote from the two northern residential unit blocks and is not visible to firefighters responding to a fire	The City's inspection on 23 July 2025 found that the hose lay coverage was greater than the requirement of AS 2419.1-1994 In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring an additional attack fire hydrant to be

Ref.	Issue	City response
	when entering the property from Crown Street.	installed and certification to be provided.
3.	Due to the constraints of access and size of the site, FRNSW is of the opinion that an additional external attack hydrant in the central part of the podium between the entrance from Crown Street and Cleveland Avenue (Image 1) would be beneficial to firefighters in the case of a fire emergency at the premises.	As per comments above.
4.	FRNSW recommend an additional site plan in a prominent position in the central part of the podium between the entrance from Crown Street and Cleveland Avenue, facing the Crown Street entrance. This will assist firefighters in locating the fire safety measure in the case of a fire emergency at the premises. The site plan is to include: i. The layout of the buildings on the site with unit numbers. ii. The external fire hydrants at the premises. iii. The nearest street hydrant to the premises located in Crown Street and Cleveland Avenue. iv. The location of the booster assembly.	The City's inspection on 23 July 2025 found that the building lacked a site plan and fire hydrant signage that would assist firefighters in locating the fire safety measure in the case of a fire emergency at the premises. In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring a suitable site plan and fire hydrant signage to be installed.
5.	FRNSW recommend adjacent to the site plan is two signs indicating the direction and distance to the external fire hydrant at the premises (See Figure 2). One sign is to face the Crown Street entrance with the other sign facing the Cleveland Avenue entrance. 	The City's inspection on 23 July 2025 found that the building lacked a site plan and fire hydrant signage that would assist firefighters in locating the fire safety measure in the case of a fire emergency at the premises. In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring a suitable site plan and fire hydrant signage to be installed.

Ref.	Issue	City response
A2	Automatic Suppression System	
6.	The non-return valve within the sprinkler system valve assembly was not orientated to prevent reverse flow of water contrary to the requirements of Clause 3.1 and Clause 3.3.6 of AS 4794-2001. The valve will not close by gravity when under no-flow conditions.	The City's inspection on 23 July 2025 found that the non-return valve within the sprinkler system valve assembly was not orientated to prevent reverse flow of water. The City's inspection on 28 August 2025 found that the nonreturn valve assembly had been rotated and now is orientated to prevent reverse flow of water. No further action is required.
A3	Fire Hose Reels	
7.	Several hose reels in the carpark were not capable of immediate use as the nozzles were not stowed in the interlock device contrary to the requirements of Clause 2.2.7.2 of AS 1221 - 1997.	The City's inspection on 23 July 2025 found that all hose reels in the building contained nozzles that were stowed in the interlock device.
A4	Smoke Detection and Alarm System (SDAS)	
8.	FRNSW observed smoke alarms throughout the common areas of the premises, excluding the carparks. FRNSW officers tested a random selection of smoke alarms. The smoke alarms are not interconnected to activate a building occupant warning system, contrary to the requirements Specification S20C7 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).	The City's inspection on 28 August 2025 found that a smoke alarm located on the top floor level of block 3 was not connected to the remaining smoke alarms located within the common areas. In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring a BCA code compliant smoke detection and alarm system to be installed throughout the premises and certification to be provided.
9.	FRNSW observed indicators of heat alarms within the ceiling space in some buildings. FRNSW are of the opinion that the heat alarms are not connected to Fire Detection and Control Indicating Equipment (FDCIE). The indicator light was illuminated in the corridor of Units 9-14 when inspected without alarms operating indicating that maintenance was not being conducted	The City's inspection on 23 July 2025 found that there were heat alarms in the ceilings space in some buildings. The heat alarms are not required if the top floor ceilings provide a 60-minute resistance to the incipient spread of fire to the space above. The owners fire safety consultant advised that he believed that the ceilings were fire rated and provided a 60-minute resistance to

Ref.	Issue	City response
	contrary to the requirements of Section 81 of EPAR21.	the incipient spread of fire of the space above. In response to this, the City issued a Proposed Fire Safety Order on 4 September 2025 requiring the top floor ceilings of each block to have a 60-minutes resistance to the incipient spread of fire to the space above and certification to be provided.
10.	A Smoke Detection and Alarm Systems (SDAS) is not provided to the enclosed basement carpark contrary to the requirements of Specification 20 of the NCC. FRNSW are of the opinion that the basement driveway should be considered an "other internal public space" and be provided with an SDAS in accordance with Specification 20 of the NCC. FRNSW notes that the Guide to the NCC provides commentary on the areas of buildings that are considered to be "other internal public spaces" in a residential building. These areas include "public foyers, reception areas and enclosed carparks".	The City's inspection on 23 July 2025 found that the car park was sprinkler protected. A Smoke Detection and Alarm System is not required in a building that is sprinkler protected.
B	Access and Egress	
11.	The emergency lighting in several stairways was not operational and may not be receiving maintenance contrary to the requirements of to Section 81 of EPAR21.	The City's inspection on 23 July 2025 found that all emergency lighting located above stairways was operational.
12.	An exit sign in the western garage was facing the ground and not clearly visible contrary to the requirements of Clause E4D5 of the NCC.	The City's inspection on 23 July 2025 found that there were several defective exit signs in the car park and that there was a lack of exit signs in the open spaces located between each block. In response to this, the City issued a Proposed Notice of Intention to issue a Fire Safety Order on 4 September 2025 requiring exit signs to be installed throughout the building in accordance with the BCA and certification to be provided.

Ref.	Issue	City response
C	Fire Resistance	
C1	Compartmentation and Separation	
13.	The door from the garage to the podium level near Unit 28-33 was held open, prohibiting the door from self-closing contrary to the requirements of Clause C4D6 of the NCC.	The City's inspection on 23 July 2025 found that the door from the garage to the podium level near Units 28-33 was closed.
D	General	
14	In the western garage there is an extension lead from a power point in the common area that extends into an enclosed residents parking space. Due to privacy screening for the residents parking area, FRNSW could not determine the use of the power lead within the residents parking area.	The City's inspection on 23 July 2025 did not find any power leads in the common areas of the building.

FRNSW recommends that Council:

- (a) Review items 1 to 14 of this report and conduct an inspection.
- (b) An additional external attack hydrant in the central part of the podium between the entrance from Crown Street and Cleveland Avenue.
- (c) A site plan and additional signage be installed in the central area of the podium level.
- (d) Address any other deficiencies identified on "the premises".

