# Attachment B

## Draft Sydney development control plan – Ultimo Pyrmont Stage 2

CITY OF SYDNEY

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



**Draft DCP**
September 2026



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

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

## The purpose of this draft Development Control Plan

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

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

## Citation

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

## Land covered by this plan

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

## Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the Sydney Development Control Plan 2012

## Amendment to Sydney Development Control Plan 2012

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

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

## Reviewer notes

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

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

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

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

---

# Appendix 2

# 5.X Ultimo-Pyrmont

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

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

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

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

### 5.X.1 General

Objectives

(a) Protect amenity for current and future residents.

(b) Protect the heritage character of Ultimo Pyrmont.

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

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

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

(f) Protect and enhance identified public view corridors.

Provisions

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

*Development is to be in accordance with*

(2) Figure 1 Ultimo-Pyrmont Urban Strategy Map

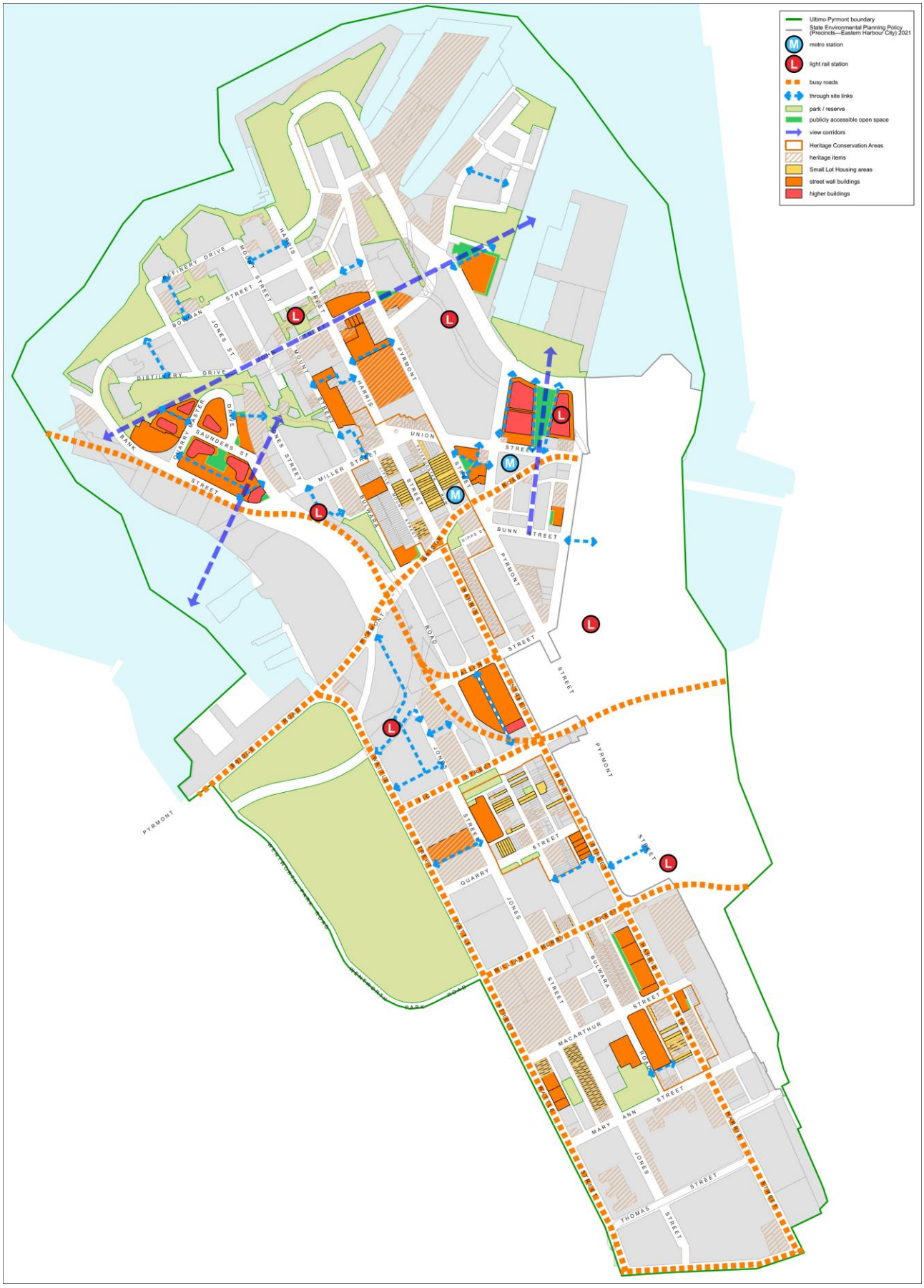



