Item 5.

Public Exhibition - Planning Proposal - Ultimo Pyrmont Stage 2 - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendment

File No: X128367

Summary

In October 2025, Council and the Central Sydney Planning Committee approved a new planning framework for Ultimo/Pyrmont which included:

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

Together with existing development approvals and State Significant sites, the approved planning framework exceeds the targets in the NSW Government's Pyrmont Peninsula Place Strategy (the Place Strategy), contributing between 4,555 and 4,817 homes and 23,637 and 27,000 jobs.

The new planning framework will commence imminently with the NSW Government's approval of the planning controls and local infrastructure contributions plan. Development applications currently with the City of Sydney (the City) at either the pre-application or lodgement stage for 3 sites are expected to deliver around 366 new dwellings.

Council and the Central Sydney Planning Committee also endorsed a Stage 2 review of additional sites. These sites were not included in the City's Stage 1 proposal because they were either:

- not identified for new controls in the NSW Government Place Strategy
- constrained by an existing strata scheme, or
- social or affordable housing sites where the owners at that time had not requested new controls.

In other cases, landowner requests for new controls were different from what was exhibited under Stage 1.

This report outlines the outcomes of the City's Stage 2 review and recommends changes be made to the Ultimo/Pyrmont planning framework. These changes will facilitate up to 1,240 additional homes, including 150 new social and affordable homes; provide space for 400 new jobs, in new retail frontages; and create opportunities to expand publicly accessible open space, widen footpaths, accommodate over 270 new trees and 450sqm of new green roofs.

Together with the Stage 1 planning proposal, existing development approvals and State Significant sites, the existing and proposed planning framework meets the NSW Government's the Place Strategy targets for the area, contributing well over 5,500 homes and potential for over 27,000 jobs to align with the future Metro service.

Consistent with the NSW Government's Pyrmont Peninsula Place Strategy, the proposed Stage 2 planning framework will also embed new solar protection controls for key public parks, open spaces and civic places across Ultimo and Pyrmont. Through amendments to Sydney LEP 2012 and Sydney Development Control Plan 2012, the proposal will ensure future growth and increased density can be accommodated while protecting the amenity, usability and attractiveness of valued public spaces, including Pirrama Park, Union Square and Mary Ann Street Park. The controls will maintain appropriate solar access during periods of peak public use and support healthy tree canopy and grass growth, helping to sustain the environmental quality and long-term functionality of the area's public open space network.

As outlined in the City's Housing for All Discussion Paper, Ultimo/Pyrmont is well placed to house more people with excellent access to Central Sydney, a new Metro station in 2032, more usable public open space at a renewed Wentworth Park, and great access to the harbour and entertainment precincts.

This report recommends the Central Sydney Planning Committee approve the public exhibition of Planning Proposal - Ultimo/Pyrmont Stage 2 (Attachment A), note the draft Sydney Development Control Plan 2012 - Ultimo/Pyrmont Stage 2 (Attachment B) and seek a Gateway Determination to exhibit from the Department of Planning, Housing and Infrastructure (the Department).

This proposal is supported by 3 studies: an Urban Design Study (Attachment C), which underpins the proposed planning changes; and two studies undertaken in collaboration with the Department - a Flood Study (Attachment D), to establish appropriate flood planning levels for the additional sites, and a Precinct Transport Study (Attachment E) to justify the proposed increase in density.

The Precinct Transport Study makes the following recommendations for the area:

- reduce speed limits, reclassify roads and reallocate road space from vehicle traffic to deliver wider footpaths, more crossings, separated cycleways and improve pedestrian comfort and safety

- deliver separated cycleways on key north-south corridors Harris Street and Wattle Street to connect the length of the peninsula

- provide space for an everyday supermarket and fresh food offering within new development to reduce private vehicle trips out of the peninsula.

Most of the recommendations of the Precinct Transport Study will require the NSW Government to approve and deliver. An appropriate recommendation has been included. Those that are within the scope of local planning controls have been included in the draft Planning Proposal and DCP.

Recommendation

It is resolved that:

(A) the Central Sydney Planning Committee approve Planning Proposal – Ultimo Pyrmont Stage 2, shown at Attachment A to the subject report, for submission to the Department of Planning, Housing and Infrastructure with a request for a Gateway Determination

(B) the Central Sydney Planning Committee approve Planning Proposal – Ultimo Pyrmont Stage 2, shown at Attachment A to the subject report, for public authority consultation and public exhibition in accordance with any conditions imposed under the Gateway Determination

(C) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage and Planning Committee on 19 October 2026, that Council seek authority from the Department of Planning, Housing and Infrastructure to exercise the delegation of all functions under the relevant local plan making authority under Section 3.36 of the Environmental Planning and Assessment Act 1979 to make the local environmental plan and put into effect the Planning Proposal – Ultimo Pyrmont Stage 2

(D) the Central Sydney Planning Committee note the recommendation to Council's Transport, Heritage and Planning Committee on 19 October 2026, that Council approve the draft Sydney Development Control Plan – Ultimo Pyrmont Stage 2, shown at Attachment B to the subject report, for public authority consultation and public exhibition together with the Planning Proposal

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

Attachments

Attachment A. Planning proposal – Ultimo Pyrmont Stage 2

Attachment B. Draft Sydney development control plan – Ultimo Pyrmont Stage 2

Attachment C. Urban design study

Attachment D. Flood impact and risk assessment

Attachment E. Precinct transport study

Background

Our Stage 2 proposal builds upon our previous work, approach and community engagement

1. The City's work with the community and landowners on the Stage 1 Ultimo and Pyrmont planning framework revealed more opportunities for more and better homes in Ultimo/Pyrmont, including social and affordable housing. Council and the Central Sydney Planning Committee resolved to investigate these sites in October 2025.

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

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

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

The Pyrmont Peninsula Place Strategy remains relevant to the assessment of planning proposals

3. In July 2026, the Minister for Planning issued a revised section 9.1 Ministerial Direction for local plan making. The revised Direction no longer includes requirements relating to Ultimo, Pyrmont, the Place Strategy, or the Pyrmont Peninsula Economic Development Strategy (Economic Development Strategy).

4. In July 2026, the Department confirmed that, under the NSW Government's Local Environmental Plan Making Guideline (July 2026), a plan-making authority must consider whether a planning proposal has strategic merit, including whether it gives effect to relevant regional plans and any strategy or place strategy endorsed by the Planning Secretary, which includes the Place Strategy and Economic Development Strategy.

5. The continued relevance of the Place Strategy is reflected in the Sydney Plan (August 2026), which identifies Ultimo/Pyrmont as a priority area for housing growth. The Sydney Plan notes that, supported by the return of (Greyhound) open space at Wentworth Park, Ultimo/Pyrmont has further major housing opportunities that should be rezoned for greater uplift in the short term.

Ultimo/Pyrmont is well placed to accommodate growth

6. The City's Housing for All Discussion Paper identified Ultimo/Pyrmont as an opportunity for additional housing given Council's resolution to investigate further sites.

7. Community feedback on the Housing for All Discussion Paper supported this approach. Of the 315 responses about Ultimo/Pyrmont, 70% supported additional housing. Feedback included:

   (a) strong support for a place-based approach to accommodating growth, where opportunities for additional housing are considered as part of broader planning for the area

   (b) the western side of Harris Street presents an opportunity for residential renewal with underutilised sites capable of accommodating additional housing and public domain improvements

   (c) additional housing should be supported by improvements to public space, tree canopy, walking and cycling infrastructure

   (d) concerns about ad-hoc planning decisions, overdevelopment and increased traffic and on-street parking pressures.