Council Investigation Officer Recommendations

6. As a result of site inspections undertaken by the Council investigation officer a Notice of Intention (NOI) for a fire safety order under the Act was issued to address the identified fire safety deficiencies. [Click or tap to enter a date..](#) After the NOI's representation period and consideration of any responses, a fire safety order may be issued to ensure adequate fire safety systems are in place throughout the building.
7. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

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File Ref. No: FRN25/1736 - BFS25/3739 - 8000043065
TRIM Ref. No: D25/75104
Contact: Station Officer Kurt Ingle

3 July 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
RESIDENTIAL DWELLINGS
547 CROWN STREET SURRY HILLS ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 6 June 2025 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

- *no fire extinguishers or fire blankets within the complex (one small extinguisher locked away near bin room)*
- *common area foyers not interconnected and also not linked to fire control panel or a central building alarm system*
- *alarm system and detectors have failed to alert nearby residents to two active nearby unit fires on two occasions within the last 6 months*
- *fire control panel only services garage and heat detectors in roof*
- *anecdotally no fire break in roofs between units or within each block though heat detectors are present*
- *no hose reels covering podium level or units (only two hose reels on garage)*
- *only one attack hydrant on podium level of a large multi block complex that has almost no street frontage (well back from narrow Crown St and adjoins very*

Fire and Rescue NSW

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narrow Cleveland Avenue) where town mains are known to FRNSW to be very low pressure

- *Adjoining dunny run/easement privately owned runs along the under-building garage - it has become overgrown, obstructed by fencing and vegetation and now features an illegally wired cool room that would obstruct critical FRNSW access and itself presents a fire hazard itself (noting bin fire in this easement mere meters away from where tenants store e-bikes in garages on 31 December 2024). This garage and dunny run were burnt to a crisp in an inferno in 2000 (before sprinklers were installed in the garage and dunny run cleared shortly afterwards)*
- *Recent City of Sydney records incorrectly state that the a sprinkler system covers the entire complex and that the entire complex is linked to the fire panel*
- *High levels of antisocial behaviour, mental health issues and drug activity from a small number of tenants and their guests add to the risk posed within this complex. Also contributes to hoarding and the repair of e-bikes in some garages and units.*
- *inadequate fire safety signage as to locations of existing infrastructure like the sole attack hydrant*
- *Firecorp and Land and Housing Corporation relying on certifying to minimal standards while overlooking the risk factors stated here and lived experience of tenants and FRNSW*
- *FRNSW lived experience of fighting recent fires in this complex*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 27 June 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

Provisions for Fire Safety

Fire Hydrant System

1. The combined fire hydrant and sprinkler booster assembly was not provided with a fade resistant engraved sign stating the 'WORKING PRESSURE' and 'SYSTEM TESTED to' in kPa, contrary to the requirements of Clause 5.6.7 of Australian Standard (AS) 2419.1-1994.
2. FRNSW observed hose lay coverage greater than the requirements of AS 2419.1-1994 to the northern unit blocks from the single attack fire hydrant on the podium level. The attack fire hydrant is located in a position remote from the two northern residential unit blocks and is not visible to firefighters responding to a fire when entering the property from Crown Street.
3. Due to the constraints of access and size of the site, FRNSW is of the opinion that an additional external attack hydrant in the central part of the podium between the entrance from Crown Street and Cleveland Avenue (Image 1) would be beneficial to firefighters in the case of a fire emergency at the premises.



Figure 1

4. FRNSW recommend an additional site plan in a prominent position in the central part of the podium between the entrance from Crown Street and Cleveland Avenue, facing the Crown Street entrance. This will assist firefighters in locating the fire safety measure in the case of a fire emergency at the premises. The site plan is to include:
 - i. The layout of the buildings on the site with unit numbers.
 - ii. The external fire hydrants at the premises.
 - iii. The nearest street hydrant to the premises located in Crown Street and Cleveland Avenue.
 - iv. The location of the booster assembly.

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5. FRNSW recommend adjacent to the site plan is two signs indicating the direction and distance to the external fire hydrant at the premises (See Figure 2).

One sign is to face the Crown Street entrance with the other sign facing the Cleveland Avenue entrance.



Figure 2

Automatic Fire Suppression System

6. The non-return valve within the sprinkler system valve assembly was not orientated to prevent reverse flow of water contrary to the requirements of Clause 3.1 and Clause 3.3.6 of AS 4794-2001. The valve will not close by gravity when under no-flow conditions.

Fire Hose Reels

7. Several hose reels in the carpark were not capable of immediate use as the nozzles were not stowed in the interlock device contrary to the requirements of Clause 2.2.7.2 of AS 1221 - 1997.

Smoke Detection and Alarm System (SDAS)

8. FRNSW observed smoke alarms throughout the common areas of the premises, excluding the carparks. FRNSW officers tested a random selection of smoke alarms. The smoke alarms are not interconnected to activate a building occupant warning system, contrary to the requirements Specification S20C7 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).
9. FRNSW observed indicators of heat alarms within the ceiling space in some buildings. FRNSW are of the opinion that the heat alarms are not connected to Fire Detection and Control Indicating Equipment (FDCIE).

The indicator light was illuminated in the corridor of Units 9-14 when inspected without alarms operating indicating that maintenance was not being conducted contrary to the requirements of Section 81 of EPAR21.

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10. A Smoke Detection and Alarm Systems (SDAS) is not provided to the enclosed basement carpark contrary to the requirements of Specification 20 of the NCC. FRNSW are of the opinion that the basement driveway should be considered an "other internal public space" and be provided with an SDAS in accordance with Specification 20 of the NCC.

FRNSW notes that the Guide to the NCC provides commentary on the areas of buildings that are considered to be "other internal public spaces" in a residential building. These areas include "public foyers, reception areas and enclosed carparks".

Access and Egress

11. The emergency lighting in several stairways was not operational and may not be receiving maintenance contrary to the requirements of to Section 81 of EPAR21.
12. An exit sign in the western garage was facing the ground and not clearly visible contrary to the requirements of Clause E4D5 of the NCC.

Fire Resistance

Compartmentation and Separation

13. The door from the garage to the podium level near Unit 28-33 was held open, prohibiting the door from self-closing contrary to the requirements of Clause C4D6 of the NCC.