*Figure 1 Ultimo-Pyrmont Urban Strategy Map*

### 5.X.2 Movement and accessible open space

Objectives

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

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

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

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

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

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

Provisions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

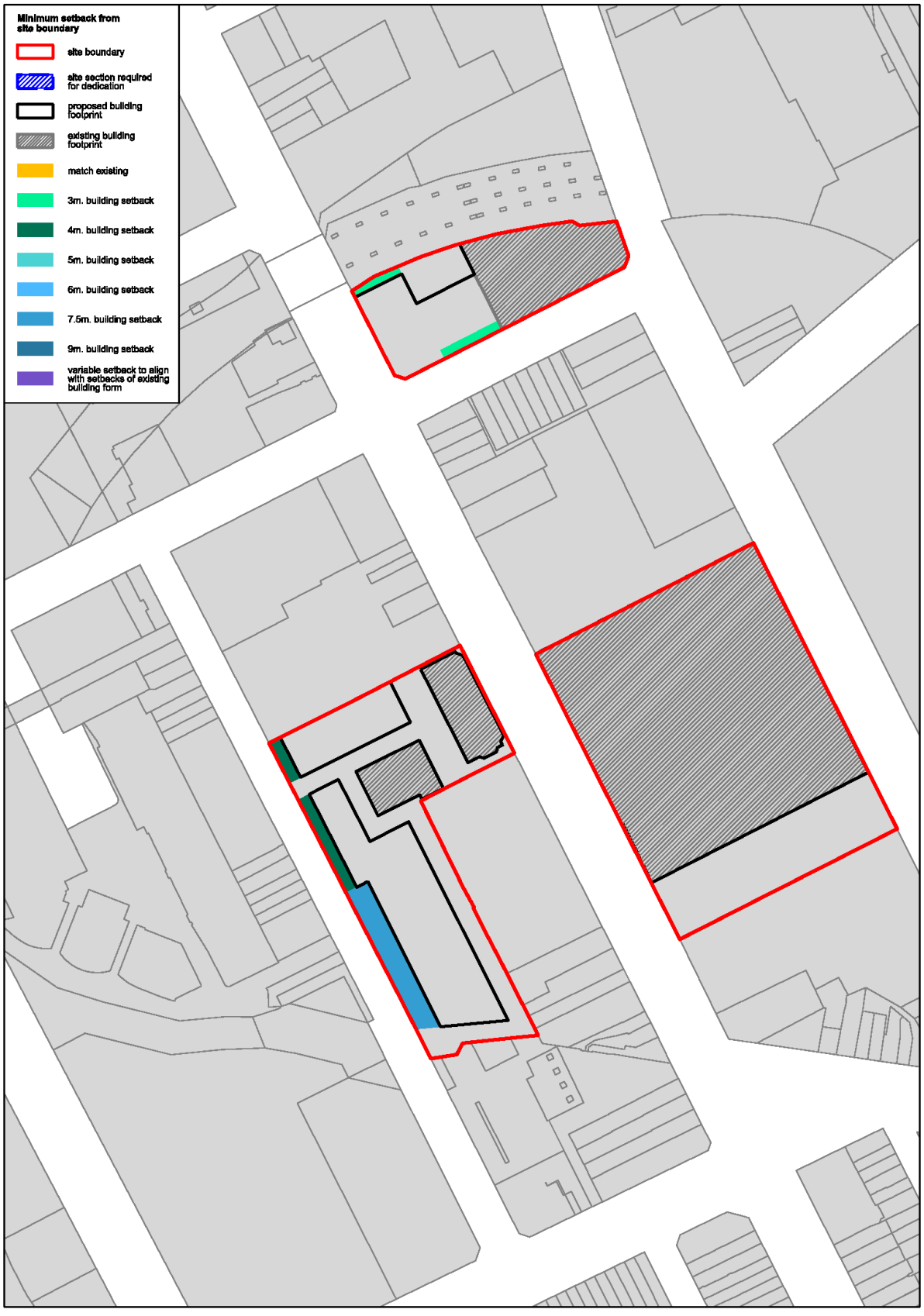



*Figure 2 Street Level Setbacks maps 1/4*

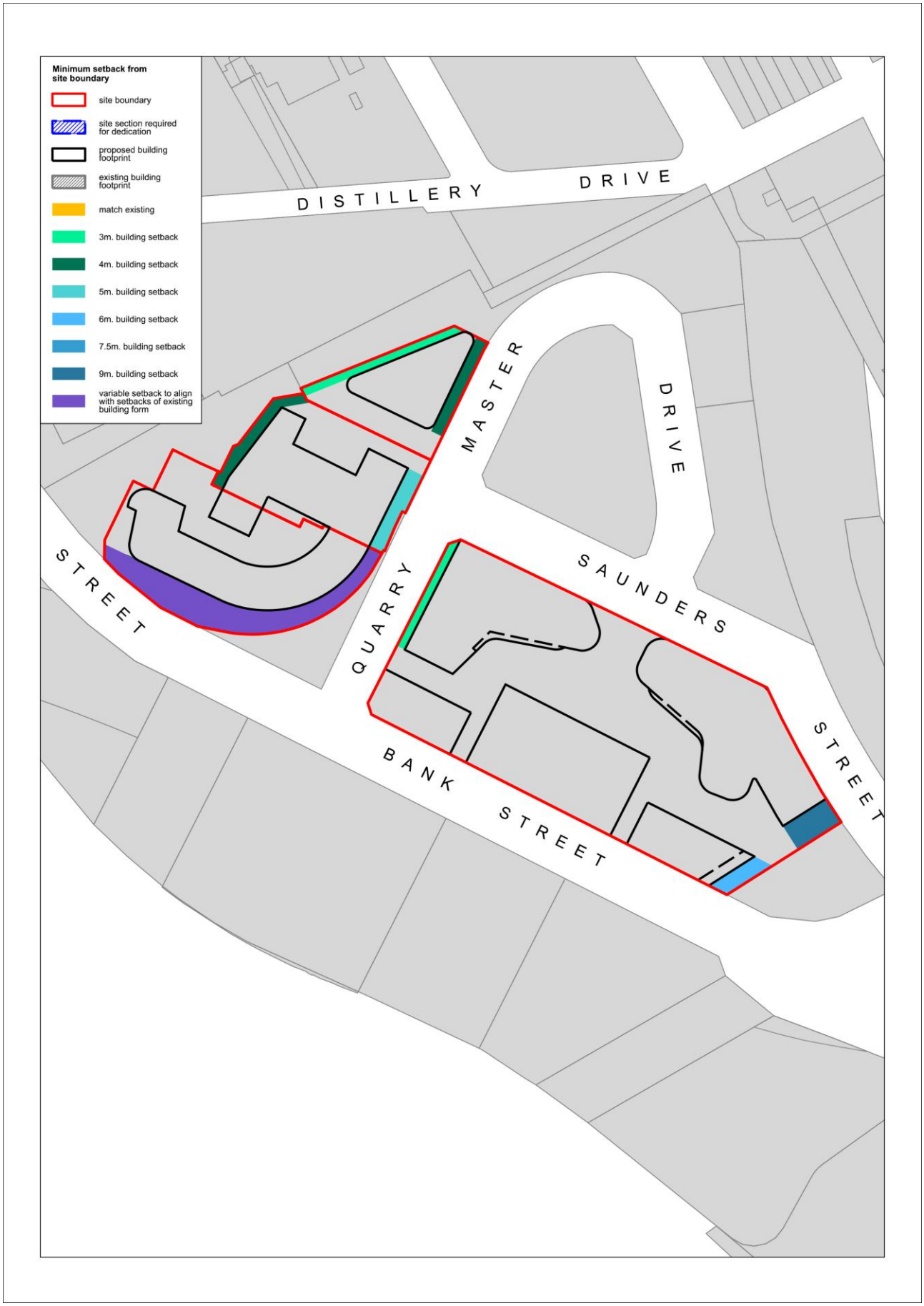



*Figure 3 Street Level Setbacks maps 2/4*




*Figure 4 Street Level Setbacks maps 3/4*

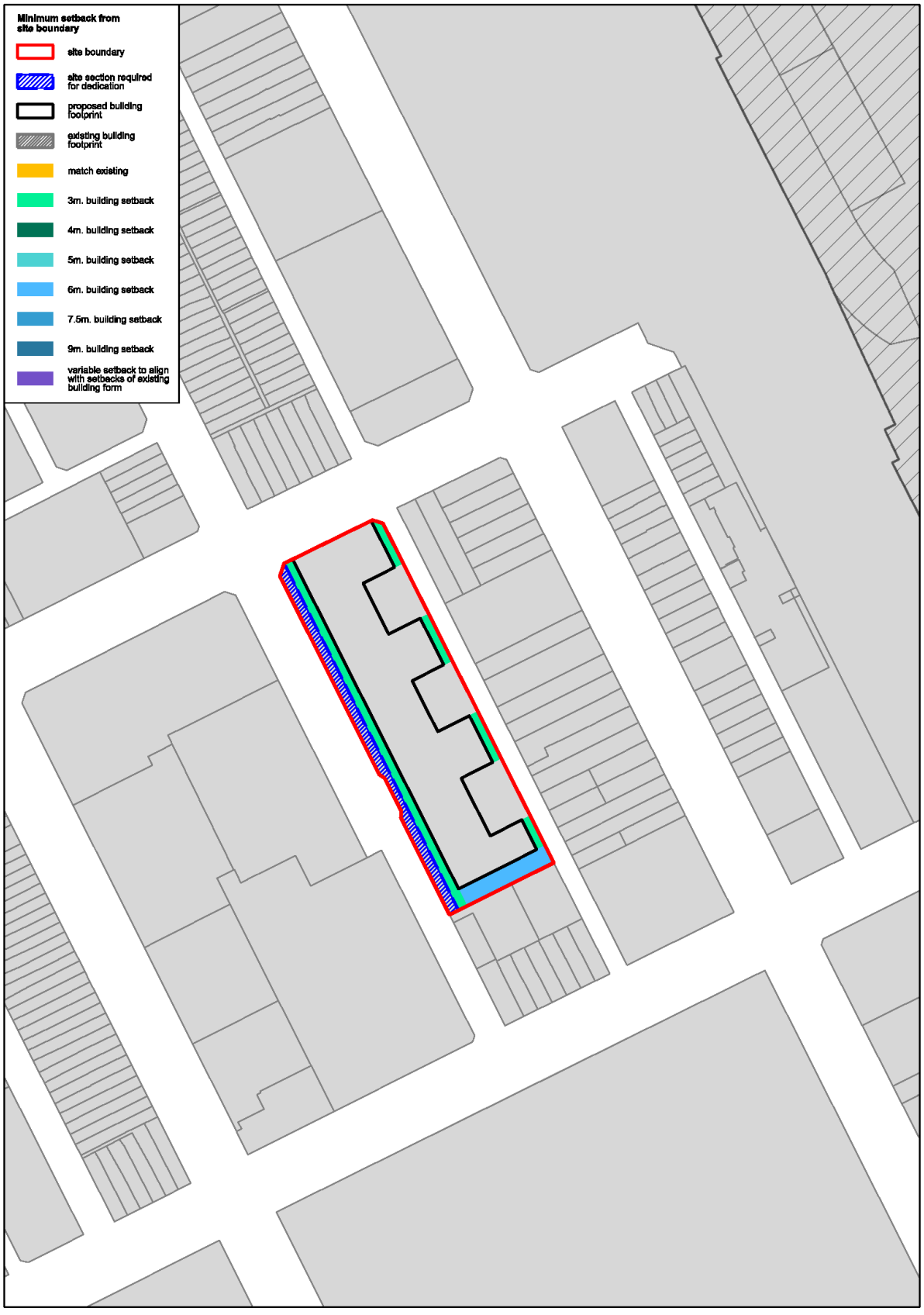



*Figure 5 Street Level Setbacks maps 4/4*

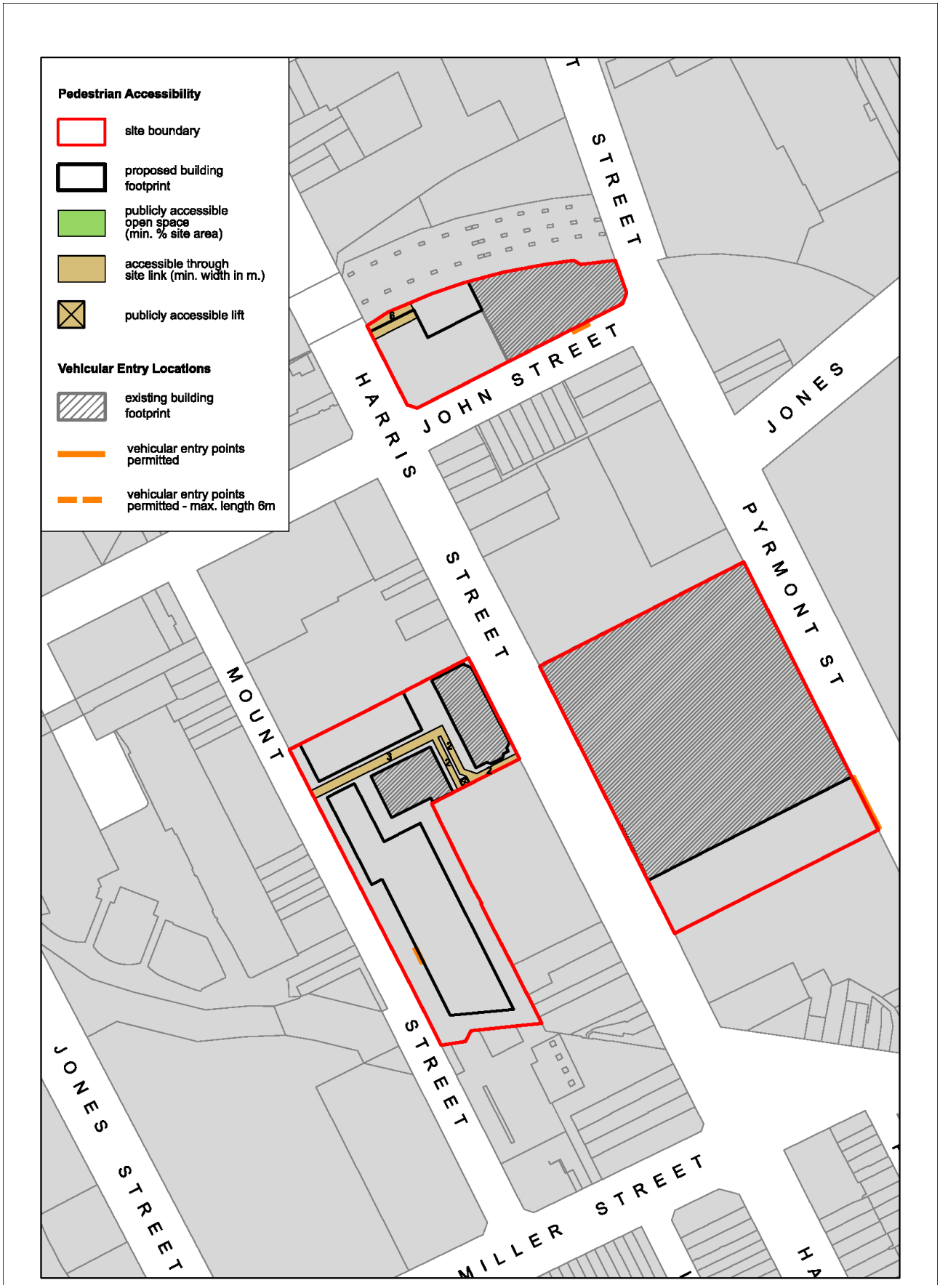



*Figure 6 Pedestrian Accessibility and Vehicular Entry Locations maps 1/4*




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