Housing renewal can improve homes and neighbourhoods

8. This new planning proposal provides an opportunity to deliver additional housing while supporting the renewal of ageing residential buildings and improving neighbourhood amenity. The proposed planning controls will facilitate:

   - additional housing in locations well served by infrastructure, services and public transport
   - modern, well-designed homes that are healthier, safer and more sustainable
   - adaptation and renewal of ageing building stock that is increasingly costly to maintain
   - improved landscaping, increased tree canopy and more attractive streetscapes
   - more active and pedestrian-friendly neighbourhoods through better street frontages and public domain outcomes
   - housing growth that contributes to broader liveability, environmental and community benefits.

Planning controls and development outcomes

The proposal provides for new height and FSR controls

9. New planning controls are proposed for 10 development sites across Ultimo/Pyrmont, based on the Urban Design Study at Attachment C. The proposed planning controls address the individual characteristics of each site resulting in various building envelopes, heights and floor space ratios. This variety is consistent with the existing variety of building forms in the area.

344 Bulwara Road (Tivoli Gardens)

10. Tivoli Gardens was constructed in 1986 by Meriton and comprises a mixed-use building of 3 to 4 storeys. It includes 98 residential apartments above 4 business tenancies that front Macarthur Street, Bulwara Road and Hackett Street.

11. The building has a zero setback to Bulwara Road, where the footpath is narrow and further constrained by street trees, parking meters and light poles. The Bulwara Road frontage is inactive, with much of the street edge dominated by a partially above-ground basement car park.

12. The building also has a zero setback to Hackett Street, which functions as a 6m-wide service lane and has no formal footpath. This frontage is similarly inactive, characterised by at-grade parking and a full-storey above-ground basement car park along much of the boundary. The site contains no deep soil landscaping, with only limited planting incorporated into the built form.

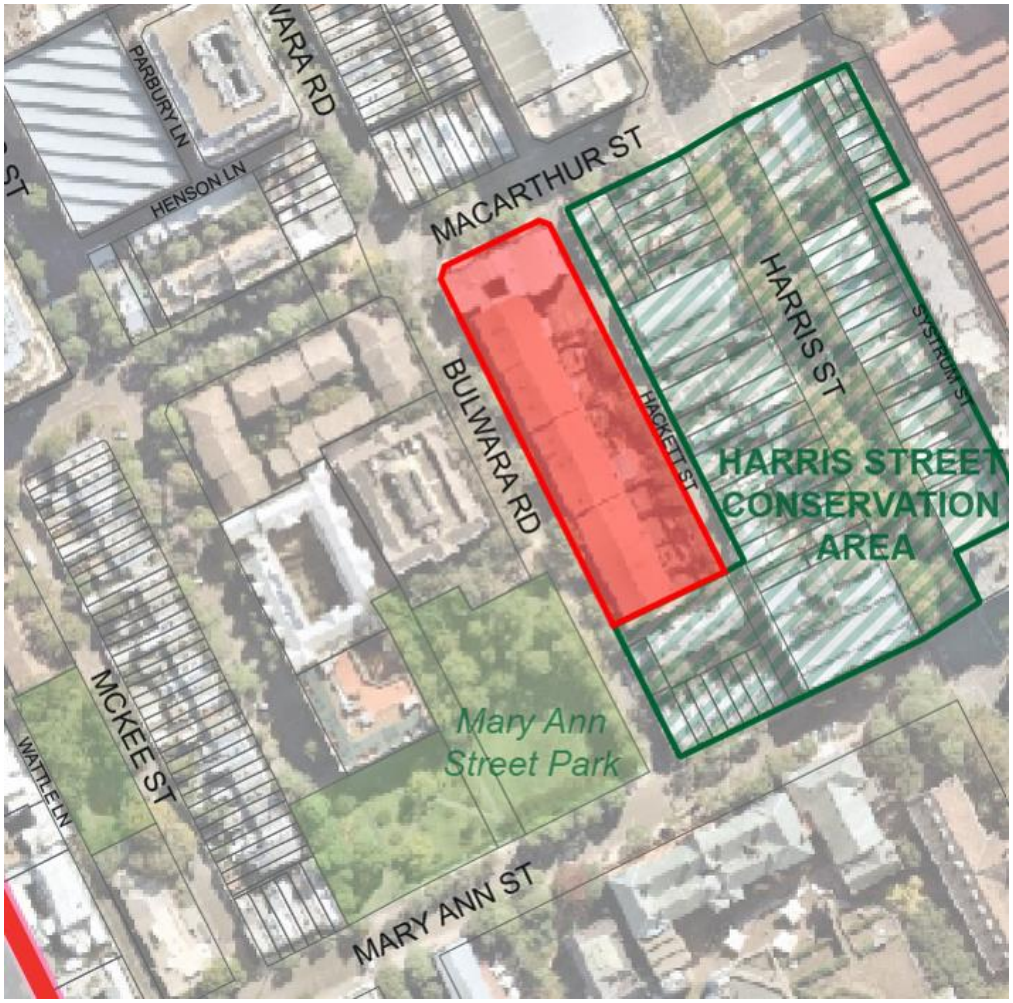


Figure 1: Location map of 344 Bulwara Road



Figure 2: Bulwara Road frontage



Figure 3: Hackett Street frontage

13. The City has developed draft planning controls for the site in response to a request from residents within the building. The proposed controls enable a new 4 to 12 storey mixed-use development with approximately 194 residential apartments above ground-floor businesses fronting Macarthur Street and a new Bulwara Road retail frontage.

14. The building height steps down from north to south to minimise overshadowing to Mary Ann Street Park. A 6m setback from Bulwara Road is proposed to allow for footpath widening and to create space for outdoor dining, planting and retail activity. Deep soil landscaping for more trees and screening of neighbours is along Hackett Street.

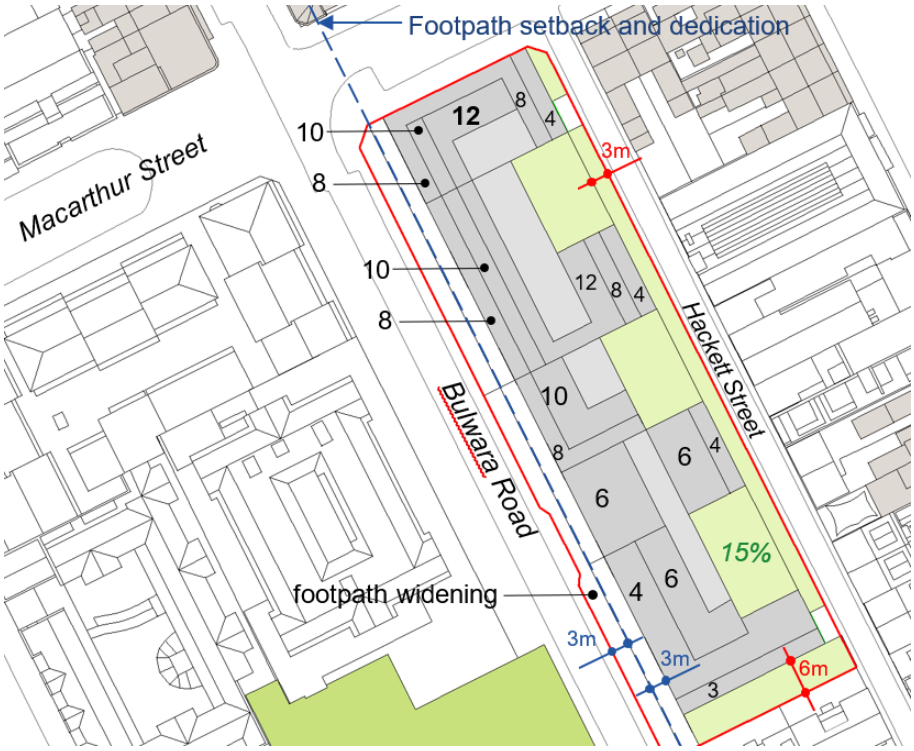


Figure 4: Site plan showing proposed planning controls at 344 Bulwara Road

463-467 Harris Street

15. The landowner's request to review the controls noted Stage 1 introduced controls for 6 sites immediately to the south (469–483 Harris Street) and that a similar approach for this site could enable a more cohesive urban design outcome, including a consistent street wall along Harris Street.