General

14. In the western garage there is an extension lead from a power point in the common area that extends into an enclosed residents parking space. Due to privacy screening for the residents parking area, FRNSW could not determine the use of the power lead within the residents parking area.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 14 of this report and conduct an inspection.
- b. An additional external attack hydrant in the central part of the podium between the entrance from Crown Street and Cleveland Avenue.
- c. A site plan and additional signage in the central area of the podium level.
- d. Address any other deficiencies identified on "the premises".

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Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Kurt Ingle of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN25/1736 - BFS25/3739 - 8000043065 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott
Team Leader
Fire Safety Compliance Unit

CC: Building Services - Fire Safety Maintenance
Homes NSW

By E-mail

Attachment D

**Inspection Report
252-258 Sussex Street, Sydney**



Figure 1: 252-258 Sussex Street, Sydney, viewed from the south-west



Figure 2: Location map of 252-258 Sussex Street, Sydney

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Andrew Manning

Date: 2 September 2025

Premises: 252-258 Sussex Street, Sydney

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 21 July 2025 with respect to matters of fire safety.
2. The premises consists of a twenty-one (21) storey building used for hotel accommodation.
3. The City inspected the premises on 31 July 2025, accompanied by the building manager. This inspection identified fire safety provisions requiring maintenance, which can be addressed under the City's instruction.

Chronology

Date	Event
21 July 2025	FRNSW correspondence received
31 July 2025	The City carried out an initial inspection of the premises. The items raised by FRNSW were cited, and the building manager was directed to rectify the items in accordance with the below table.
20 August 2025	A follow up meeting was held and correspondence issued to ensure items were addressed appropriately
29 August 2025	A follow up inspection was undertaken to ensure all items had been adequately addressed. All matters have been satisfactorily completed.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 3 July 2025.

Issues

5. The report from Fire and Rescue NSW (FRNSW) detailed issues as shown in the table below.

Ref.	Issue	City response
1	Essential Fire Safety Measures	
1A	Emergency Warning and Intercom Systems (EWIS)	
	A. A fault showing at Level B2 on the EWIS panel. FRNSW were unable to determine the maintenance regime for the EWIS to determine if the requirements of Section 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021) was being met	The City's inspection on 31 July 2025 found the fault had not been addressed. Building management noted the Accredited Practitioner (Fire Safety) had been awaiting a part, and works had been scheduled for the following week. A follow up inspection was undertaken on 20 August 2025. The matter had been addressed, and the EWIS was fully operational. No further action required.
1B	Fire Hydrant System	
	A. The fire brigade booster assembly on Druitt Street does not meet, the requirements of Clause 7.3 of AS2419.1-2005 due to the following:	The City's inspection on 31 July 2025 found the following:
	i. Is not readily accessible to firefighters. The door was unable to be opened without the use of a pry bar due to the marble façade jamming against the frame,	The hydrant booster door was catching on the stone frame. Building management were instructed to modify the door frame to ensure unrestricted operation. A follow up inspection was undertaken on 20 August 2025 to confirm the matter had been adequately addressed. No further action required.

Ref.	Issue	City response
	ii. Is not within sight of the main entrance of the building	The building fronts two streets with multiple points of entry. The hydrant booster had been installed with direct line of site to the buildings Fire Control Room. Signage had been installed at the entrance to the hotel lobby directing FRNSW to the booster location. Additional signage has now been installed (a total of three) to clearly indicate location of booster location. No further action required.
1C	Fire Hose Reels (FHR)	
	A. Non-firefighting equipment was stored within the FHR cabinet in the Level 20 pool area, contrary to Clause 10.4.4 of Australian Standard (AS) 2441–2005. i. This equipment was removed by staff at the time of the inspection.	The City's inspection on 31 July 2025 found no instances of non-compliance with respect to the storage of items within FHR cupboards. Verbal warning issued to building management. No further action required.
1D	Smoke Detection and Alarm System (SDAS)	
	A. The zone block plans fixed to the whiteboard in the Fire Control Room (FCR) are not permanent, fade and water resistant. FRNSW believe that these zone block plans are repurposed evacuation plans and do not meet the requirements of Clause 3.7 of AS 1670.1 2024.	The City's inspection on 31 July 2025 found temporary block plans inconsistent with the requirements of the Australian Standard had been installed. Building management noted that new block plans had been commissioned and were in the process of being finalised. A follow up inspection was undertaken on 20 August 2025 found zone smoke block plans have now been installed on permanent, fade and water-resistant signage. No further action required.

Ref.	Issue	City response
	B. The FCR didn't contain the necessary equipment to assist in firefighting operations contrary to S19C10 of the National Construction Code (NCC) 2022. The following was observed: i. A telephone directly connected to an external telephone exchange was not present. ii. The whiteboard was used to display repurposed evacuation plans and unable to be used. iii. A pin-up board not less than 1200 mm wide x 1000 mm high was not present. iv. A raked plan layout table of a size suitable for laying out the plans was not present. v. Colour-coded, durable, tactical fire plans were not present.	The City's inspection on 31 July 2025 found: A telephone directly connected to an external telephone exchange was present. A white board was being utilised to display temporary zone smoke block plans. This has been addressed. A pin-up board of 'insufficient' size was present. An appropriate board has now been installed. A non-raked table had been provided. A raked table has now been provided. No tactical fire plans had been provided. Fade and water-resistant tactical fire plans have now been provided. No further action required.
2	Access and Egress	
2A	The fire exit out of the rear of the ground floor café was obstructed with furniture contrary to Section 109 of EPAR 2021. i. These items removed by staff while FRNSW were in attendance	The City's inspection on 31 July 2025 found no instances of non-compliance with respect to the obstruction of fire exits. Verbal warning issued to building management. No further action required.
2B	The fire isolated passageway from the foyer to Druitt Street via the waste disposal room is used to store oil drums, ladders and other items contrary to Section 109 of EPAR 2021 and Clause E2D4 of the NCC.	The City's inspection on 31 July 2025 found no instances of non-compliance with respect to the obstruction of fire-isolated passages. Verbal warning issued to building management. No further action required.