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

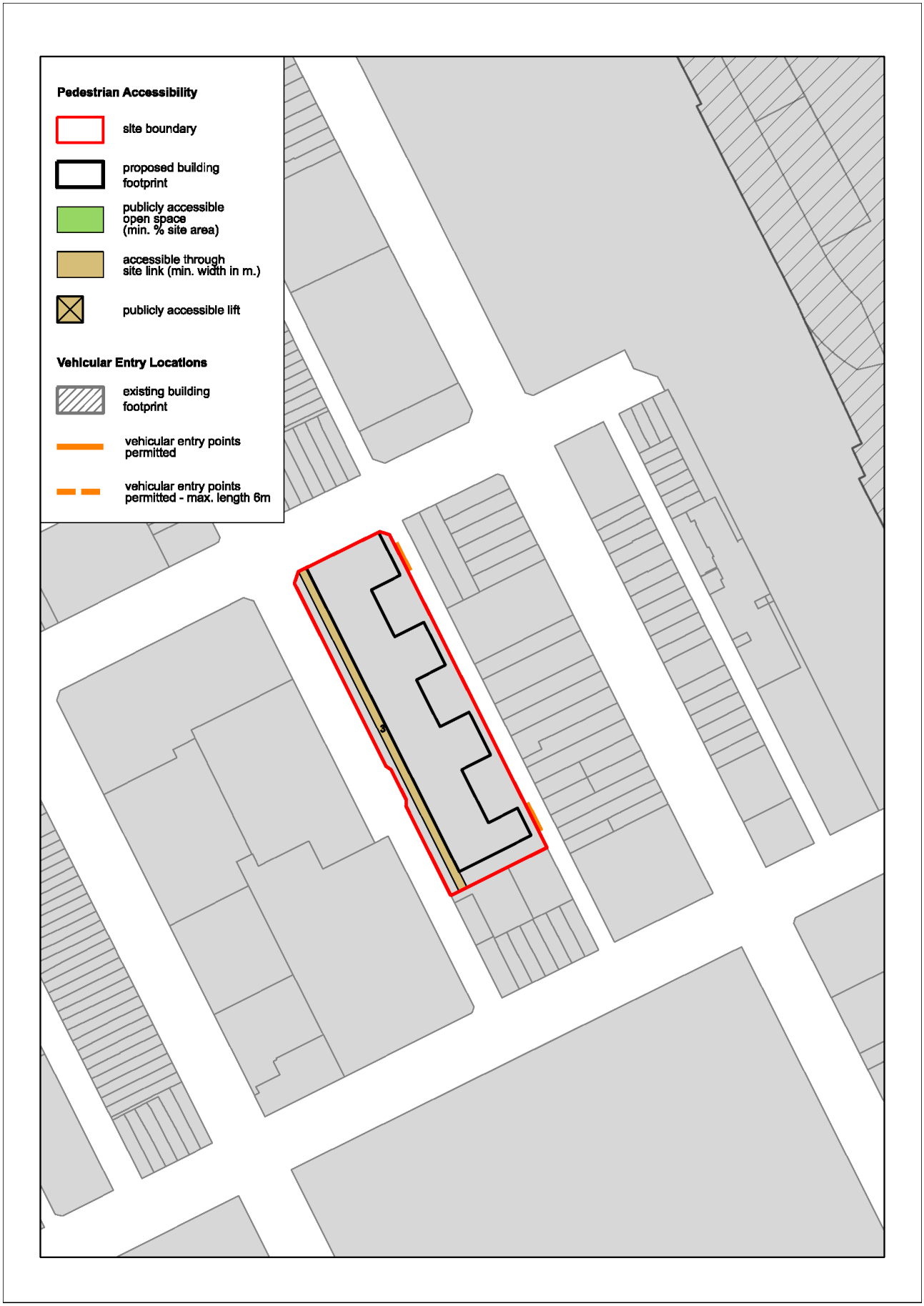



*Figure 9 Pedestrian Accessibility and Vehicular Entry Locations maps 4/4*

### 5.X.3 Deep soil and landscaping

Objectives

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

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

Provisions

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

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

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

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

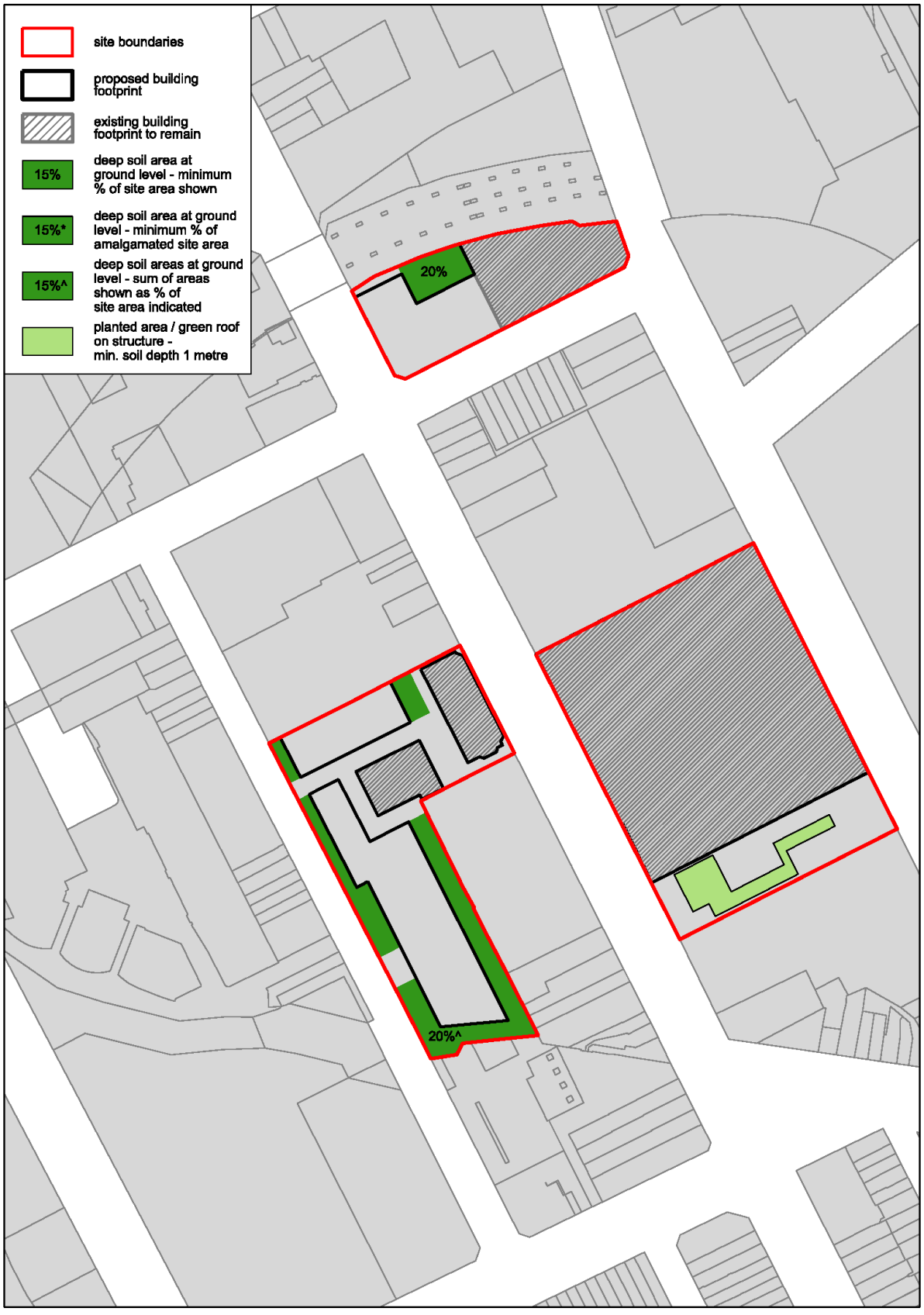



*Figure 10 Deep Soil Areas maps 1/4*

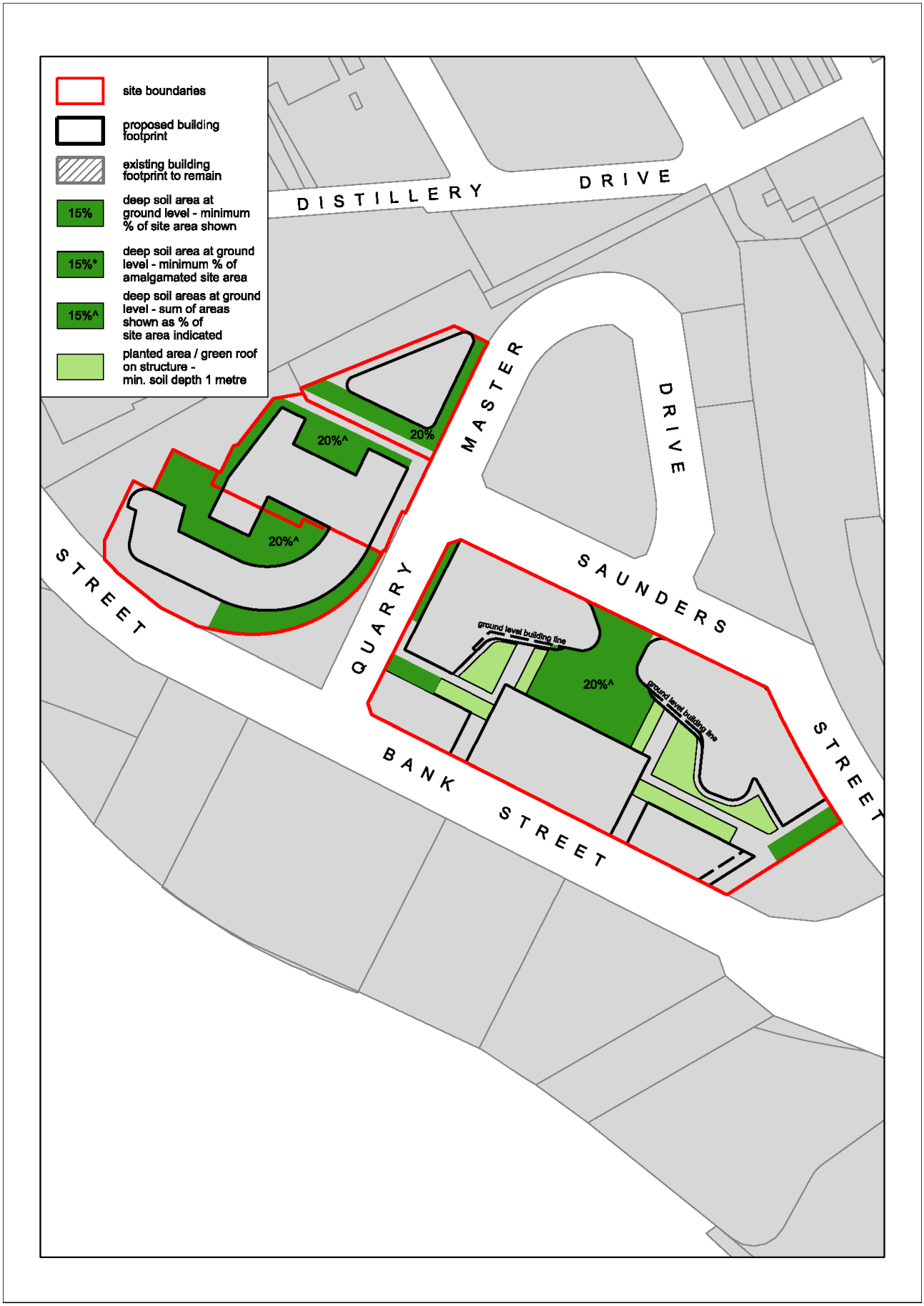



*Figure 11 Deep Soil Areas maps 2/4*

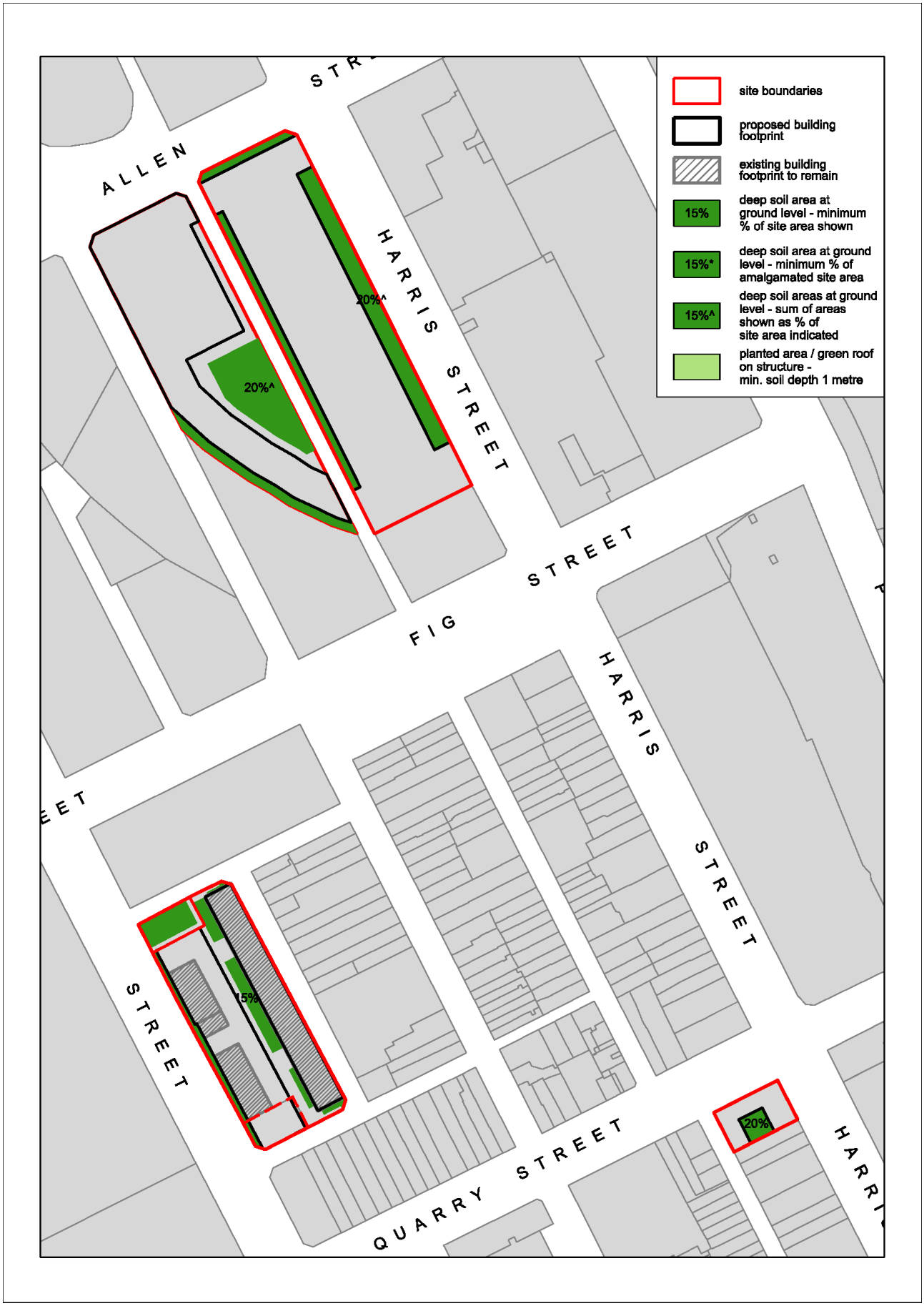



*Figure 12 Deep Soil Areas maps 3/4*

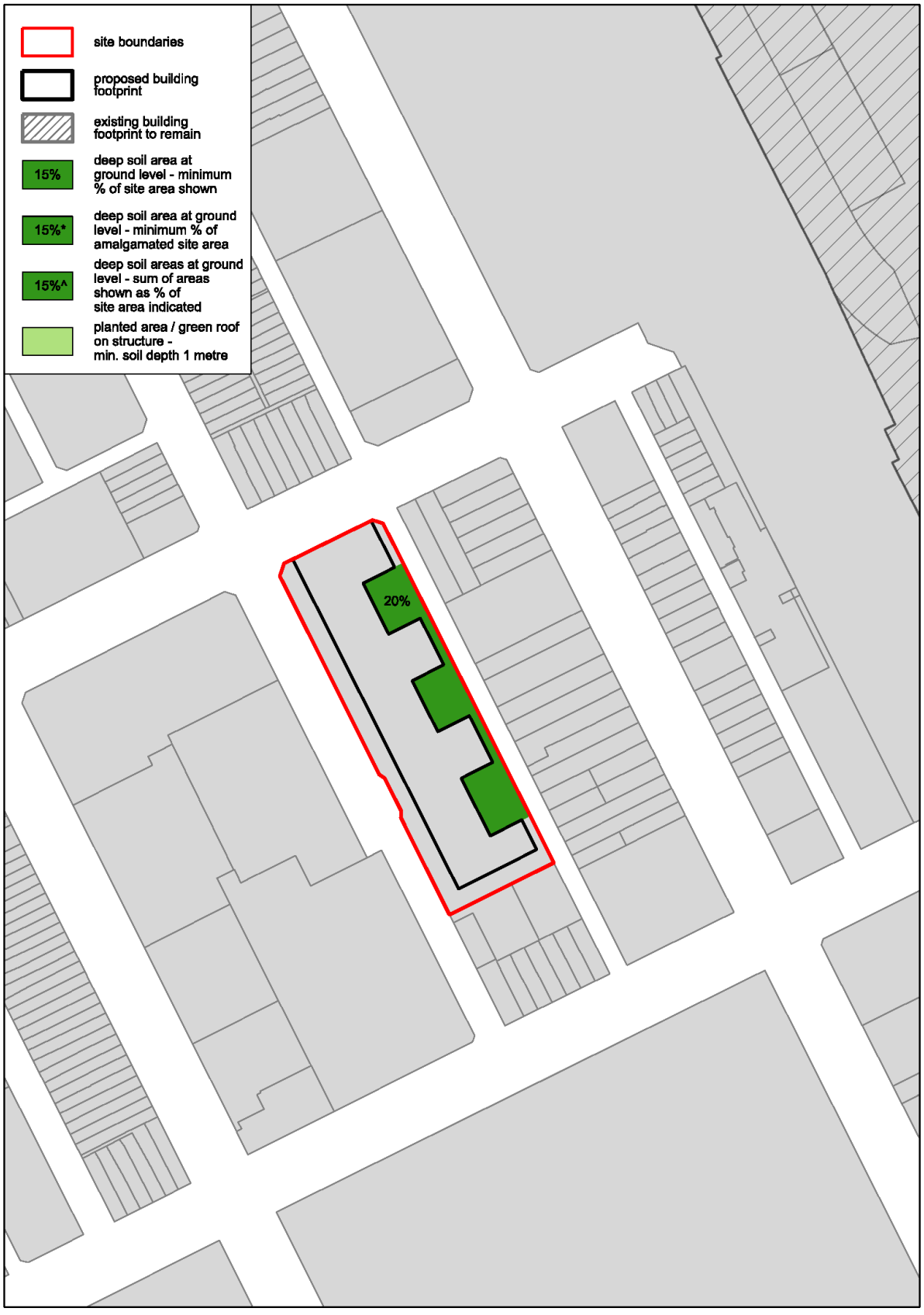



*Figure 13 Deep Soil Areas maps 4/4*

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