16. The existing development was constructed in 1985 and comprises a 3-storey commercial building. It includes retail and commercial frontages to Harris Street and the Harris and Quarry street corner, with building and car park access from Quarry Street and commercial units located above. The site does not contain any deep soil landscaping.



Figure 5: Location map of 463-467 Harris Street



Figure 6: Harris Street frontage

17. The proposed controls enable a new 2 to 7 storey mixed-use development, consistent with 469-483 Harris Street and including approximately 11 apartments above ground-floor businesses on Harris Street.

18. The building heights step down from east to west to minimise overshadowing to neighbouring residential properties. Deep soil landscaping is to be located in the centre of the site providing more trees and visual screening for neighbours.



Figure 7: Site plan showing proposed planning controls at 463-467 Harris Street

336-374 Jones Street, 1-7 Henry Avenue (Henry Avenue Flats) and 370-374 Jones Street (Quarry Lane Streetscape)

19. The street block comprises 4 elements:

- 336-342 Jones Street is owned by Homes NSW. It is a 2-storey residential flat building constructed by the City in 1985 on the site of a former council park and playground. It is identified as a neutral building within the Ultimo Heritage Conservation Area and contains 8 apartments. Access is from the rear via Fig Lane, a shared zone accommodating at grade parking and waste storage. The apartments have access to private rear gardens with deep soil landscaping.

- 344-368 Jones Street is owned by Homes NSW. It comprises 13 x 2-storey Victorian-era terrace houses that are contributory buildings within the Ultimo Heritage Conservation Area. Each terrace is individually accessed from Jones Street and includes rear gardens with deep soil. The terraces underwent renovations and rear alterations and additions in 1984.

- Quarry Lane Streetscape is a pocket park located on the south-western corner of the block. It comprises hard landscaped areas, 8 established trees, understorey planting and seating. The space functions as a passive recreation area and is primarily used for sitting. Its location at the southern end of the block means it is subject to existing overshadowing. The land is zoned RE1 Public Recreation and is classified as community land.

- Henry Avenue Flats is a 3-storey residential flat building constructed in 1960. It is a neutral building within the Ultimo Heritage Conservation Area and contains 28 residential apartments accessed from Henry Avenue. The apartments have access to rear garden areas with deep soil landscaping. The building was designed by City Architect Albert Smillie and constructed by the City.

20. Social housing sites managed by the City of Sydney were transferred to the NSW Government in January 1989. Following the transfer of this block from the City to the NSW Government, the Quarry Lane Streetscape was transferred back to the City in 1990 and subsequently declared a public reserve.



Figure 8: Location map of 336-368 Jones Street and Henry Avenue Flats



Figure 9: Part 344-368 Jones Street and Quarry Lane Streetscape



Figure 10: Henry Avenue Flats

21. The City has developed draft planning controls for the site in response to a request from Homes NSW. The proposed controls enable:

    - two new, connected residential developments
    - retention of the 13 existing terrace houses on Jones Street, with demolition of their rear wings and construction of a new 2-storey rear addition
    - three additional 2-storey infill terraces at the northern and southern ends of the row
    - retention of the Henry Avenue Flats, with a 3-storey addition above the existing building.



Figure 11: Site plan showing proposed planning controls at 336-374 Jones Street, Henry Avenue Flats and Quarry Lane Streetscape

22. The 2 developments are to be linked by a central shared pedestrian walkway providing universal access to all levels of both developments. It also supports reconfiguration of the 2-storey terraces into universally accessible single-level apartments at ground- and first-floor.

23. The existing Quarry Lane Streetscape pocket park would be relocated to the northern end of the site, where it would form an extension of Fig Lane Park. This new location would provide improved access to sunlight compared with the park's current southern position and would create a larger, more usable area of publicly accessible open space. Relocating the park would also enable the site to accommodate additional social housing compared with retaining the park in its existing location.

24. In total, the site would accommodate approximately 82 social housing dwellings, comprising 34 homes on Jones Street and 48 homes on Henry Avenue. Deep soil landscaping would be consolidated in the central portion of the site, supporting an increased tree canopy and providing visual separation and screening between the 2 developments.

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

313-369 Harris Street (Darling Harbour Apartments)

26. Darling Harbour Apartments was constructed in 1980 as a 5-storey mixed-use residential flat building with 136 apartments above 20 business tenancies fronting Harris Street.

27. The building includes a basement with almost 100% site coverage, resulting in minimal deep soil landscaping. While the building is setback from Harris Street, this area is dominated by hard paving and basement ventilation structures, limiting opportunities for active use and engagement with the public domain.



Figure 12: Location map of 313-369 Harris Street, shown in red



Figure 13: Harris Street frontage

28. The City has developed draft planning controls for the site in response to a request from residents within the building. The proposed controls would enable a new 8 to 18 storey mixed-use development with about 251 apartments above ground-floor businesses fronting Harris Street and Ada Place.



Figure 14: Site plan showing proposed planning controls at 313-369 Harris Street, shown in outline red

29. The predominant building height reflects the surrounding built form, which generally ranges from 8 to 10 storeys. Taller elements of 12 and 18 storeys are carefully positioned to minimise overshadowing of nearby residential properties. Deep soil landscaping is concentrated within a 6m setback to Harris Street, supporting an increased tree canopy and providing visual screening for properties to the east.

30. A 3m setback is proposed along Ada Place. When combined with the proposed setbacks for 1-19 Allen Street, this will contribute to a wider and more activated pedestrian through-site link, as described below.

1-19 Allen Street (Headingley)

31. Headingley was constructed in 1985 as a 4-storey residential flat building containing 78 apartments. Half of the apartments are exposed to high noise levels and reduced air quality from the Western Distributor.

32. The building includes a basement with almost 100% site coverage, resulting in limited deep soil landscaping. The partially above-ground basement reduces activation of the surrounding public domain. The building has a nil setback to Ada Place, a City-owned pedestrian through-site link.

33. While the link is well landscaped, it is poorly activated and due to its length and configuration, experiences limited passive surveillance. There is a lack of clear distinction between public and private space and few nearby activity generators such as shops, building entrances or community uses. As a result, pedestrian activity declines significantly at certain times of the day and night.

34. The City has developed draft planning controls for the site in response to a request from residents within the building. The proposed controls will enable an 11 to 12 storey mixed-use development for about 207 apartments above a supermarket with floor frontages to Allen Street, Ada Place, and a new 900sqm publicly accessible park.

35. The increased building height allows for additional housing while minimising overshadowing of surrounding residential properties. Deep soil landscaping is concentrated within the new park, supporting increased tree canopy and providing visual screening for neighbouring properties to the east.