Ref.	Issue	City response
3	Certification	
3A	The AFSS and fire safety schedule were not displayed at the premises contrary to the requirements of Section 89 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR2021). The most recent AFSS FRNSW have on record was dated 2018.	The City's inspection on 31 July 2025 found the Annual Fire Safety Statement was prominently displayed adjacent to the hotel lobby desk, within proximity to the Mimic Fire Indicator Panel. No further action required.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer it has been confirmed that the above recommendations of FRNSW have been complied with.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

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File Ref. No: FRN13/7677 - BFS25/4347 - 8000043526
TRIM Ref. No: D25/084105
Contact: Station Officer Alex Cross

21 July 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
YEHS HOTEL SYDNEY HARBOUR SUITES
252 SUSSEX STREET SYDNEY 2000 ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 2 July 2025 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

Dear Fire & Rescue NSW Team,

I am writing to formally raise serious concerns about fire safety compliance at YEHS Sydney Hotel Harbour Suites, 252–258 Sussex Street, Sydney NSW 2000. As a guest in Room 408 from June 21–28, 2025, I encountered multiple hazardous conditions that merit urgent review under fire safety standards for public accommodation.

Primary issues observed:

1. Upside-down installation of clothes dryers — in my room and, per conversations with other guests in the elevator, in theirs as well. This orientation:

o Disrupts proper ventilation, causing hazardous lint buildup.

Fire and Rescue NSW

ABN 12 593 473 110

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Fire Safety Compliance Unit

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- o Alters mechanical balance and risks structural failure.*
- o Accumulates heat around sensitive electrical components.*
- o Poses a severe ignition hazard when paired with combustible room materials.*

2. Unmaintained fire safety fixtures — I noted heavy dust and grime accumulation on sprinkler heads, smoke detectors, and ventilation grilles, strongly suggesting these critical systems are not being properly inspected or maintained.

Given your role under the Environmental Planning and Assessment Regulation 2021 (NSW) to enforce fire safety standards in Class 3 buildings (which includes hotels), I urge you to conduct an immediate inspection of this premises. I hope that the fire hazard is limited to only this hotel under YEHS Group, but given the management's lack of acknowledgement when I let them know about the issue, I feel it may not be.

I am attaching photos and video evidence of these hazards.

Frankly, I would feel personally burdened with guilt if I failed to report these issues and a fire were ever to occur as a result and someone were to get hurt. I trust you'll recognise the urgency and gravity of this matter.

Thank you for your attention,

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 3 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

FRNSW observed a clothes dryer in Unit No. 408. FRNSW could see no issue relating to the orientation of the dryer.

Dust was observed on sprinkler heads. The quantity was not considered an obstruction preventing the sprinkler head from activating as a result of fire.

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The following items were identified during the inspection:

1. Essential Fire Safety Measures

1A. Emergency Warning and Intercom Systems (EWIS)

- A. A fault showing at Level B2 on the EWIS panel. FRNSW were unable to determine the maintenance regime for the EWIS to determine if the requirements of Section 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR 2021) was being met.

1B. Fire Hydrant System

- A. The fire brigade booster assembly on Druitt Street does not meet, the requirements of Clause 7.3 of AS2419.1-2005 due to the following:
 - i. Is not readily accessible to firefighters. The door was unable to be opened without the use of a pry bar due to the marble façade jamming against the frame; and
 - ii. Is not within sight of the main entrance of the building.

1C. Fire Hose Reels (FHR)

- A. Non-firefighting equipment was stored within the FHR cabinet in the Level 20 pool area, contrary to Clause 10.4.4 of Australian Standard (AS) 2441–2005.
 - i. This equipment was removed by staff at the time of the inspection.

1D. Smoke Detection and Alarm System (SDAS)

- A. The zone block plans fixed to the whiteboard in the Fire Control Room (FCR) are not permanent, fade and water resistant. FRNSW believe that these zone block plans are repurposed evacuation plans and do not meet the requirements of Clause 3.7 of AS 1670.1 2024.
- B. The FCR didn't contain the necessary equipment to assist in firefighting operations contrary to S19C10 of the National Construction Code (NCC) 2022. The following was observed.
 - i. A telephone directly connected to an external telephone exchange was not present.

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- ii. The whiteboard was used to display repurposed evacuation plans and unable to be used.
- iii. A pin-up board not less than 1200 mm wide x 1000 mm high was not present.
- iv. A raked plan layout table of a size suitable for laying out the plans was not present.
- v. Colour-coded, durable, tactical fire plans were not present.

2. Access and Egress

- 2A. The fire exit out of the rear of the ground floor café was obstructed with furniture contrary to Section 109 of EPAR 2021.

A. These items removed by staff while FRNSW were in attendance.

- 2B. The fire isolated passageway from the foyer to Druitt Street via the waste disposal room is used to store oil drums, ladders and other items contrary to Section 109 of EPAR 2021 and Clause E2D4 of the NCC.

3. Certification

- 3A. The AFSS and fire safety schedule were not displayed at the premises contrary to the requirements of Section 89 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR2021). The most recent AFSS FRNSW have on record was dated 2018.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 3 of this report and conduct an inspection.
- b. Address any other deficiencies identified on “the premises”.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW

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awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Alex Cross of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN13/7677 - BFS25/4347 - 8000043526 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott
Team Leader
Fire Safety Compliance Unit

Attachment E

**Inspection Report
57 Cowper Wharf Roadway, Woolloomooloo**



Figure 1: 57 Cowper Wharf Roadway, Woolloomooloo



Figure 2: Location map of 57 Cowper Wharf Roadway, Woolloomooloo

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Tereza Zeljkovic

Date: 28 August 2025

Premises: 57 Cowper Wharf Roadway, Woolloomooloo

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 30 July 2025 with respect to matters of fire safety.
2. The premises consists of a five storey building used for residential and ground level commercial.
3. The City inspected the premises on 15 August 2025, accompanied by store manager. This inspection identified fire safety provisions requiring maintenance, which can be addressed under the City's instruction.