#### Objectives

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

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

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

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

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

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

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

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

#### Provisions

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

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

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

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

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

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

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

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

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

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

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

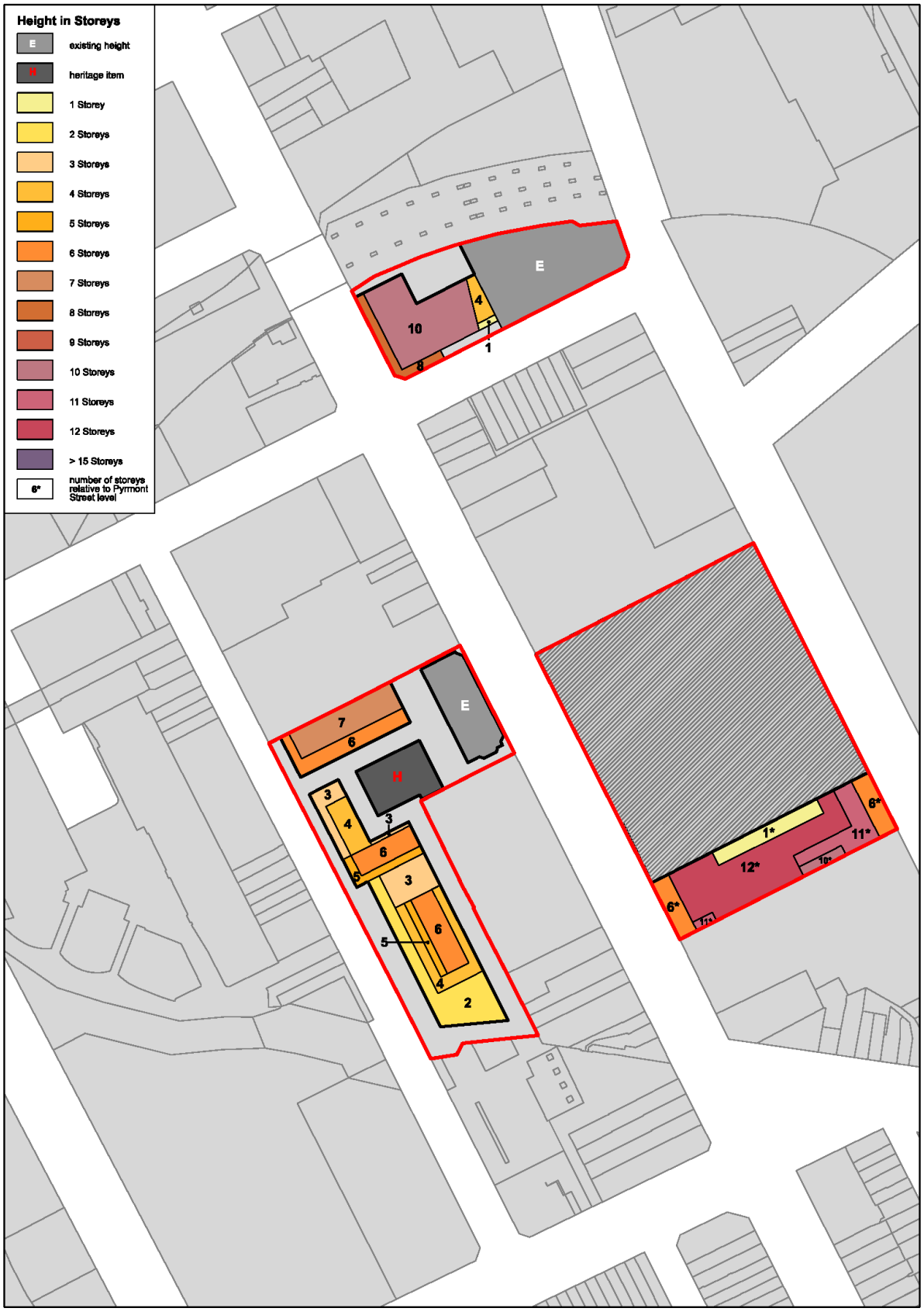



*Figure 14 Height in storeys maps 1/4*

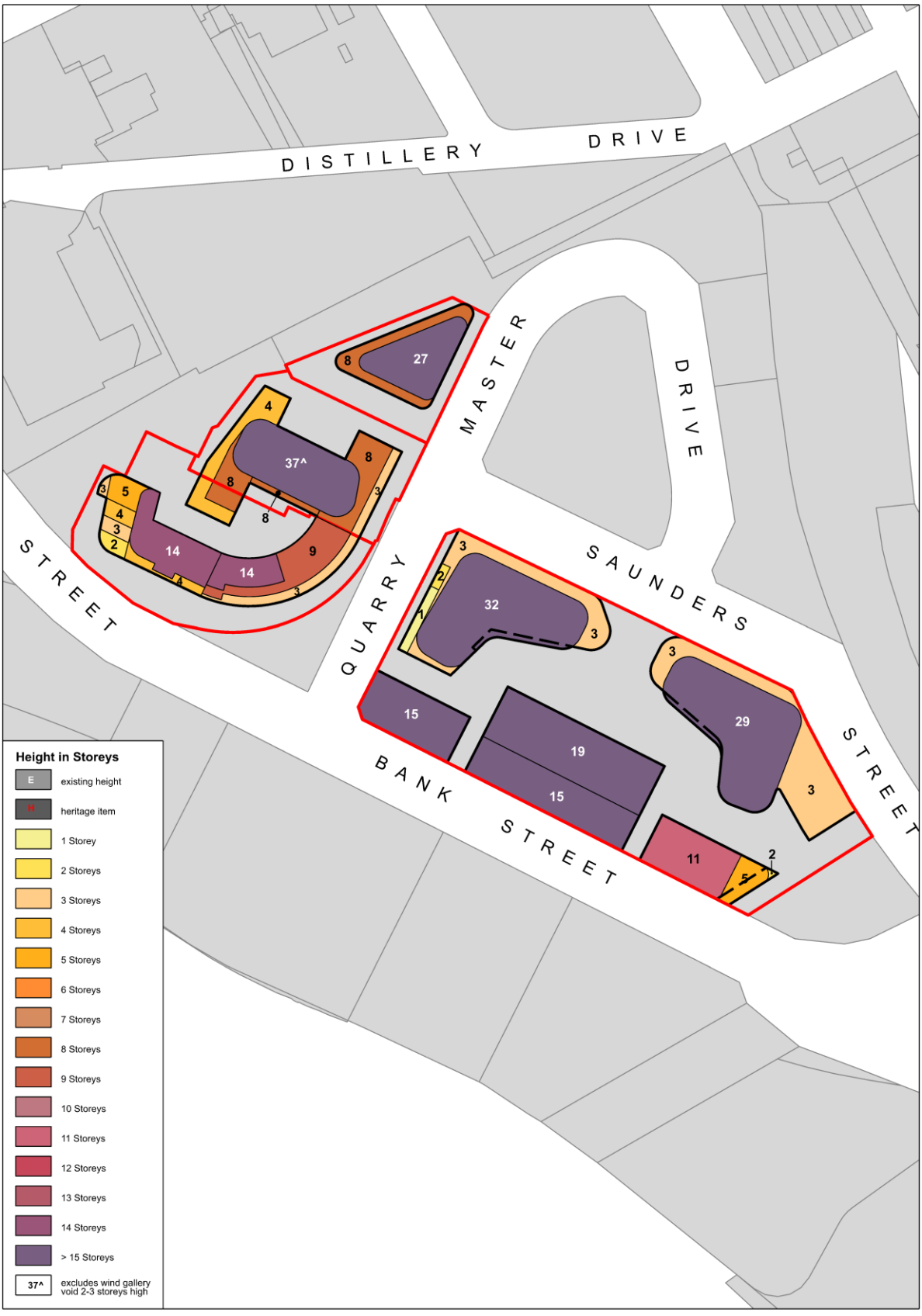



*Figure 15 Height in storeys maps 2/4*

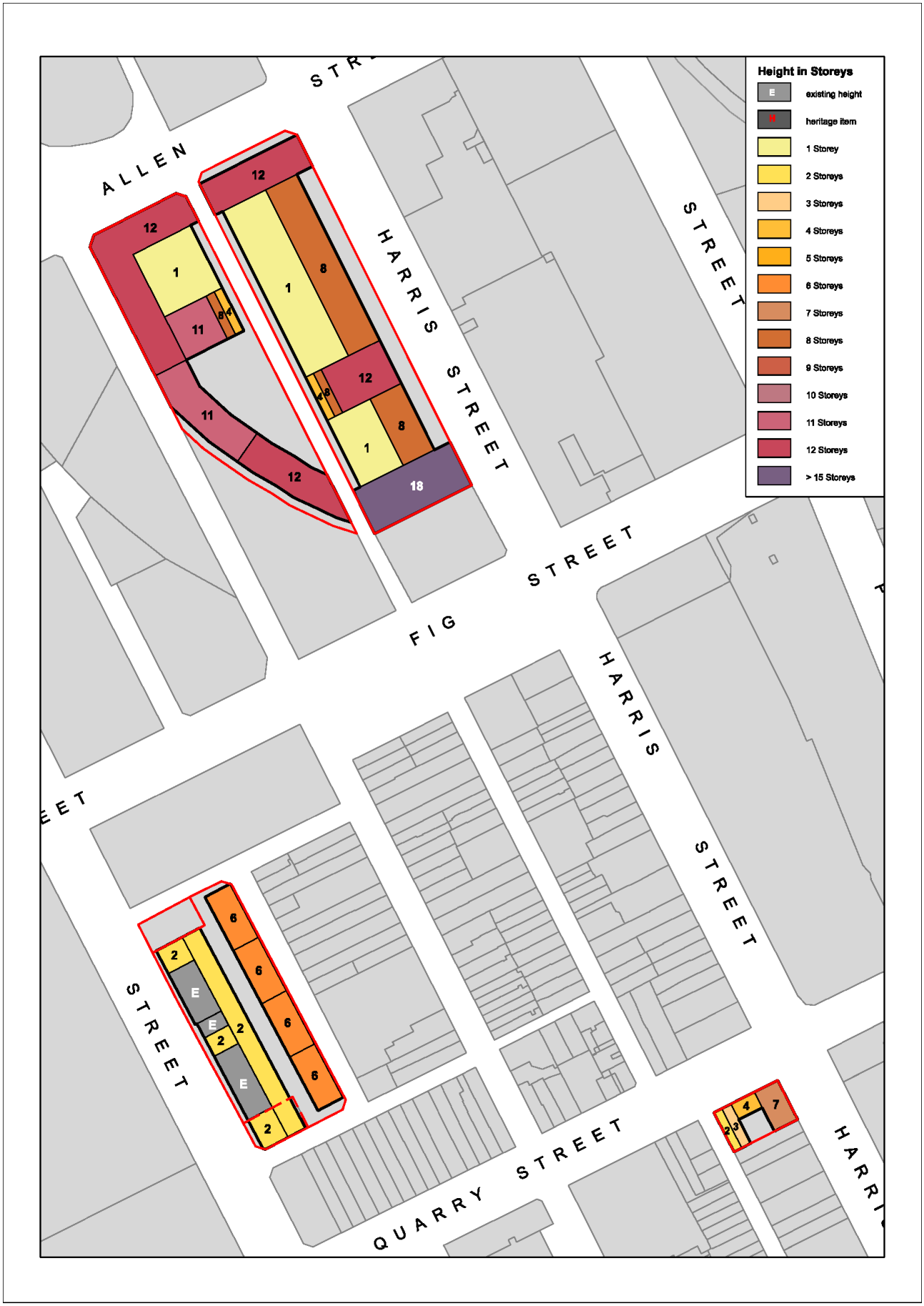



*Figure 16 Height in storeys maps 3/4*

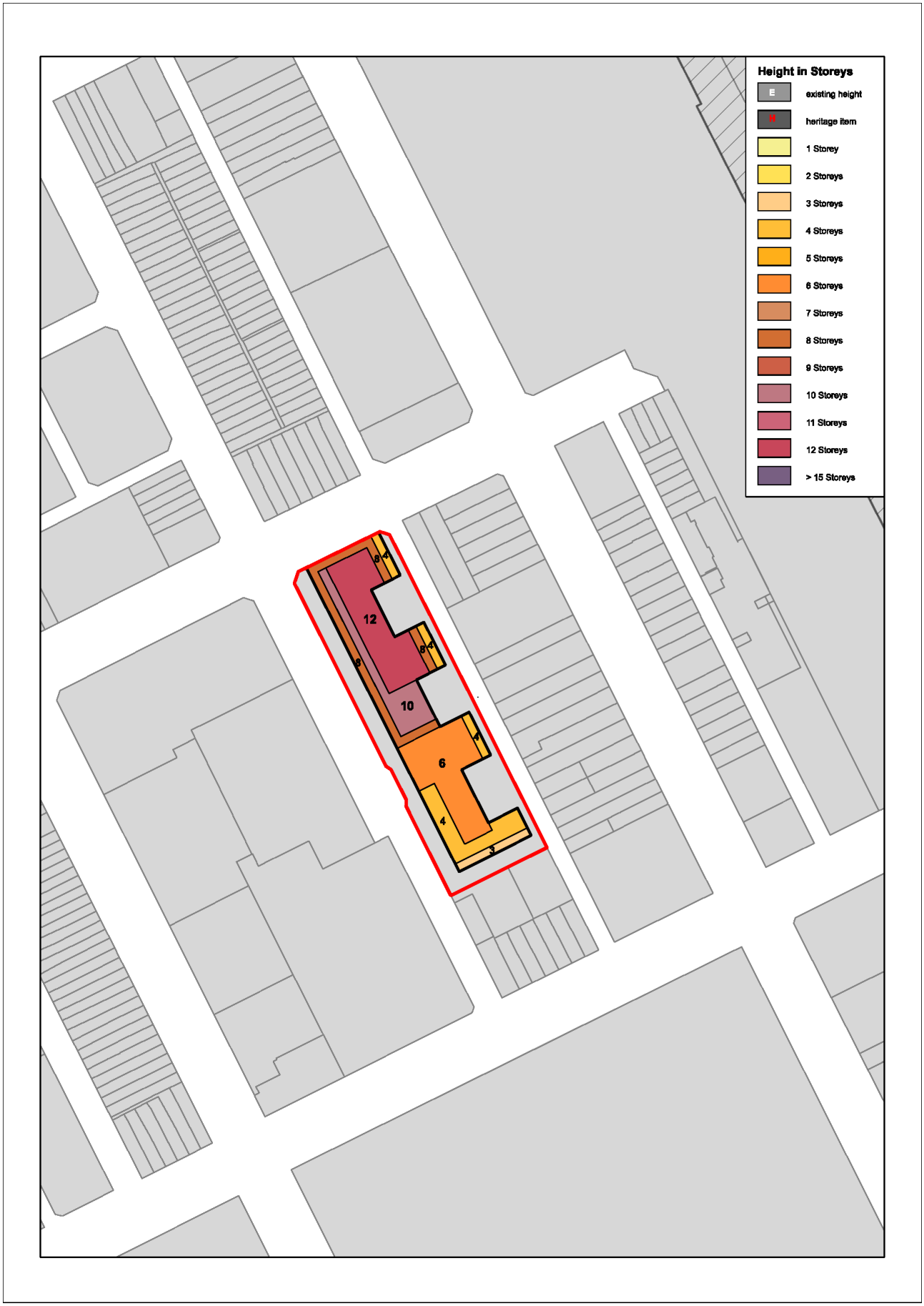



*Figure 17 Height in storeys maps 4/4*

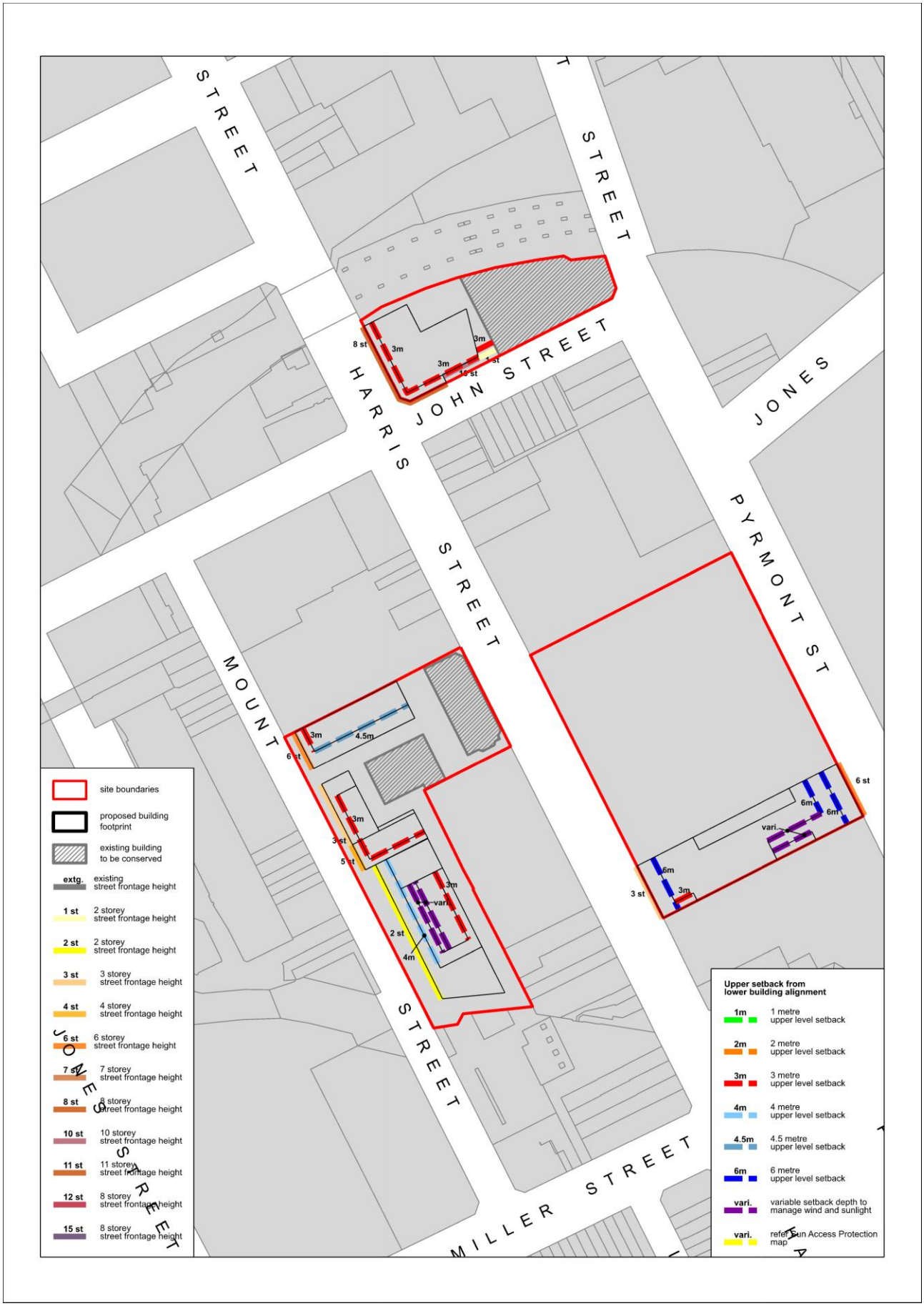



*Figure 18 Upper Level Setbacks maps 1/4*

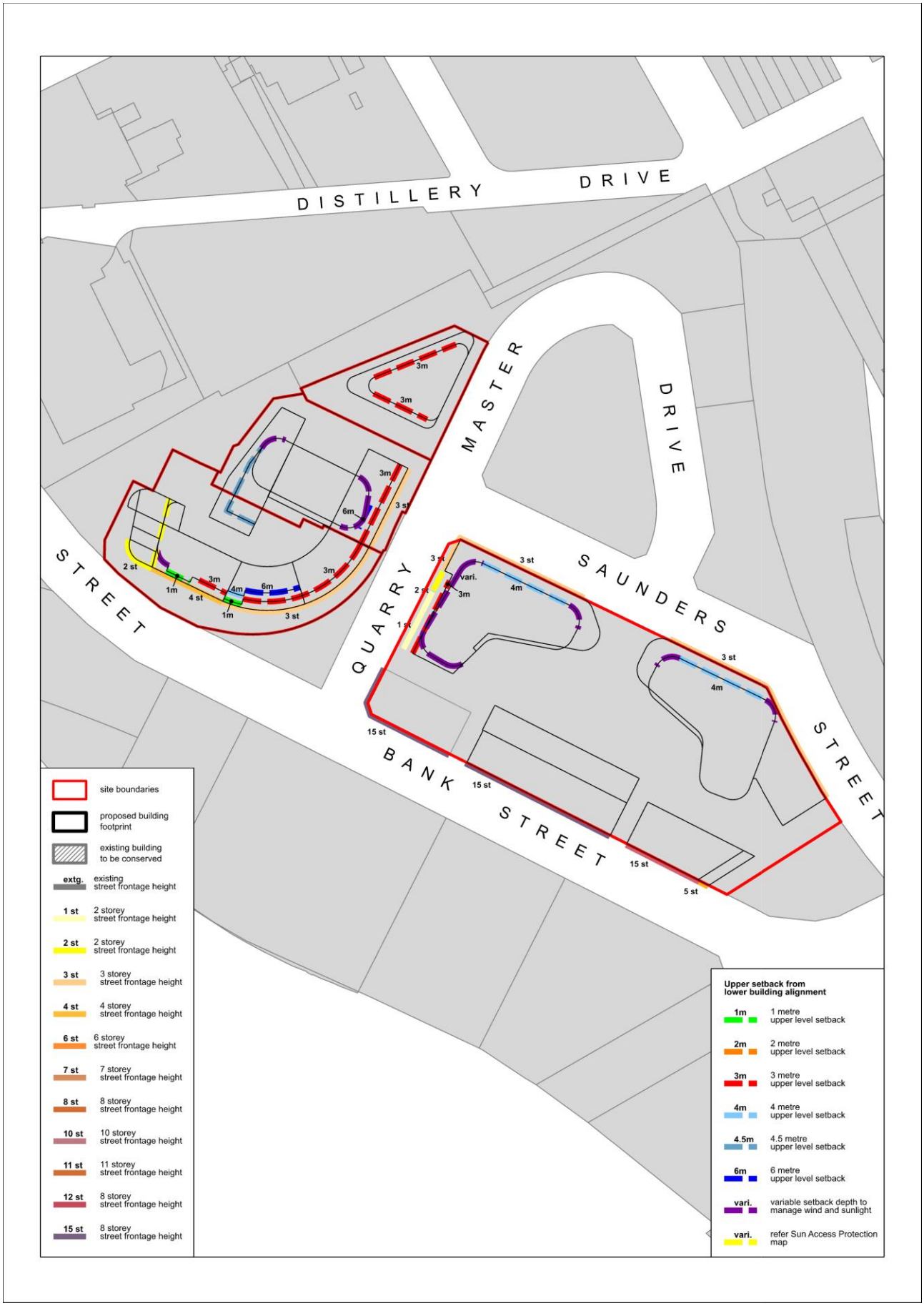



*Figure 19 Upper Level Setbacks maps 2/4*

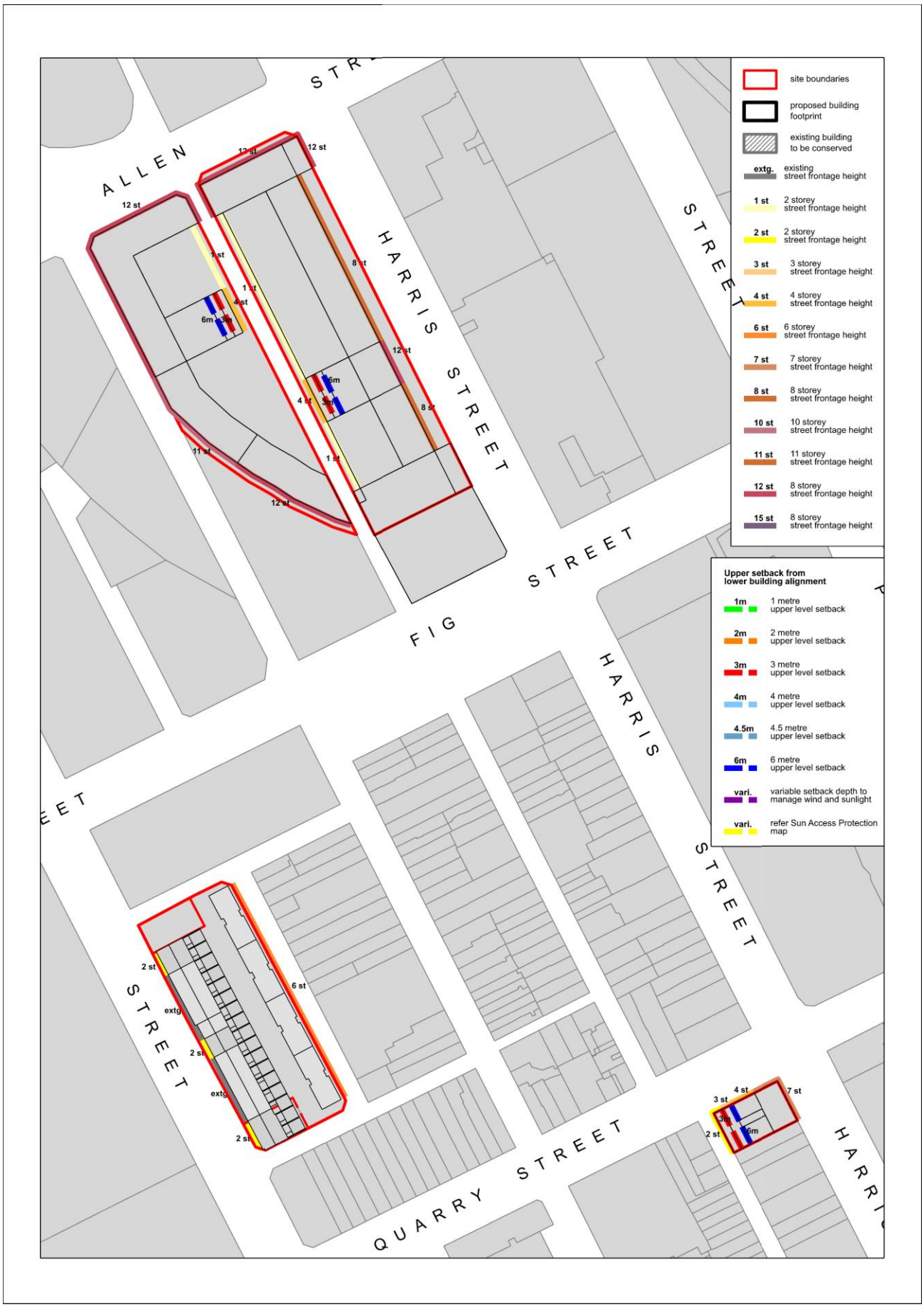



*Figure 20 Upper Level Setbacks maps 3/4*

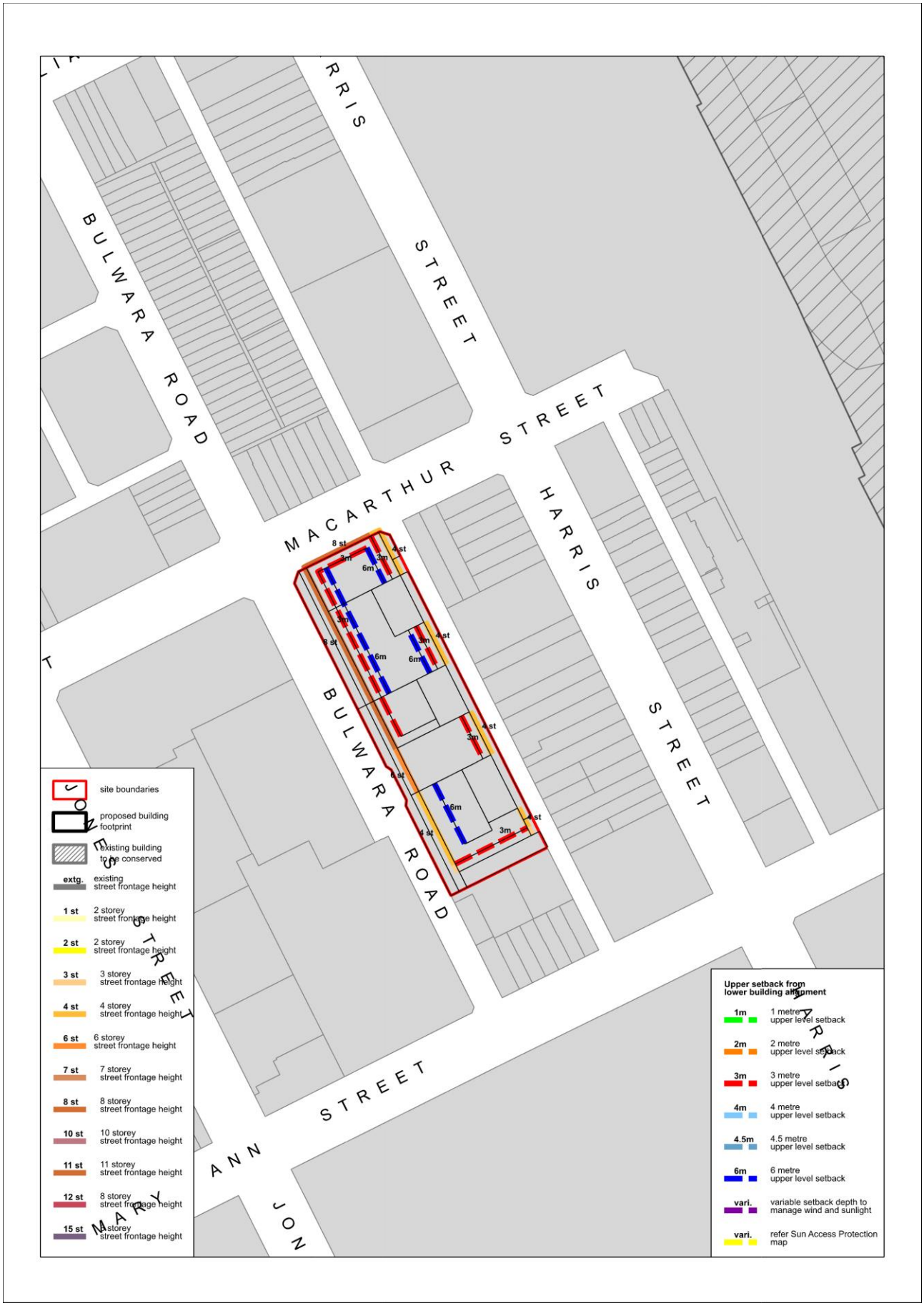



*Figure 21 Upper Level Setbacks maps 4/4*

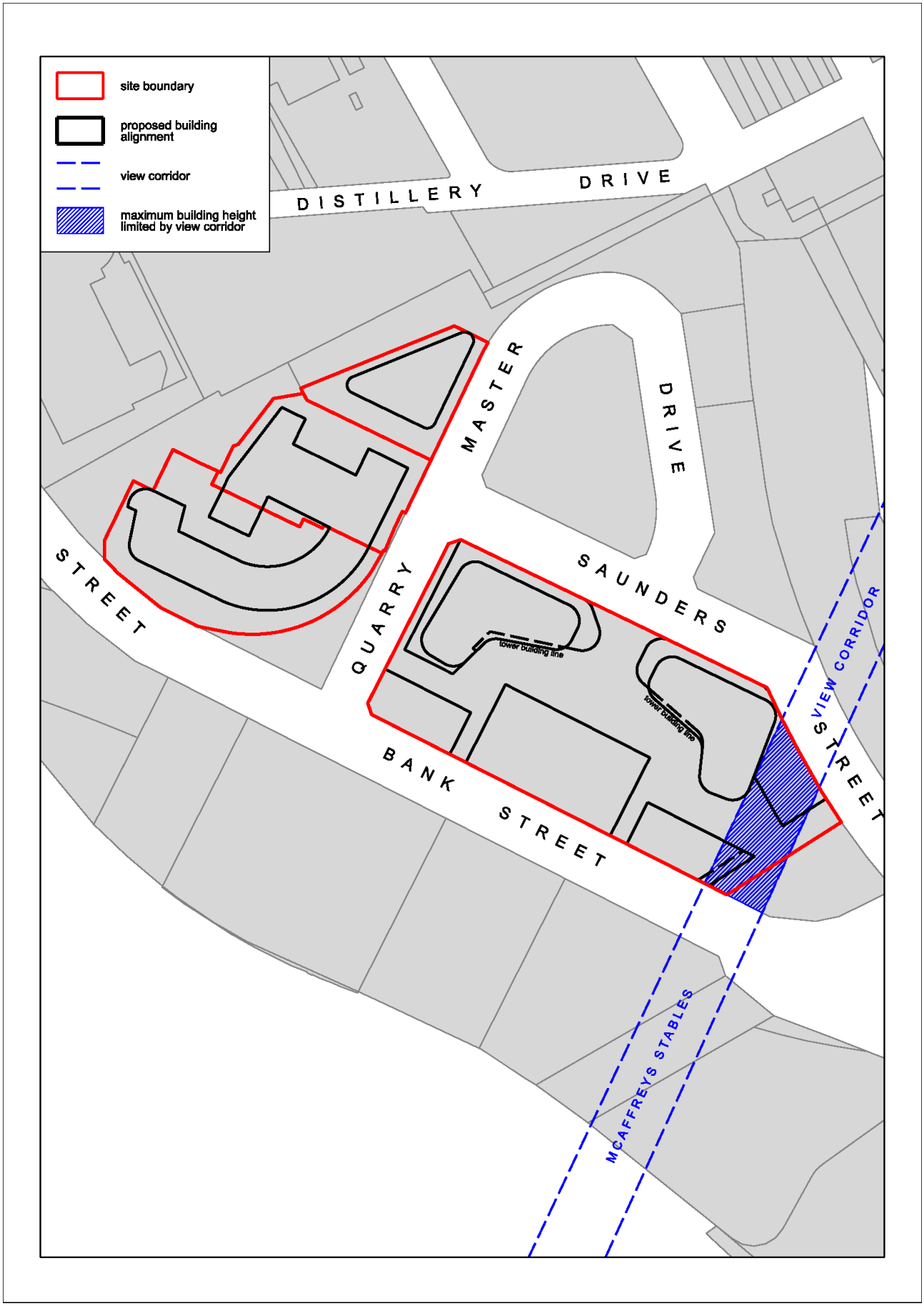



*Figure 22 View Corridor map 1/1*

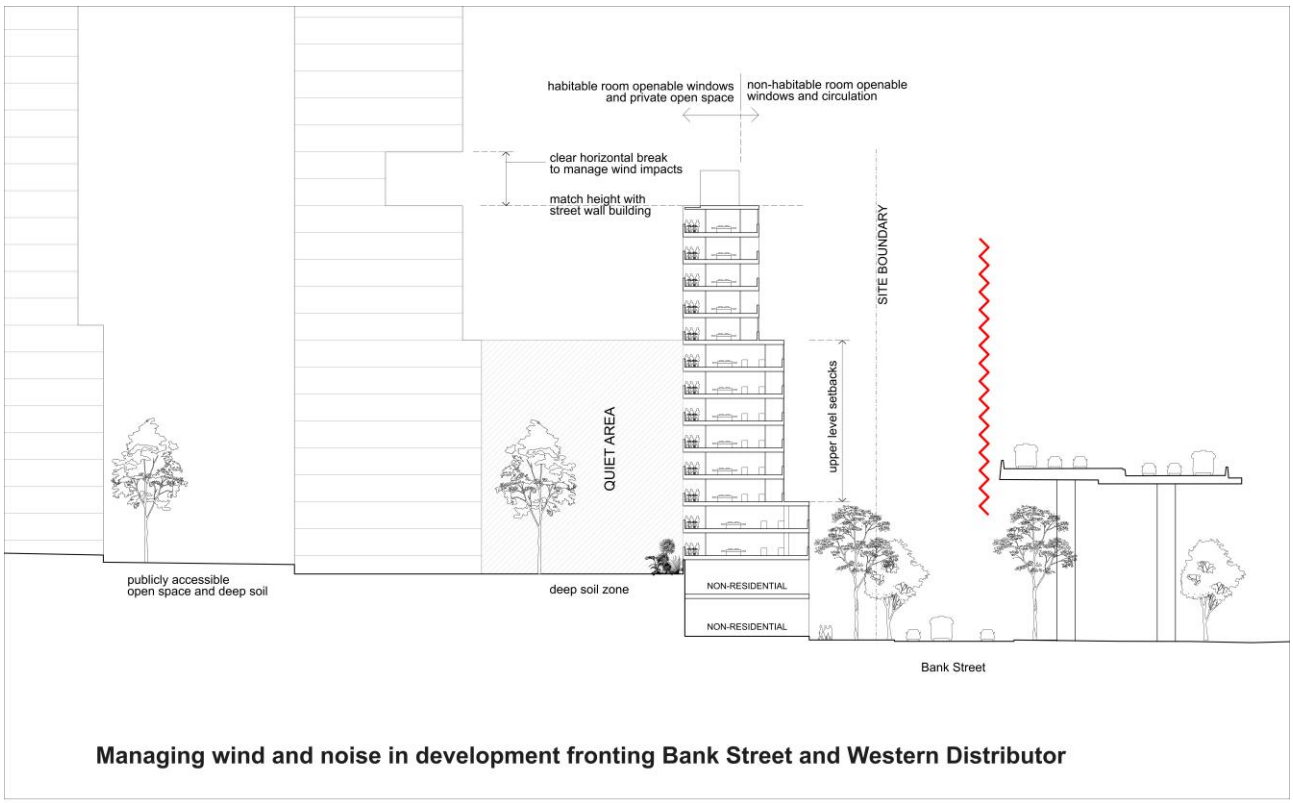



*Figure 23 Cross-section – Managing wind and noise in development fronting Bank Street*