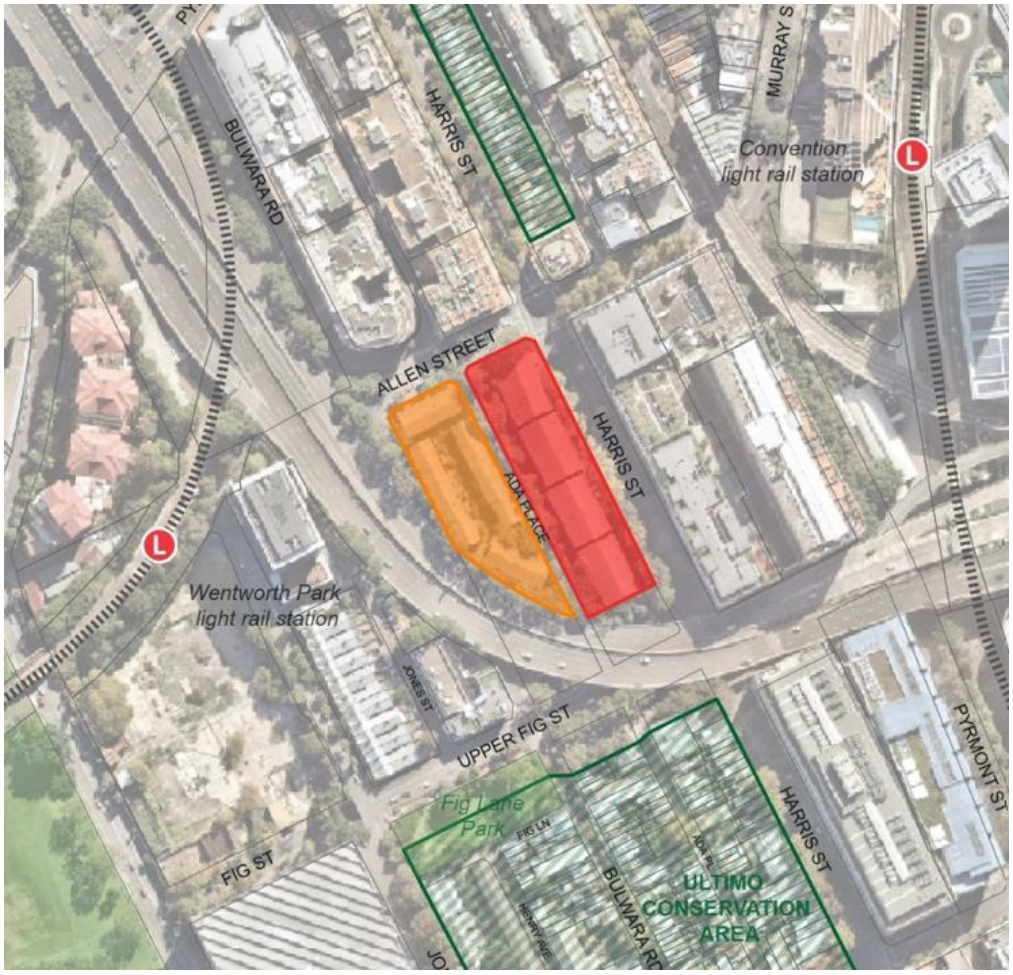


Figure 15: Location map of 1-19 Allen Street, shown in orange



Figure 16: Allen Street frontage



Figure 17: Ada Place

36. The arrangement and orientation of the development will act as an acoustic buffer, shielding the park, adjoining streets and apartments from noise from the Western Distributor. In addition, the design reorients apartments so that living rooms and balconies primarily face east, improving access to sunlight and air while reducing exposure to traffic noise and pollution.

37. A 3m setback is proposed along Ada Place. When combined with the setback for 313-369 Harris Street, this will create a pedestrian through-site link approximately 12m wide.

38. The widened link would be activated by business uses on both sides, enabling the retention of significant existing trees, improving sightlines, and increasing opportunities for outdoor dining. This approach will enhance pedestrian comfort and safety by improving spatial definition, encouraging activity throughout the day and evening, and supporting better circulation through Ada Place.



Figure 18: Site plan showing proposed planning controls at 1-19 Allen Street, shown in outline orange

100 Harris Street

39. The planning controls for 100 Harris Street were reviewed and amended as part of the Stage 1 proposal. The site owner has since tested the controls through detailed design development for a hotel proposal, which has been to a greater level of detail than when the City prepares planning controls. This has demonstrated that additional floor space can be accommodated within the exhibited maximum building height controls through the addition of 2 levels. This outcome is achievable because hotel development typically requires lower floor-to-floor heights than the commercial development assumed by the City when preparing the controls.

40. The proposed amendments respond to this design development by allowing additional floor space within the approved height envelope. This would enable additional hotel rooms, support more employment opportunities, and improve the site's development potential. Minor changes are also proposed to the DCP building envelope to achieve a more practical and efficient built form, while continuing to minimise overshadowing of properties to the south and securing 450sqm of green roof.



Figure 19: Site plan showing proposed planning controls at 1-19 Allen Street, shown in outline orange

26-52 Mount Street

41. The site is owned by Homes NSW and comprises 3 distinct elements:

- 26-52 Mount Street is a combination of 2-storey terraces and 2-storey apartment buildings constructed in 1990, containing 28 apartments.
- 73-85 Harris Street is a 3-storey residential flat building on Harris Street constructed in 1990 containing 10 apartments.
- 85 Harris Street is a heritage item, the former CSR manager's house, designed by J W Manson built in c.1909. It is a 2-storey Federation Queen Ann style house with a multi-gabled roof. It contains 10 bedrooms and 5 community rooms. The building is currently used for emergency accommodation. It is located in the centre of the site.

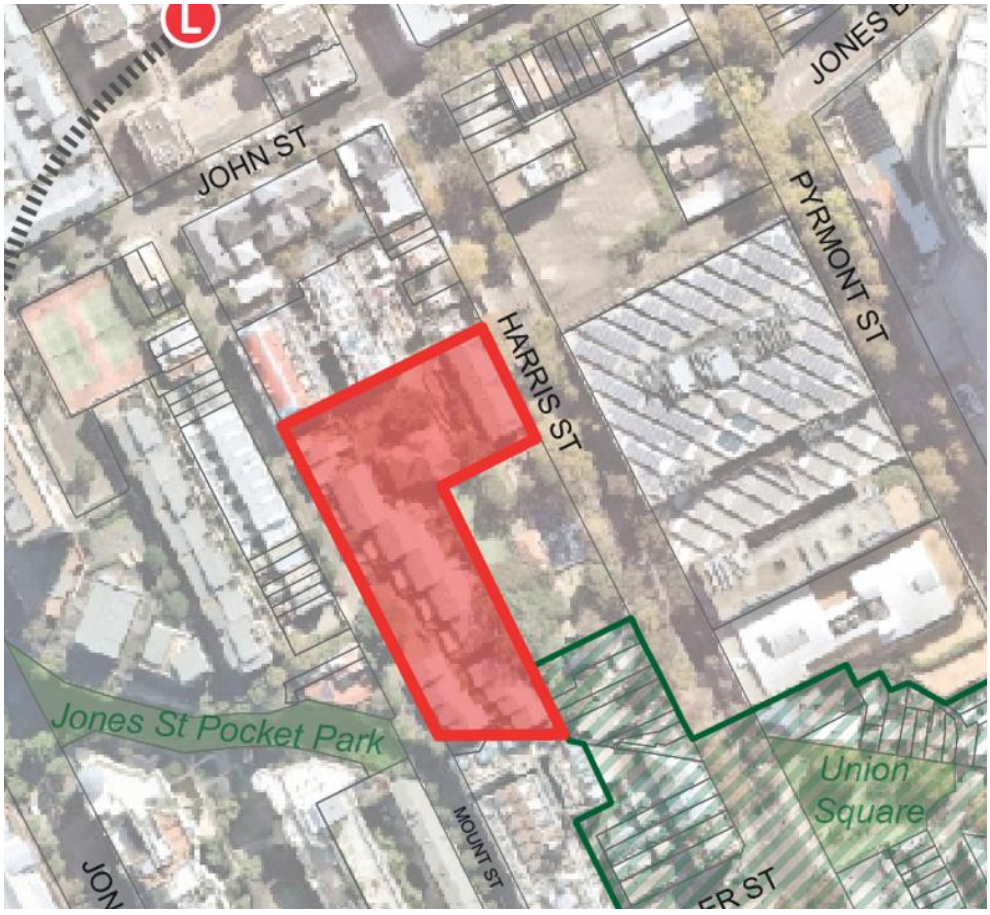


Figure 20: Location map of 26-52 Mount Street



Figure 21: Mount Street frontage

42. The City has developed draft planning controls for the site in response to a request from Homes NSW. The proposed controls retain the existing buildings at 73-85 Harris Street and 85 Harris Street, while enabling 2 new residential flat buildings of up to 7 storeys at 26-52 Mount Street.