Chronology

Date	Event
6 August 2025	FRNSW correspondence received
15 August 2025	The City inspected the premises
20 August 2025	A City corrective action letter was issued, addressing issues raised by FRNSW, regarding exit doors, emergency lighting, exit sign, hose reel and handrail compliance. All works to be completed by the 30 October 2025.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 3 June 2025.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Essential Fire Safety Measures	
	Access and Egress	
1.	Carpark - southern egress doors contained tulip handles, contrary to Clause D3D26 of the National Construction Code (NCC) 2022	A corrective action letter was issued, requiring lever handles be installed. An inspection will be undertaken to confirm compliance.
2.	Stair handrails were measured 810mm, contrary to Clause D3D22 of NCC 2022	A corrective action letter was issued seeking compliant handrail heights (minimum of 865mm high). An inspection will be undertaken to confirm compliance.
3.	Operation of exit door lock between residential foyer contrary to Clause D3.D22 of the NCC	A corrective action letter was issued, to remove exit door locks to required exits. An inspection will be undertaken to confirm compliance.
	Services and Equipment	
4.	Emergency lighting- Insufficient numbers contrary to Clause E4D2 of the NCC	A corrective action letter was issued, and a fire safety practitioner has been engaged to inspect deficient areas.
5.	Exit sign- car park exit sign missing pictorial element	A corrective action letter was issued, and a fire safety practitioner has been engaged alter the exit sign.
6.	Hose reel – The reel nozzle detached from its hose guide and interlock device.	A corrective action letter was issued, and a fire safety practitioner to conduct maintenance to the hose reel.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report..

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer it is recommended Council continue with its current compliance action, which will address the issues identified by the City and FRNSW.
8. As a result of site inspections undertaken by the Council investigation officer it is recommended Council not exercise its powers to give a fire safety order at this time.
9. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

OFFICIAL



File Ref. No: FRN13/499 - BFS25/3857 - 8000043157
TRIM Ref. No: D25/86921
Contact: Station Officer Alex Cross

30 July 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
THE GUNNERY
57 COWPER WHARF ROAD WOOLLOOMOOLOO ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated in part that:

- Smashed Burgers opened 2015 - from opening we have had an issue with them propping open their FIRE door (with the relevant safety notices attached), which opens into the garage (12 car capacity). We have constantly reported to our building managers & the building strata committee. Plus mentioned when annual fire safety inspection occurs. The last inspection being 14 May 2025 by 20/20 Fire. I have even suggested installing a door alarm, but found out this morning the committee has pushed the issue back to the next annual general meeting (another year). This is unacceptable and an extremely dangerous decision. The building contains 16 residential units, 2 offices & 3 shops. A major concern is the building is next door to the Shell petrol station. Attached photographs from the last few months - I have many more! The shop operates from 10:30am - 10pm during the week and 11am - 10pm on weekends. I have selected yes to egress issue as there is only one staircase down from upper levels and the burger shop is next to the entrance and staircase. I have also made a fire safety complaint.*

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
Greenacre NSW 2190

T (02) 9742 7434
F (02) 9742 7483

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Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 3 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

At the time of the inspection the door to Slashed Burgers was not chocked open.

The following items were identified during the inspection:

Essential Fire Safety Measures

Access and Egress

1. The two southern egress doors from the carpark incorporated tulip style handles contrary to the requirements of Clause D3D26 of the National Construction Code 2022 (NCC).
2. The handrails throughout the stairs were measured at 810mm above the line of nosing of the stair treads, contrary to the requirements of Clause D3D22 of the NCC.
3. The door between the carpark and the residential foyer incorporates a key operated lock contrary to the requirements of Clause D3D26 of the NCC. The 2022 Annual Fire Safety Statement (AFSS) displayed at the premises does not identify a fail-safe device a fire safety measure at the building.

Services and Equipment

4. Emergency lighting - in the fire isolated stairs did not appear to be in sufficient numbers to assist in the safe evacuation of occupants contrary to Clause E4D2 of the NCC.
5. Exit Sign – The exit sign at the rear of the carpark was missing the pictorial element identifying the door as the required exit contrary to Clause E4D8 of the NCC.

OFFICIAL

6. Fire Hose Reel (FHR) – The FHR in the carpark of “the premises” was detached from the hose guide and nozzle interlocking device, contrary to the requirements of Australian Standard (AS) 2441-2005.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 6 of this report and conduct an inspection.
- b. Address any other deficiencies identified on “the premises”.

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Alex Cross of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN13/499 - BFS25/3857 - 8000043157 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott
Team Leader
Fire Safety Compliance Unit

Attachment F

**Inspection Report
339-347 Kent Street, Sydney**



Figure 1: 339-347 Kent Street, Sydney, viewed from the north-west



Figure 2: 339-347 Kent Street, Sydney

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Chi Lam

Date: 15 September 2025

Premises: 339-347 Kent Street, Sydney

Executive Summary

1. The City of Sydney (the City) received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 7 August 2025 with respect to matters of fire safety. It is noted that the letter from FRNSW has incorrectly identified the address as 349 Kent Street, Sydney.
2. The premises consists of a 22 storey building used for commercial purposes.
3. The City recently inspected the premises on 1 September 2025, accompanied by The Kent Street Hotel Manager. The inspection identified fire safety provisions requiring maintenance, which can be addressed under the City's instruction.

Chronology

Date	Event
7 August 2025	FRNSW correspondence received.
8 August 2025	A desktop audit of the City's records was undertaken; the annual fire safety statement is due to be submitted on 16 August 2026.
22 August 2025	The City carried out an inspection of the premises with the Kent Street Hotel Business Owner, Building Manager and Strata Manager.
1 September 2025	A reinspection was carried out.
9 September 2025	The City issued a letter of corrective action due to some of the matters raised by the FRNSW having not been addressed.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 16 July 2025.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
	Provisions for Fire Safety	
	Egress:	
	The following egress issues were observed in the basement bar of the Kent St Hotel.	
1	The space beneath the non-fire isolated stairway from the ground floor to the basement bar was enclosed to form a cupboard or enclosed space. The enclosed space did not appear to have enclosing walls and a ceiling achieving an FRL of not less than 60/60/60 and a self-closing -/60/30 fire door, contrary to the requirements of Clause D3D9 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).	The door to the space has been removed, and it is no longer enclosed. At the lower-ground level, two exits were observed: one at the front (leading to King Street), and another via a fire door leading to an egress path connected to a fire-isolated stair. Because the non-fire-isolated stairway is not relied upon as part of the required exits, and because no enclosed space (such as a cupboard) is created beneath it, Clause D3D9—which regulates enclosures under stairs—does not impose any obligations. Therefore, no further action is required in relation to enclosure under that stairway.
2	Multiple emergency lights were covered in tape, painted black and were not operational to the intended design and operation contrary to the requirements of E4D4 of the NCC. FRNSW are of the opinion that the number of emergency lights may be insufficient to assist during and evacuation of the premises.	Observations confirmed that covered tape was removed. The certification of the emergency light is being addressed through a Corrective Action Letter issued by the City.