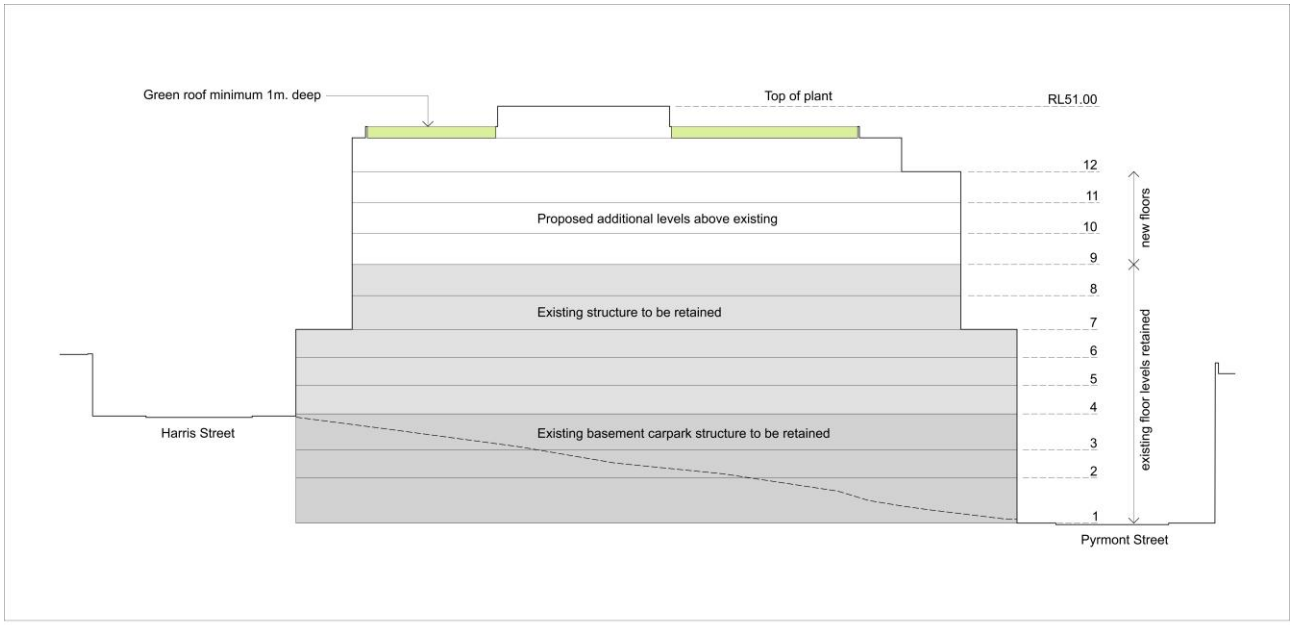



*Figure 24 Cross-section – indicative scheme for 100 Harris Street*




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

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

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

## Objectives

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

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

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

## Provisions

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

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

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

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

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

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

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

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

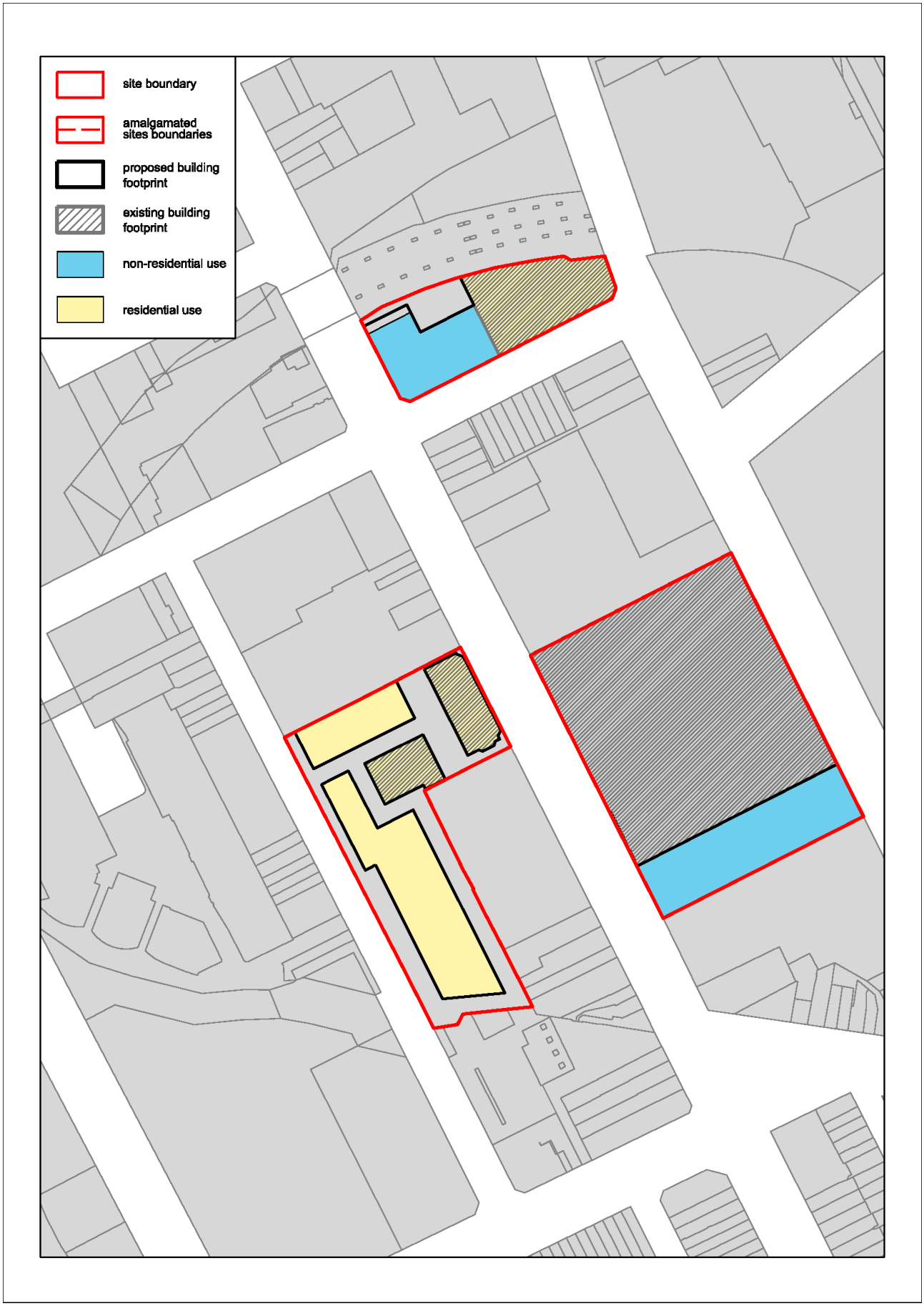