43. The proposed controls provides approximately 109 social and affordable housing dwellings. The buildings are arranged to minimise overshadowing of existing properties to the south and west. Deep soil landscaping is to be provided around the perimeter of the site, retaining significant existing trees along Mount Street and within the City's Maybanke Community Centre. The proposal also provides appropriate separation from the heritage-listed former CSR Manager's House. An east-west pedestrian through-site link connecting Mount Street and Harris Street would be delivered as part of the development.



Figure 22: Site plan showing proposed planning controls at 26-52 Mount Street

1-33 Saunders Street

44. The planning controls for 1-33 Saunders Street were reviewed and changed as part of the Stage 1 proposal. The owner of the site has tested the new planning controls through detailed design development and has demonstrated that additional floor space and height is achievable while achieving the City's design considerations.



Figure 23: Location map of 1-33 Saunders Street

45. The proposed controls enable 3 distinct elements:

- An 11 to 19 storey barrier building to the Western Distributor which is generally consistent in height with that approved under the Stage 1 proposal. The barrier building primarily contains non-residential uses that face towards to Western Distributor with some residential uses facing away. The barrier building acts as an acoustic buffer, shielding the proposed park, adjoining streets and apartments from noise associated with the Western Distributor.

- Two new mixed-use residential towers of 32 and 30 storeys with ground floor business uses. The towers are designed so that living rooms and balconies face away from the Western Distributor, improving access to sunlight and air while reducing exposure to traffic noise and pollution.

- An 1,800sqm publicly accessible park that is universally accessible, activated by surrounding ground floor uses and accommodating significant deep soil planting supporting increased tree canopy and providing visual screening for adjoining properties.

46. The proposed controls are informed by detailed wind tunnel, noise and ventilation testing that was not available to the City during the preparation of the Stage 1 controls. The testing, as outlined in the City's Urban Design Study, demonstrates that whilst the tower elements are significantly different in height to the City's Stage 1 proposal (11 storeys increased to 29 and 33 storeys), the development still meets the City's design considerations, including that:

- The development delivers around 550 new dwellings and a 1,800sqm publicly accessible park and deep soil areas that have excellent solar access and can accommodate 67 new trees.

- The revised envelope continues to minimise overshadowing to surrounding existing neighbouring properties in compliance with the NSW Government's Apartment Design Guide.

- Street level setbacks and tower placement have been carefully planned to allow more sunlight into the streets.

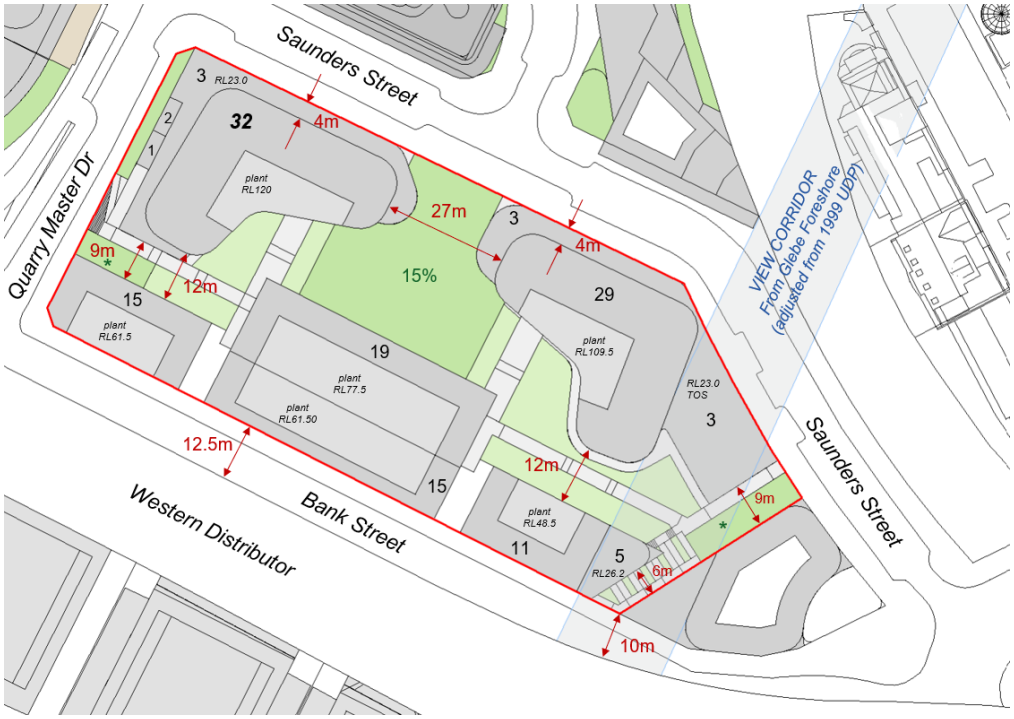


Figure 24: Site plan showing proposed planning controls at 1-33 Saunders Street

56 Harris Street (88 John Street)

47. This site is owned by City West Housing and designed by Turner Associates. The existing development was constructed in 2007 and comprises a mixed-use building of 4 to 7 storeys. It includes 81 affordable rental apartments above ground floor business/retail tenancies fronting Haris Street with minimal deep soil landscaping.



Figure 25: Location map of 56 Harris Street (88 John Street)



Figure 26: Harris Street frontage

48. The City has developed draft planning controls for the site in response to a request from City West Housing. The proposed controls enable a mixed-use development ranging from 4 to 12 storeys. The development is to be restricted to the western half of the site with the building on the eastern half retained. The development would comprise approximately 131 affordable rental apartments above a ground floor retail use fronting Harris Street.

49. The increased building height allows for additional affordable rental housing while minimising overshadowing of surrounding residential properties. Deep soil landscaping is concentrated central to the north of the site, supporting increased tree canopy.



Figure 27: Site plan showing proposed planning controls at 56 Harris Street

120-122 Saunders Street

50. The existing development was constructed in 1992-94 by Meriton following demolition of the Pyrmont Incinerator (operating 1937-71). It comprises a residential flat building containing around 250 apartments with deep soil landscaping at the rear.

51. The site's deep soil landscaping extends to the boundary with Bank Street Reserve, a City-owned area of open space area next to the sandstone cliff face to the north. While the reserve is currently fenced and not publicly accessible, residents of 120-122 Saunders Street currently use part of the land.

52. Due to the site's proximity to the Western Distributor, many apartments experience a reduced environmental amenity, including elevated traffic noise, reduced air quality and a southerly aspect towards the road corridor.

53. The basement vehicle entry is close to the access point for 2-10 Quarry Master Drive, directly opposite Saunders Street. Together with the separated cycleways associated with the Anzac Bridge and Saunders Street, this creates a complex and visually cluttered intersection environment with potential conflicts between people walking, cycling and driving.