Ref.	Issue	City response
3	The exit signage to the two (2) designated exits were covered with black tape and were not operational to the intended design and operation contrary to the requirements of E4D8 of the NCC. i. The tape was removed from the exit signs during the FRNSW inspection by hotel staff.	Observations confirmed that the tape was removed, but one of the lights was not illuminated. This is being addressed through a Corrective Action Letter issued by the City.
4	The pictogram for the exit sign directing patrons to the internal carpark was facing the incorrect direction contrary to the requirements of E4D8 of the NCC.	Observations confirmed on the second visit that this issue was addressed. No further action is needed.
5	The designated exit opening onto King Street from the basement contained snib lock hardware in lieu of a lever handle, contrary to the requirements of Clause D3D26 of the NCC.	Observations confirmed during inspection. This issue is being addressed through a Corrective Action Letter issued by the City.
6	The fire exit area leading to the exit door opening onto King Street was partially blocked by stored items, contrary to the requirements of Section 109 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR21). i. The stored items were removed from the exit area during the FRNSW inspection by hotel staff.	The matter has been addressed; no issues were observed during follow up inspections. No further action is needed.
	Fire Hydrant System	
7	FRNSW recommend an investigation into signage and plans at the fire hydrant booster assembly in King Street. The Fire Hydrant Booster cabinet contained hydrant booster signage combined with service stickers that included “spr booster” and “spr suction” written on them. The Sprinkler Booster Connection cabinet contained a fire hydrant block plan and	Observations confirmed what FRNSW observed. This issue is being addressed through a Corrective Action Letter issued by the City.

Ref.	Issue	City response
	service stickers that included “hyd booster” and “hyd suction” written on them.	
	Automatic Fire Suppression System	
8	The pop-down sprinkler heads within the basement bar of the King St. Hotel have been painted over. FRNSW were unable to determine if the sprinkler heads would pop-down as designed in the case of a fire due to the paint.	Certification has been requested to confirm the performance of the sprinkler heads for this area. This matter is being addressed through a Corrective Action Letter issued by the City.
	Smoke Detection and Alarm System (SDAS)	
9	The speakers for the Building Occupant Warning System (BOWS) within the basement bar of the King St. Hotel have been painted over. FRNSW were unable to determine if volume levels of the BOWS meets the requirements of Specification 20 – S20C7.	Certification has been requested to confirm the current operational performance of the Building Occupant Warning System. This matter is being addressed through a Corrective Action Letter issued by the City.
	Fire Hose Reels	
10	The Fire Hose Reel / Portable Fire Extinguisher cabinet near the main bar on the ground floor of the King St. Hotel contained stored items contrary to the requirements of Clause 10.4.4 of AS2441-2005. i. The stored items were removed	No non-compliances were observed. No further action required.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report.

Council Investigation Officer Recommendations

7. As a result of site inspections undertaken by the Council investigation officer a corrective action letter was issued on 9 September 2025 to the building owners to address the fire safety deficiencies identified by the City and FRNSW.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

OFFICIAL



File Ref. No: FRN25/2090 - BFS25/4660 - 8000043764
TRIM Ref. No: D25/89739
Contact: Station Officer Kurt Ingle

7 August 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear General Manager

**Re: INSPECTION REPORT
COMMERCIAL PREMISES
349 KENT STREET SYDNEY ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence on 14 July 2025 concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

- The basement level of the premise is used for a weekly comedy show. It has one entry and exit, by steep narrow stairs. There was a fire exit, but the signage has been taped over (black tape), and used as a staff only room. The MC attempted a joke at the fact that the venue was unsafe - being without a proper egress - suggesting the punch line to the joke was that the publicity for a terrible fire would be a good promo for the comedy event. The basement area also seems to have poor ventilation, a lack of any other fire safety signs that should be present; lack of accessible egress and poorly finished stairs. The public would be benefited by a fire safety review of this premise.*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 16 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

Fire and Rescue NSW	ABN 12 593 473 110	www.fire.nsw.gov.au
Community Safety Directorate	1 Amarina Ave	T (02) 9742 7434
Fire Safety Compliance Unit	Greenacre NSW 2190	F (02) 9742 7483

www.fire.nsw.gov.au Page 1 of 4

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- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

COMMENTS

The following items were identified during the inspection:

Provisions for Fire Safety

Egress

The following egress issues were observed in the basement bar of the Kent St. Hotel.

1. The space beneath the non-fire isolated stairway from the ground floor to the basement bar was enclosed to form a cupboard or enclosed space. The enclosed space did not appear to have enclosing walls and a ceiling achieving an FRL of not less than 60/60/60 and a self-closing -/60/30 fire door, contrary to the requirements of Clause D3D9 of the National Construction Code 2022, Volume 1 Building Code of Australia (NCC).
2. Multiple emergency lights were covered in tape, painted black and were not operational to the intended design and operation contrary to the requirements of E4D4 of the NCC. FRNSW are of the opinion that the number of emergency lights may be insufficient to assist during and evacuation of the premises.
3. The exit signage to the two (2) designated exits were covered with black tape and were not operational to the intended design and operation contrary to the requirements of E4D8 of the NCC.
 - i. The tape was removed from the exit signs during the FRNSW inspection by hotel staff.
4. The pictogram for the exit sign directing patrons to the internal carpark was facing the incorrect direction contrary to the requirements of E4D8 of the NCC.
5. The designated exit opening onto King Street from the basement contained snib lock hardware in lieu of a lever handle, contrary to the requirements of Clause D3D26 of the NCC.
6. The fire exit area leading to the exit door opening onto King Street was partially blocked by stored items, contrary to the requirements of Section 109 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (EPAR21).

OFFICIAL

- i. The stored items were removed from the exit area during the FRNSW inspection by hotel staff.

Fire Hydrant System

7. FRNSW recommend an investigation into signage and plans at the fire hydrant booster assembly in King Street.

The Fire Hydrant Booster cabinet contained hydrant booster signage combined with service stickers that included “spr booster” and “spr suction” written on them.

The Sprinkler Booster Connection cabinet contained a fire hydrant block plan and service stickers that included “hyd booster” and “hyd suction” written on them.