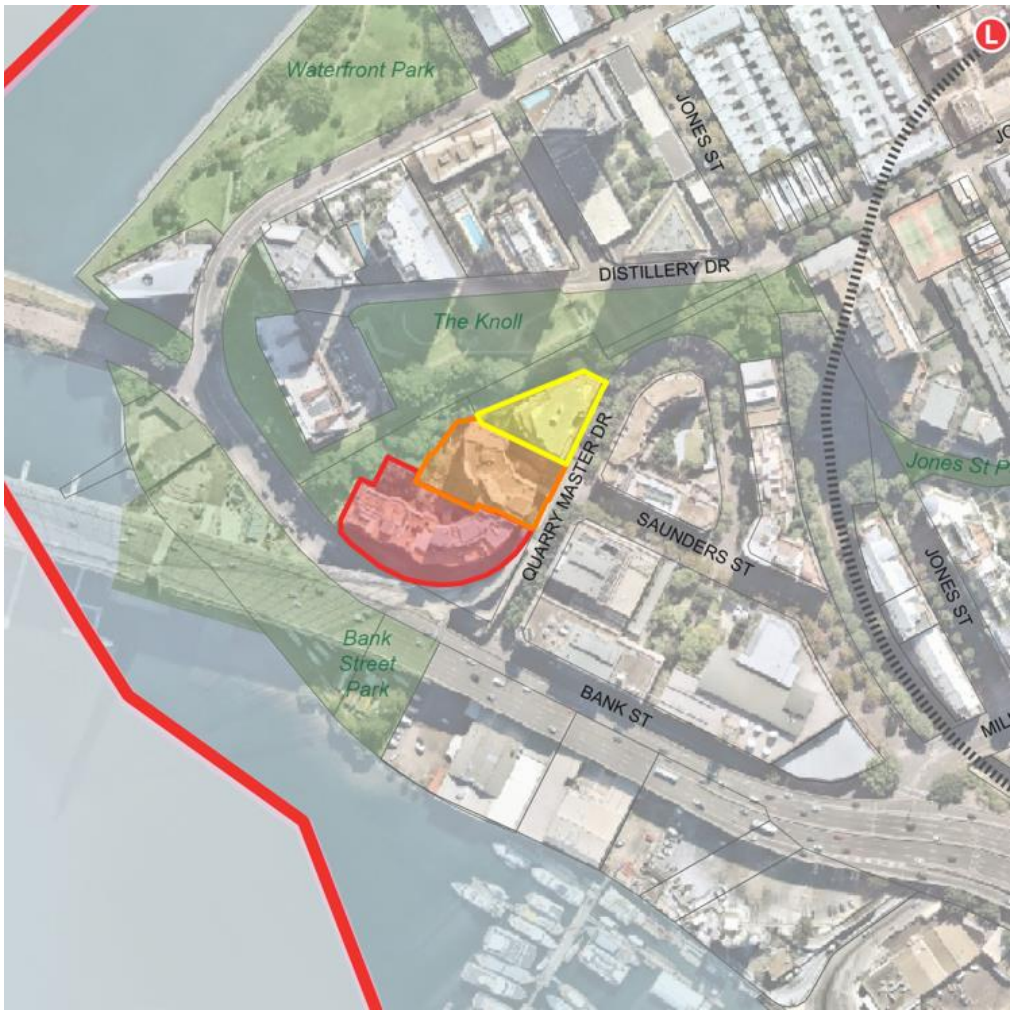


Figure 28: Location map of 120-122 Saunders Street, shown in red and orange



Figure 29: Quarry Master Drive frontage



Figure 30: Fenced Bank Street Reserve

54. The City has developed draft planning controls for the site in response to a request from residents within the building. The proposed controls will facilitate a new mixed-use development comprising an 8 to 14 storey podium and a 37-storey tower. The development would accommodate approximately 371 residential apartments above ground-floor business uses, with active frontages to Bank Street and Quarry Master Drive and a new publicly accessible through-site link connecting Saunders Street to Bank Street Reserve.

55. The proposed controls enable additional housing while minimising overshadowing to neighbours and Bank Street Park. The built form has been shaped and positioned to improve daylight to surrounding streets and public spaces, while maintaining comfortable and safe wind conditions at street level. Deep soil landscaping is provided around the perimeter and within the centre of the site supporting significant tree canopy growth, an extension to Bank Street Reserve and a new through-site link.

56. The arrangement and orientation of the built form significantly improves environmental amenity. The podium and tower are an acoustic buffer to the Western Distributor, reducing traffic noise impacts on future residents and the surrounding neighbourhood. Apartments are oriented primarily towards the east, allowing living areas and balconies to receive improved sunlight, outlook and ventilation while reducing exposure to traffic noise and vehicle emissions.

57. The proposal also improves access to and activation of Bank Street Reserve. The new publicly accessible through-site link will provide a safer, more direct and legible pedestrian connection to the reserve, increasing its visibility and accessibility and supporting its future role as part of the broader open space and pedestrian network within the Blackwattle Bay sub-precinct.

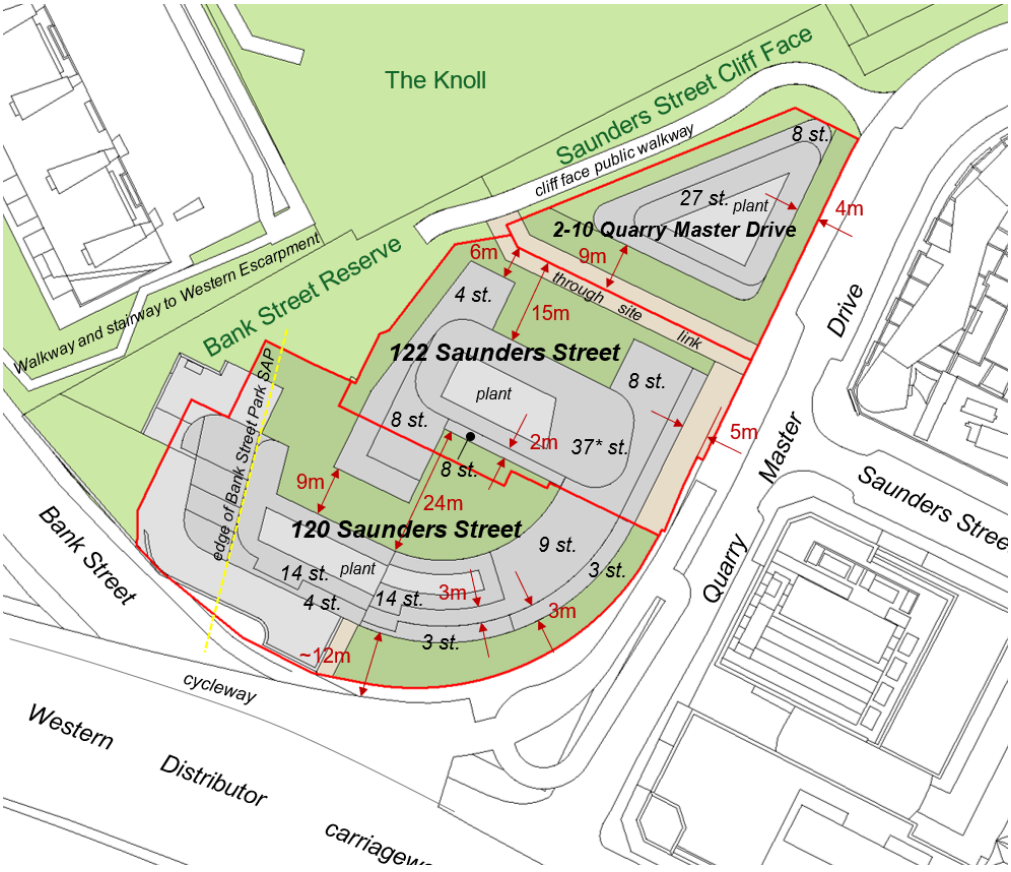


Figure 31: Site plan showing proposed planning controls at 120-122 Saunders Street

2-10 Quarry Master Drive (Tara)

58. Tara Apartments is a 10-storey residential flat building constructed in 1998 containing 66 apartments with deep soil landscaping at the rear adjacent to Bank Street Reserve.

59. The site at 2-10 Quarry Master Drive adjoins 120-122 Saunders Street to the south.



Figure 32: Location map of 2-10 Quarry Master Drive, shown in yellow



Figure 33: Quarry Master Drive frontage

60. The City has developed draft planning controls for the site in response to a request from residents within the building. The proposed controls facilitate a residential flat building comprising an 8-storey podium and a 27-storey tower with approximately 132 apartments and a new publicly accessible through-site link connecting Saunders Street to Bank Street Reserve.

61. The proposed controls enable additional housing while minimising overshadowing to neighbours and Bank Street Park. The built form has been shaped and positioned to improve daylight to surrounding streets and public spaces, while maintaining comfortable and safe wind conditions at street level. Deep soil landscaping is provided around the perimeter and within the centre of the site, supporting significant tree canopy growth, an extension to Bank Street Reserve and a new through-site link.

62. The proposal improves access to and activation of Bank Street Reserve. The new publicly accessible through-site link will provide a safer, more direct and legible pedestrian connection to the reserve, increasing its visibility and accessibility and supporting its future role as part of the broader open space and pedestrian network within the Blackwattle Bay sub-precinct.

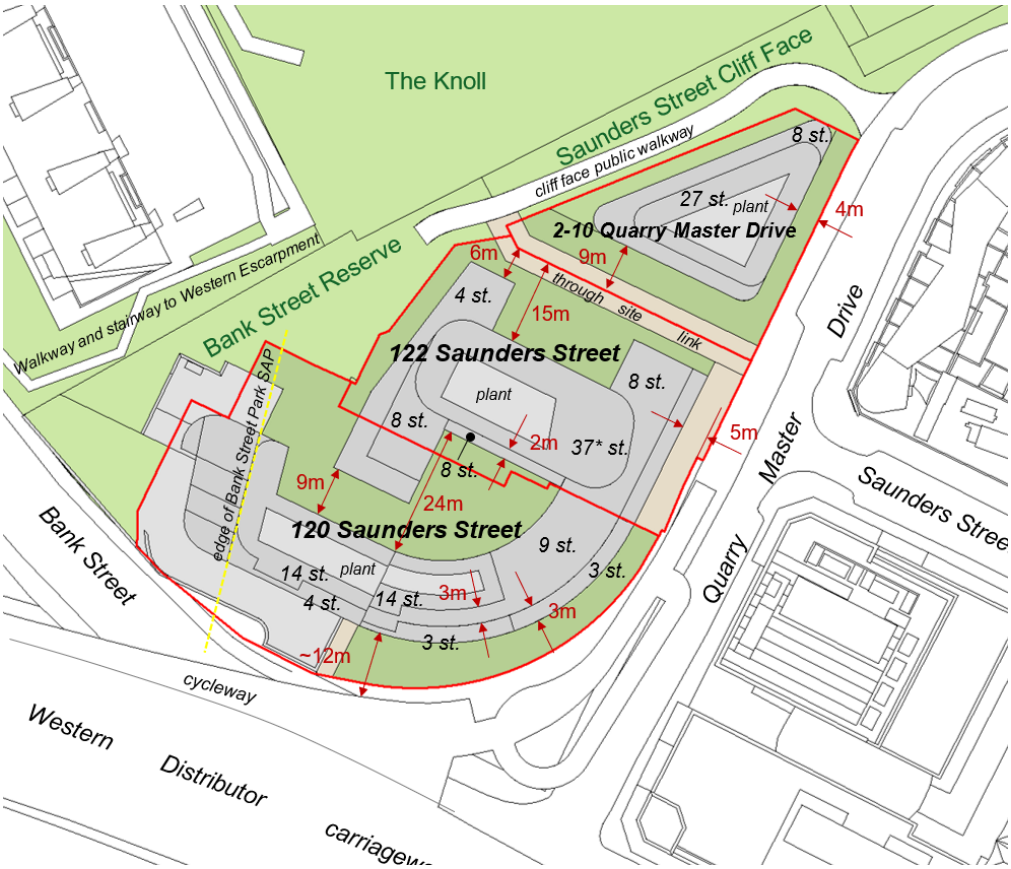


Figure 34: site plan showing proposed planning controls at 2-10 Quarry Master Drive

The proposal will deliver housing that contributes to housing targets

63. The planning proposal is intended to facilitate additional housing and contribute to the City's and the NSW Government's housing targets under the National Housing Accord. However, current housing targets do not count co-living and student accommodation. These forms of housing can achieve substantially higher dwelling yields than conventional residential development and are already incentivised with 10% additional floor space under the NSW Government's planning rules. If co-living housing is developed on sites identified for additional housing capacity, it could significantly reduce the number of countable dwellings delivered by the proposal.

64. To ensure the additional development capacity provided through this planning proposal contributes to the delivery of private dwellings that count towards the City's housing targets, it is proposed to explore the introduction of an LEP provision that prohibits co-living and student accommodation on identified sites proposed for increased residential capacity.

65. This approach does not diminish the important role of co-living and student accommodation in meeting broader housing needs. Rather, it ensures that the residential capacity specifically identified through this planning proposal delivers the housing outcomes on which the proposal and its contribution to housing targets are based.

Protecting sunlight to public parks and open spaces

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

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

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

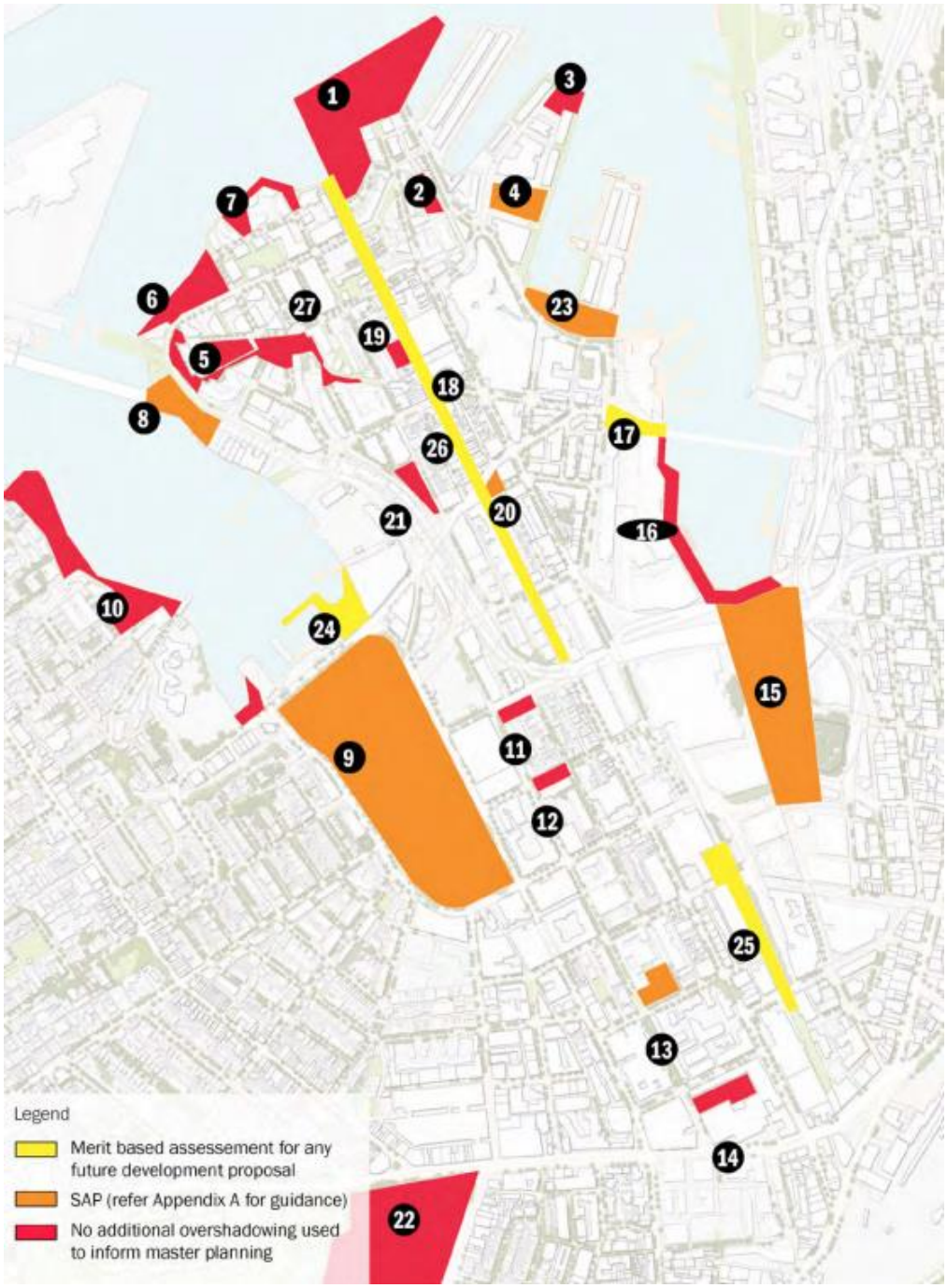


Figure 35: Proposed parks and spaces for sunlight protection, Pyrmont Peninsula Place Strategy (limited to land within Sydney LEP 2012)

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

70. These controls are complemented by proposed DCP provisions, including building envelopes, setbacks and built form controls, which have been informed by detailed solar access testing undertaken through the Urban Design Study. The proposed sun access controls do not reduce the proposed development potential of sites.