Automatic Fire Suppression System

8. The pop-down sprinkler heads within the basement bar of the King St. Hotel have been painted over. FRNSW were unable to determine if the sprinkler heads would pop-down as designed in the case of a fire due to the paint.

Smoke Detection and Alarm System (SDAS)

9. The speakers for the Building Occupant Warning System (BOWS) within the basement bar of the King St. Hotel have been painted over. FRNSW were unable to determine if volume levels of the BOWS meets the requirements of Specification 20 – S20C7.

Fire Hose Reels

10. The Fire Hose Reel / Portable Fire Extinguisher cabinet near the main bar on the ground floor of the King St. Hotel contained stored items contrary to the requirements of Clause 10.4.4 of AS2441-2005.

- i. The stored items were removed from the cabinet during the FRNSW inspection by hotel staff.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 10 of this report and conduct an inspection.
- b. Address any other deficiencies identified on “the premises”.

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Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

Please do not hesitate to contact Station Officer Kurt Ingle of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN25/2090 - BFS25/4660 - 8000043764 regarding any correspondence concerning this matter.

Yours faithfully



Paul Scott
Team Leader
Fire Safety Compliance Unit

Attachment G

**Inspection Report
679-695 Bourke Street, Surry Hills**

Council Investigation Officer Inspection and Recommendation Report; Clause 17(2) Part 8 of Schedule 5 of the Environmental Planning and Assessment Act 1979 (the Act)

Officer: Arfan Chaudhary

Date: 15 September 2025

Premises: 679-695 Bourke Street, Surry Hills

Executive Summary

1. The City received correspondence from the Commissioner of Fire and Rescue NSW (FRNSW) in relation to the subject premises dated 18 August 2025 with respect to matters of fire safety.
2. The premises consists of a eight storey building used for residential.
3. The City inspected the premises on 9 September 2025. This inspection identified deficiencies in fire safety. To address this, a fire safety order (order) is recommended to be issued under the Act.

Chronology

Date	Event
18 August 2025	FRNSW correspondence received
9 September 2025	The City inspected the premises on 9 September 2025. The following items were noted: 1. No sprinkler system installed in the car park. The car park contained 53 car spaces. 2. There is no working pressure signage at the Fire Brigade Booster assembly. 3. There is no pressure gauge on the most hydraulically disadvantaged hydrant on Level 7. 4. The booster connection on Bourke Street is not separated from the building with a construction giving the appropriate Fire Resistance Level. 5. The service tag provided to the booster assembly on Bourke Street was stamped February 2024,

Date	Event
	indicating the system had not receiving routine maintenance. 6. The external face of the doors to the hydrant booster assembly enclosure did not have a signage stating, Fire Hydrant Booster Assembly’. 7. Fire Hose Reels (FHR’s) throughout the building were located more than 4m from exits contrary to Clause E1D3 of the National Construction Code (NCC) 2022. 8. The exit door that leads out of the ground floor foyer of the building towards Bourke Street does not swing in the direction of egress. 9. Additional PFEs to be installed in all public corridors. 10. Fire doors were not tagged in accordance with AS/NZS 1905.1 – 2005; 11. Rear windows of ground floor apartment open on the exit path. 12. Penetrations in fire resistive building elements for electrical wiring and other services within the building are not properly protected by such approved means so as to prevent the spread of fire. 13. A non-continuous handrail installed to the stairway connecting levels 1 & 8 was not compliant with the requirements of the current NCC. 14. The fire indicator panel (FIP) did not show any faults. 15. The car park fire compartment accommodates a large number of [more than 40] motor vehicles and does not have appropriate fire measures to control the development and spread of fire in the event of an outbreak of fire within this area. 16. The internal doors providing access to hydrant pumproom was not fitted with a lock compatible with FRNSW access key (003 key). 17. A block plan of the fire hydrant system had not been provided within the pumproom, (within the pumproom on ground floor adjacent to car park entry), contrary to the requirements of Clause 7.11 of AS 2419.1-2005.

Date	Event
	18. The fire safety statement is prominently displayed at the premises and is current. 19. All treads and landings of the existing Stairways were not provided with a non-slip finish or an adequate non-skid strip near the edge of the nosings/landing. 20. Illuminated exit sign were not installed above all required exit doors.
16 September 2025	A Notice of Intention to Issue an Order is being prepared and will be issued.

Fire and Rescue NSW Report

4. Fire and Rescue NSW conducted an inspection of the subject premises on 24 July 2025.

Issues

5. The report from Fire and Rescue NSW detailed issues as shown in the table below.

Ref.	Issue	City response
1	Essential Fire Safety Measures	
1A	Fire Hydrant System	
	i. There is no working pressure signage at the Fire Brigade Booster assembly on Bourke Street, contrary to the requirements of Clause 5.6.7 of AS2419.1-1994.	This issue will form part of the Notice of Intention to serve an Order.
	ii. There is no pressure gauge on the most hydraulically disadvantaged hydrant on Level 7, contrary to the requirements of Clause 5.4.2 of AS 2419.1-1994.	This issue will form part of the Notice of Intention to serve an Order.
	iii. FRNSW do not believe that the booster connection on Bourke Street is separated from the building with a construction giving the appropriate Fire Resistance Level (FRL), contrary to the requirements of Clause 5.6.3(c) of AS 2419.1-1994.	This issue will form part of the Notice of Intention to serve an Order.

Ref.	Issue	City response
	iv. The service tag provided to the booster assembly on Bourke Street was stamped February 2024, indicating the system had not receiving routine maintenance, contrary to the requirements of Clause 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (the DCFS Regulation) and Section 4.2 of AS 1851-2012.	This issue will form part of the Notice of Intention to serve an Order.
1B	Sprinkler System	
	i. The building has a rise in stories of more than 4 and has not been provided with a sprinkler system, contrary to the requirements of Clause E1D4 and E1D6 of the NCC.	The building was constructed in 1974. As such, the design and installation shall necessarily adhere to the specifications in the building requirements legislatively in-force at that time. BCA 2022 wasn't formally adopted in NSW till 1 May 2023, with Ordinance 70, BCA 1988 and 1990 being Building Code compliance pathway were the construction code at the time of construction of building. BCA 1996 Amdt 1 highlighted that the sprinkler system shall be installed in all classes of building more than 25 meters in effective height. It wasn't until BCA 2022 that this requirement was altered to match its current requirement (sprinkler system). Therefore, there was no such requirement for the installation of sprinkler system under Ordinance 70 for the building less than 25 meters in effective height at the time of construction.
1C	Fire Hose Reel (FHR)	
	FHR's throughout the building were located more than 4m from exits contrary to Clause E1D3 of the National Construction Code (NCC) 2022.	This issue will form part of the Notice of Intention to serve an Order.

Ref.	Issue	City response
2	Access and Egress	
2A	The exit door that leads out of the ground floor foyer of the building towards Bourke Street does not swing in the direction of egress, contrary to the requirements Clause D3D25 of the NCC.	This issue will form part of the Notice of Intention to serve an Order.
3	General	
3A	At the time of the inspection, it was noted that the Fire Indicator Panel (FIP) was in 'System Normal' mode, and that fire contractors had completed the monthly inspection on the 16th of July 2025 and recorded it in the logbook.	At the time of inspection, The FIP did not show any fault.

6. FRNSW have recommended that the City inspect the subject premises and appropriately address noted (and other) deficiencies identified within their report..

Council Investigation Officer Recommendations

As a result of site inspections undertaken by the Council investigation officer:

7. It is recommended Council exercise its powers to issue a Notice of Intention (NOI) for a fire safety order under the Act to address the identified fire safety deficiencies. After the NOI's representation period and consideration of any responses, a fire safety order may be issued to ensure adequate fire safety systems are in place throughout the building.
8. It is recommended that the Commissioner of FRNSW be informed of the City's decision.

OFFICIAL



File Ref. No: FRN25/1229 - BFS25/2485 - 8000042050
TRIM Ref. No: D25/093360
Contact: Station Officer Alex Cross

18 August 2025

General Manager
City of Sydney
GPO Box 1591
SYDNEY NSW 2001

Email: council@cityofsydney.nsw.gov.au

Attention: Manager Compliance/Fire Safety

Dear Sir / Madam

**Re: INSPECTION REPORT
679 BOURKE STREET
SURRY HILLS ("the premises")**

Fire and Rescue NSW (FRNSW) received correspondence concerning the adequacy of the provision for fire safety in connection with 'the premises'.

The correspondence stated that:

- *Fire Alarm panel is disconnected*

Pursuant to Section 9.32(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Authorised Fire Officers from the Fire Safety Compliance Unit of FRNSW inspected 'the premises' on 24 July 2025.

On behalf of the Commissioner of FRNSW, the comments in this report are provided under Section 9.32(4) and Schedule 5, Part 8, Section 17(1) of the EP&A Act.

The items listed in the comments of this report are based on the following limitations:

- A general overview of the building was obtained without using the development consent conditions or approved floor plans as a reference.
- Details of the Provisions for Fire Safety and Fire Fighting Equipment are limited to a visual inspection of the parts in the building accessed and the fire safety measures observed at the time.

Fire and Rescue NSW

ABN 12 593 473 110

www.fire.nsw.gov.au

Community Safety Directorate
Fire Safety Compliance Unit

1 Amarina Ave
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T (02) 9742 7434
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OFFICIAL

COMMENTS

The following items were identified during the inspection:

1. *Essential Fire Safety Measures*

1A. Fire Hydrant System

- A. There is no working pressure signage at the Fire Brigade Booster assembly on Bourke Street, contrary to the requirements of Clause 5.6.7 of AS2419.1-1994.
- B. There is no pressure gauge on the most hydraulically disadvantaged hydrant on Level 7, contrary to the requirements of Clause 5.4.2 of AS 2419.1-1994.
- C. FRNSW do not believe that the booster connection on Bourke Street is separated from the building with a construction giving the appropriate Fire Resistance Level (FRL), contrary to the requirements of Clause 5.6.3(c) of AS 2419.1-1994.
- D. The service tag provided to the booster assembly on Bourke Street was stamped February 2024, indicating the system had not receiving routine maintenance, contrary to the requirements of Clause 81 of the Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021 (the DCFS Regulation) and Section 4.2 of AS 1851-2012.

1B. Sprinkler System – The building has a rise in stories of more than 4 and has not been provided with a sprinkler system, contrary to the requirements of Clause E1D4 and E1D6 of the NCC.

1C. Fire Hose Reel (FHR)

- A. FHR's throughout the building were located more than 4m from exits contrary to Clause E1D3 of the National Construction Code (NCC) 2022.

2. *Access and Egress*

- 2A. The exit door that leads out of the ground floor foyer of the building towards Bourke Street does not swing in the direction of egress, contrary to the requirements Clause D3D25 of the NCC.

3. *General*

- 3A. At the time of the inspection, it was noted that the Fire Indicator Panel was in 'System Normal' mode, and that fire contractors had completed the monthly inspection on the 16th of July 2025 and recorded it in the logbook.

FRNSW believes that there are inadequate provisions for fire safety within the building.

RECOMMENDATIONS

FRNSW recommends that Council:

- a. Review items 1 to 2 of this report and conduct an inspection.
- b. Address any other deficiencies identified on "the premises".

Please be advised that Schedule 5, Part 8, Section 17(2) requires any report or recommendation from the Commissioner of FRNSW to be tabled at a Council meeting. This matter is referred to Council as the appropriate regulatory authority. FRNSW awaits the Council's advice regarding its determination under Schedule 5, Part 8, Section 17 (4) of the EP&A Act.

LIMITATIONS

The items listed in the comments of this report are based on the following limitations:

- FRNSW's inspection of the premises may have been conducted without having the development consent and / or approved plans as a reference.
- FRNSW's inspection of the premises was a non-invasive visual inspection.
- FRNSW authorised fire officers may not have been able to access all areas of the premises at the time of inspection.
- The following parts of the premises were not able to be inspected:
 - Hydrant pump room
 - The basement carpark
 - Sole-occupancy units

Please do not hesitate to contact Station Officer Alex Cross of FRNSW's Fire Safety Compliance Unit at FireSafety@fire.nsw.gov.au or call (02) 9742 7434 if there are any questions or concerns about the above matters. Please refer to file reference FRN25/1229 - BFS25/2485 - 8000042050 regarding any correspondence concerning this matter.

Yours faithfully



Conor Hackett
Senior Building Surveyor
Fire Safety Compliance Unit