Affordable housing

71. Sites identified for additional residential development are proposed to be included in Schedule 6C of the Sydney LEP 2012. This will require 9% of the additional residential floor space enabled by the planning proposal to be provided as affordable rental housing. This is estimated to deliver around 100 affordable rental dwellings.

72. This requirement is in addition to the existing affordable housing contribution requirements that apply generally in Ultimo and Pyrmont. These currently require a contribution equivalent to 1% of total floor area for non-residential development and 3% of total floor area for residential development. The existing requirements are estimated to deliver around 50 affordable rental dwellings from development facilitated by the planning proposal.

73. In addition, the Jones Street and Henry Avenue street block, 26–52 Mount Street and 56 Harris Street are intended to be secured for 100% social and affordable housing. These sites are estimated to deliver around 150 additional social and affordable housing dwellings.

74. In total, the planning proposal is estimated to facilitate around 300 social and affordable housing dwellings, comprising approximately 150 dwellings through affordable housing contribution requirements and a further 150 dwellings on sites intended to be secured for 100% social and affordable housing.

Key Implications

Harris Street south of Allen Street presents a future housing opportunity

75. Feedback on the City's Housing for All Discussion Paper identified the western side of Harris Street, south of Allen Street, as suitable for additional housing as it is close to jobs, transport, parks and services. The renewal of underutilised sites could accommodate additional homes while improving the streetscape and local environment.

76. The City shares this view and has previously identified Harris Street as having capacity for additional housing. However, the extent of future housing growth is closely linked to the future function and design of Harris Street. The Place Strategy envisages Harris Street as a pedestrian-focused high street with reduced traffic impacts, wider footpaths, improved crossings and enhanced public domain outcomes. The City considers these improvements essential to supporting additional housing and creating a high-quality living environment.

77. Proposals associated with the Western Distributor Road Network Improvements project will increase the movement of traffic through Allen Street and Harris Street, reducing opportunities to reallocate road space to pedestrians, cyclists and public transport. The City has consistently raised concerns that increasing vehicle capacity along this corridor would undermine the objectives of the Place Strategy and reduce the ability to accommodate additional housing along Harris Street. While aspects of the Western Distributor project have since been scaled back, proposed changes around the Allen Street and Harris Street intersection continue to raise concerns about the future role of the corridor.

78. To inform future planning, the Department commissioned the Pyrmont-Ultimo Precinct Transport Study. The study found that substantial areas of Harris Street south of Allen Street are dominated by road space, provide poor pedestrian amenity and do not perform as a high-quality main street. The study recommends measures including wider footpaths, lower vehicle speeds, improved pedestrian crossings, reduced waiting times at signals, increased tree canopy and new cycling infrastructure to support a more people-focused street environment and future housing growth.

79. The City has continued to advocate for these outcomes through its submissions on the Greater Sydney Urban Development Program and associated infrastructure planning. The City has specifically requested NSW Government investment in place improvements along Harris Street and Pyrmont Bridge Road, including footpath widening, cycling infrastructure and the reallocation of road space to support walking, cycling and public transport. The City considers these investments to be critical enabling infrastructure for future housing delivery in Ultimo and Pyrmont.

80. Should the NSW Government commit to delivering these place improvements, the City could undertake a future Stage 3 planning review for Ultimo/Pyrmont. Preliminary investigations indicate that improvements to Harris Street along could support at least 200 additional dwellings while also delivering a safer, greener and more attractive high street that aligns with the vision of the Place Strategy and broader housing objectives.

The proposal gives effect to the State and City strategic planning framework

Sustainable Sydney 2030–2050 Continuing the Vision

81. The planning proposal supports the City's long-term vision by facilitating additional housing and employment opportunities in a highly accessible inner-city location while promoting design excellence, sustainability, liveability and a high-quality public domain. The proposed planning controls support a more sustainable and resilient city by directing growth to locations with strong public transport access and existing infrastructure capacity.

City Plan 2036 (Local Strategic Planning Statement)

82. The proposal implements the City's Local Strategic Planning Statement by supporting the continued evolution of Pyrmont/Ultimo as a globally competitive innovation, employment and mixed-use precinct. The proposed controls support the delivery of housing, jobs, sustainability outcomes, heritage conservation, design excellence and public domain improvements, while responding to local character and environmental constraints. The proposal gives effect to the LSPS priorities relating to a productive global city, housing supply and diversity, sustainable growth, a connected city and great places.

Sydney Plan and State Land Use Plan

83. The proposal is consistent with the Sydney Plan and State Land Use Plan by delivering additional housing capacity and employment growth within an established strategic centre identified for urban renewal and intensification.

84. The Sydney Plans Housing and Employment Guidance specifically identifies Ultimo/Pyrmont as a priority area for housing growth, noting that, supported by the return of open space at Wentworth Park, Ultimo/Pyrmont has further major housing opportunities that should be rezoned for greater uplift in the short term.

85. The proposal supports the objectives of locating growth close to jobs, services and public transport, increasing housing choice and affordability, improving productivity, supporting the innovation and knowledge economy, and making better use of existing infrastructure. Through the implementation of the Pyrmont Peninsula Place Strategy, the proposal contributes to the broader State objective of delivering well-designed, sustainable and connected communities within Sydney's existing urban footprint.

Risks

86. City staff have undertaken a thorough assessment of the proposed planning controls and found that they demonstrate strategic and site-specific merit in accordance with NSW Government guidelines. The proposal is consistent with City policies and strategies including City Plan 2036 and Sustainable Sydney 2030-2050 Continuing the Vision. Progressing the proposal is within the City's risk tolerance and appetite.

87. The proposal has demonstrated that development can 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.

88. Should Council and the Central Sydney Planning Committee endorse the proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Act for Gateway Determination.

Relevant Legislation

89. Environmental Planning and Assessment Act 1979.

Critical Dates / Time Frames

90. Should Council and the Central Sydney Planning Committee endorse the attached proposal for public exhibition, it will be forwarded to the Department of Planning, Housing and Infrastructure in accordance with section 3.34 of the Act for Gateway Determination.

91. The Gateway Determination will provide the required date for the completion of the Local Environmental Plan amendment.

92. Following public exhibition, the outcomes will be reported back to Council and the Central Sydney Planning Committee.

Public Consultation

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

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

- explained that the review of planning controls is Council-led and part of long-term planning for the area to identify growth opportunities - they do not require or force any building to be demolished or renewed
- reassured tenants of both City West and Homes NSW sites that there was no immediate plans to redevelop their building and there are no changes to their tenancy arrangements
- outlined the planning process and expected timelines, including how and when stakeholders will be able to provide formal feedback during the public exhibition stage
- provided a contact from Homes NSW or City West should they have questions about their tenancy and a contact from City of Sydney should they have questions about the planning proposal.

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

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

(a) Gateway Determination issued by the Department of Planning, Housing and Infrastructure under section 3.34 of the Act

(b) Environmental Planning and Assessment Regulation 2021

(c) City of Sydney's Community Engagement Strategy and Participation Plan.

97. It is likely that the public exhibition period for the planning proposal would be a minimum of 20 working days.

GRAHAM JAHN AM

Chief Planner / Executive Director City Planning, Development and Transport

Tim Wise, Manager Planning Policy