*Figure 26 Street Level Land Use maps 1/4*

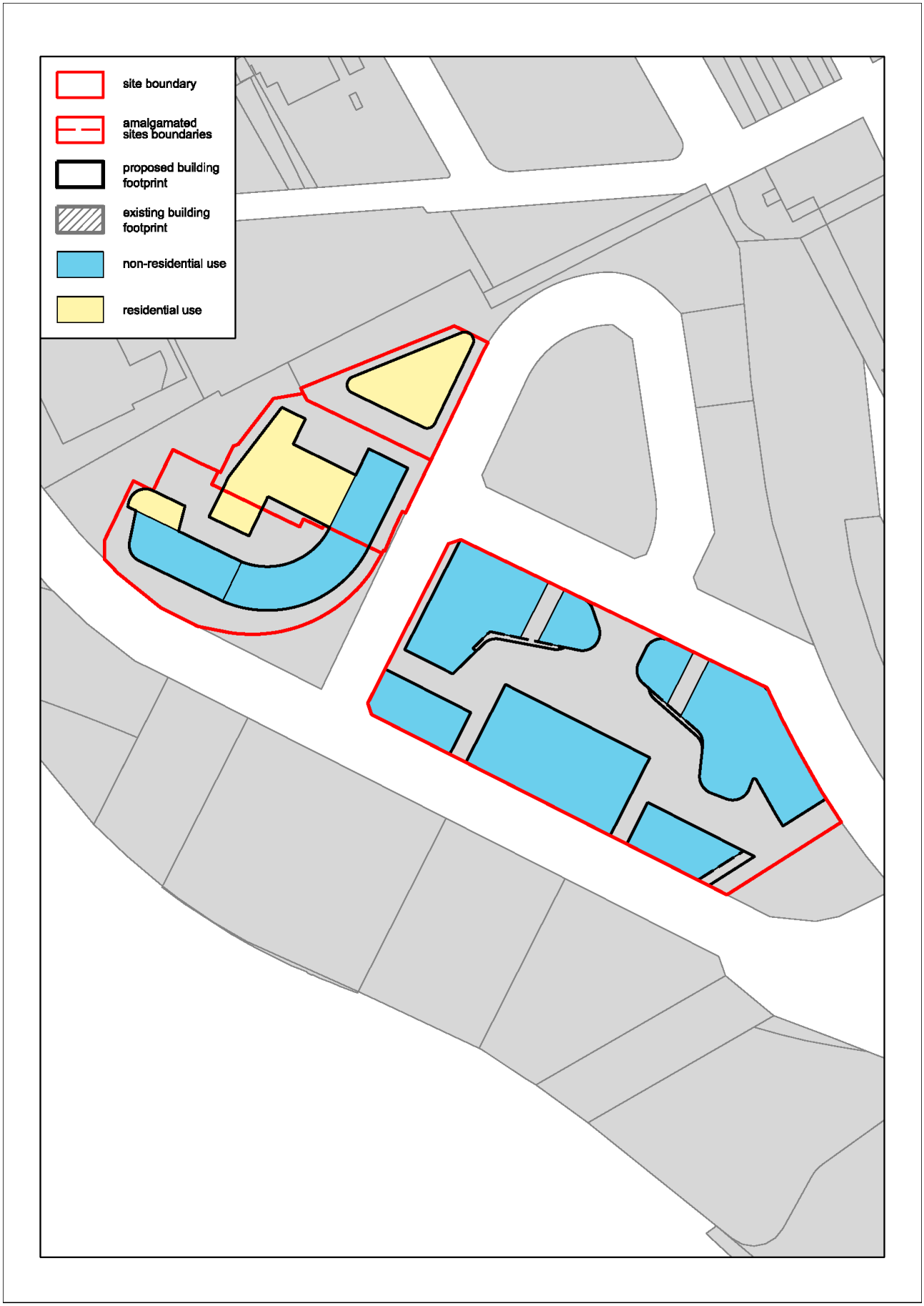



*Figure 27 Street Level Land Use maps 2/4*

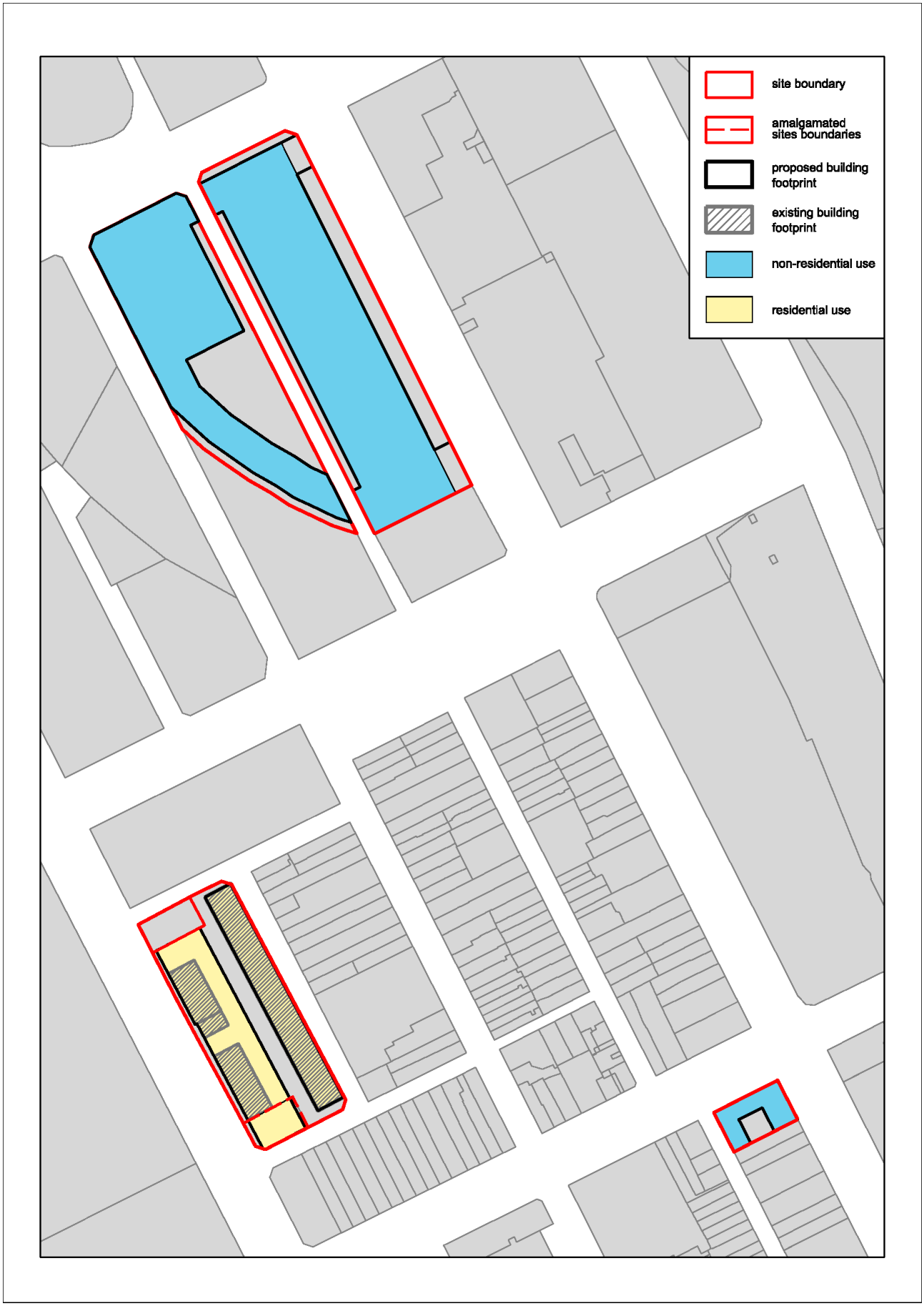



*Figure 28 Street Level Land Use maps 3/4*

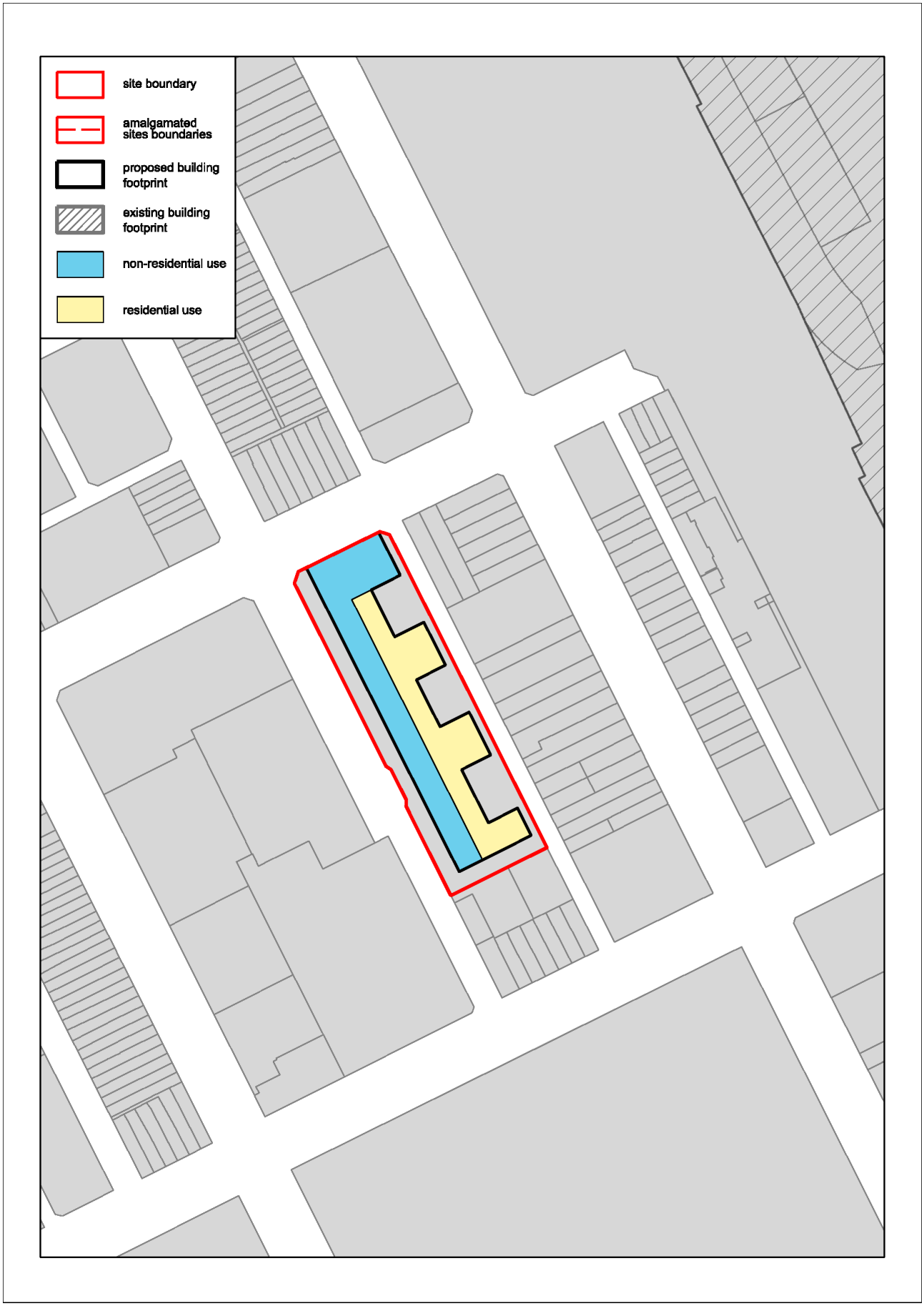



*Figure 29 Street Level Land Use maps 4/4*

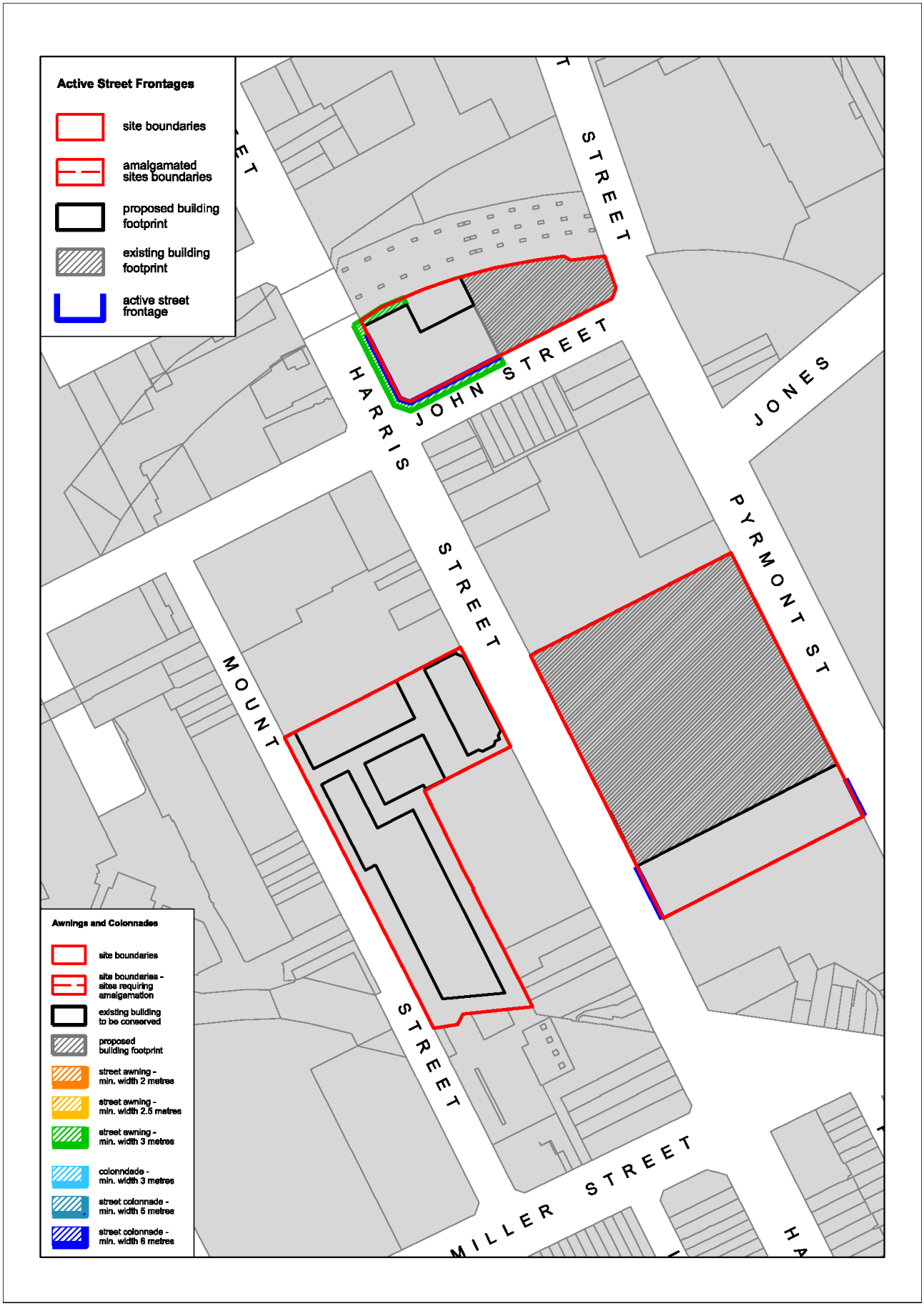



*Figure 30 Active Street Frontage and Awnings and Colonnades maps 1/4*

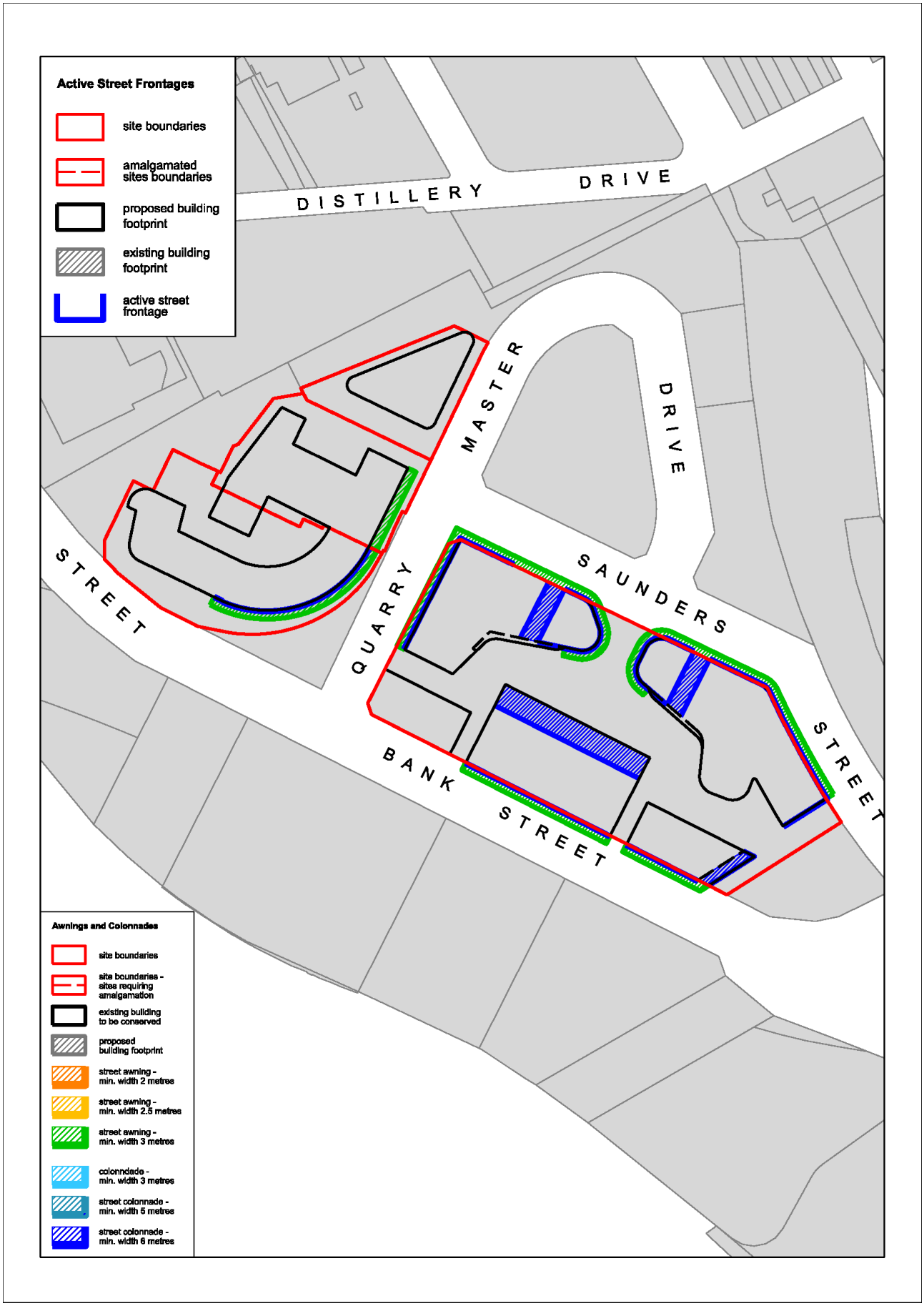



*Figure 31 Active Street Frontage and Awnings and Colonnades maps 2/4*

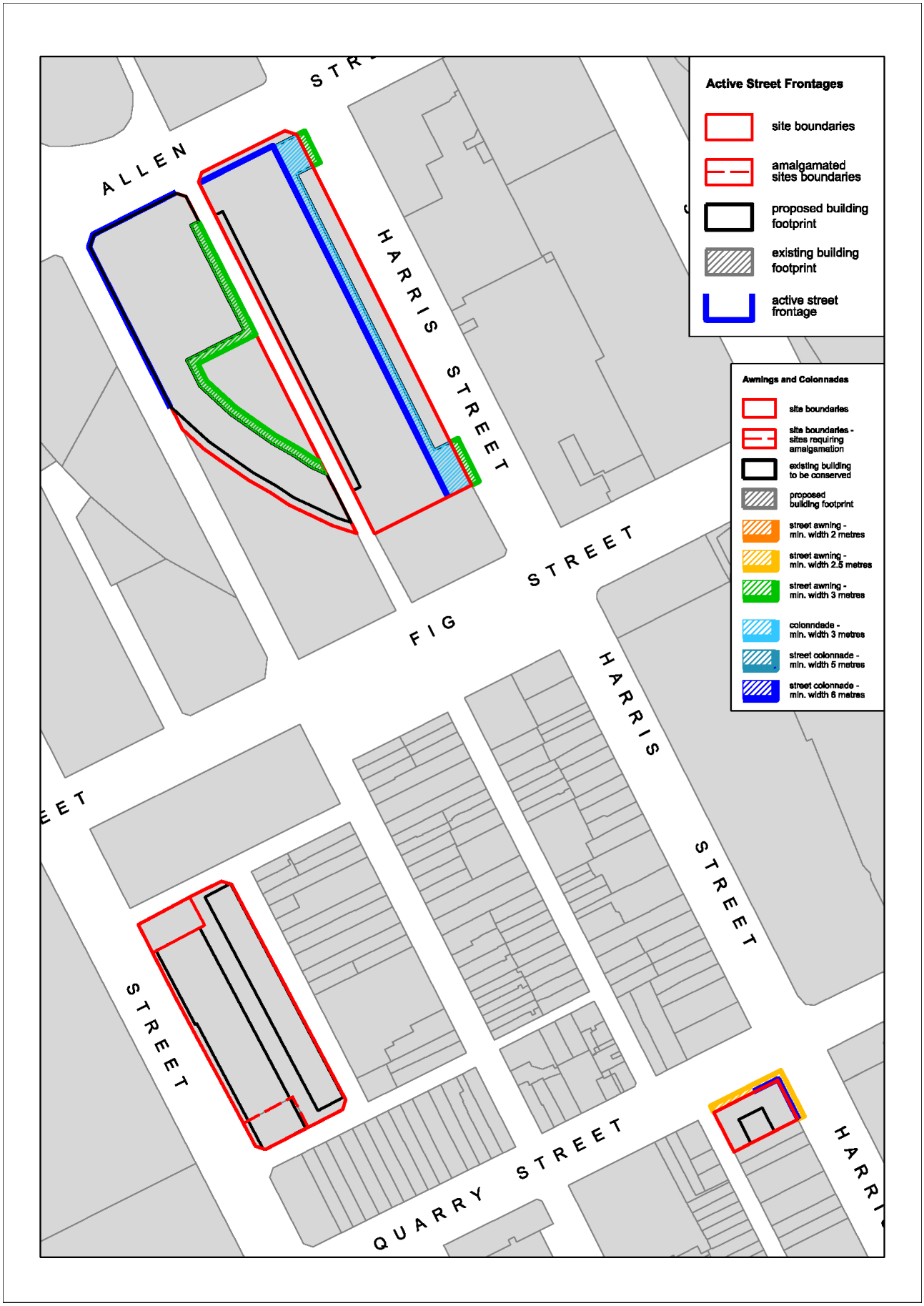



*Figure 32 Active Street Frontage and Awnings and Colonnades maps 3/4*

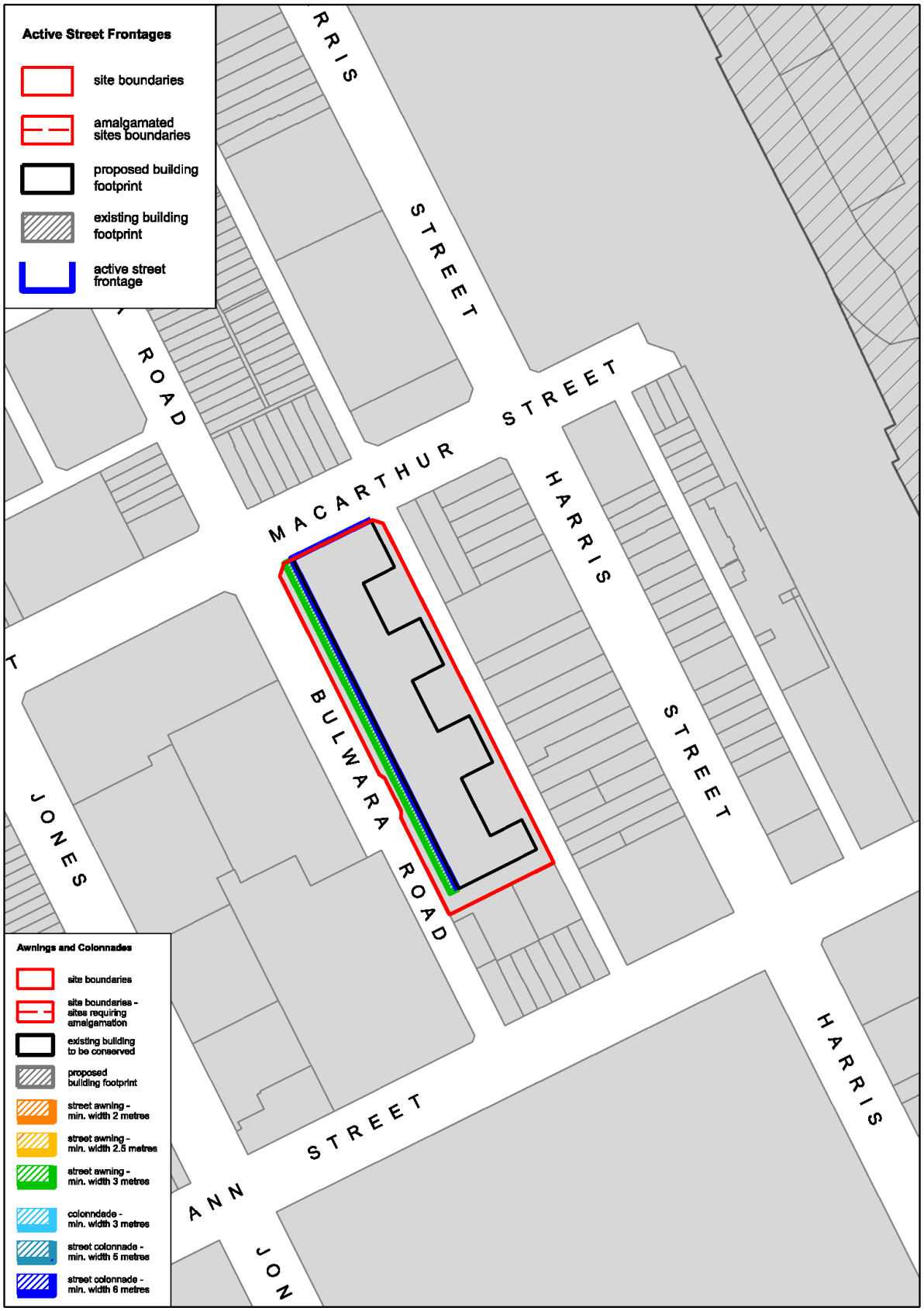



*Figure 33 Active Street Frontage and Awnings and Colonnades maps 4/4*

### 5.X.6 Land amalgamation

#### Objectives

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

#### Provisions

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

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

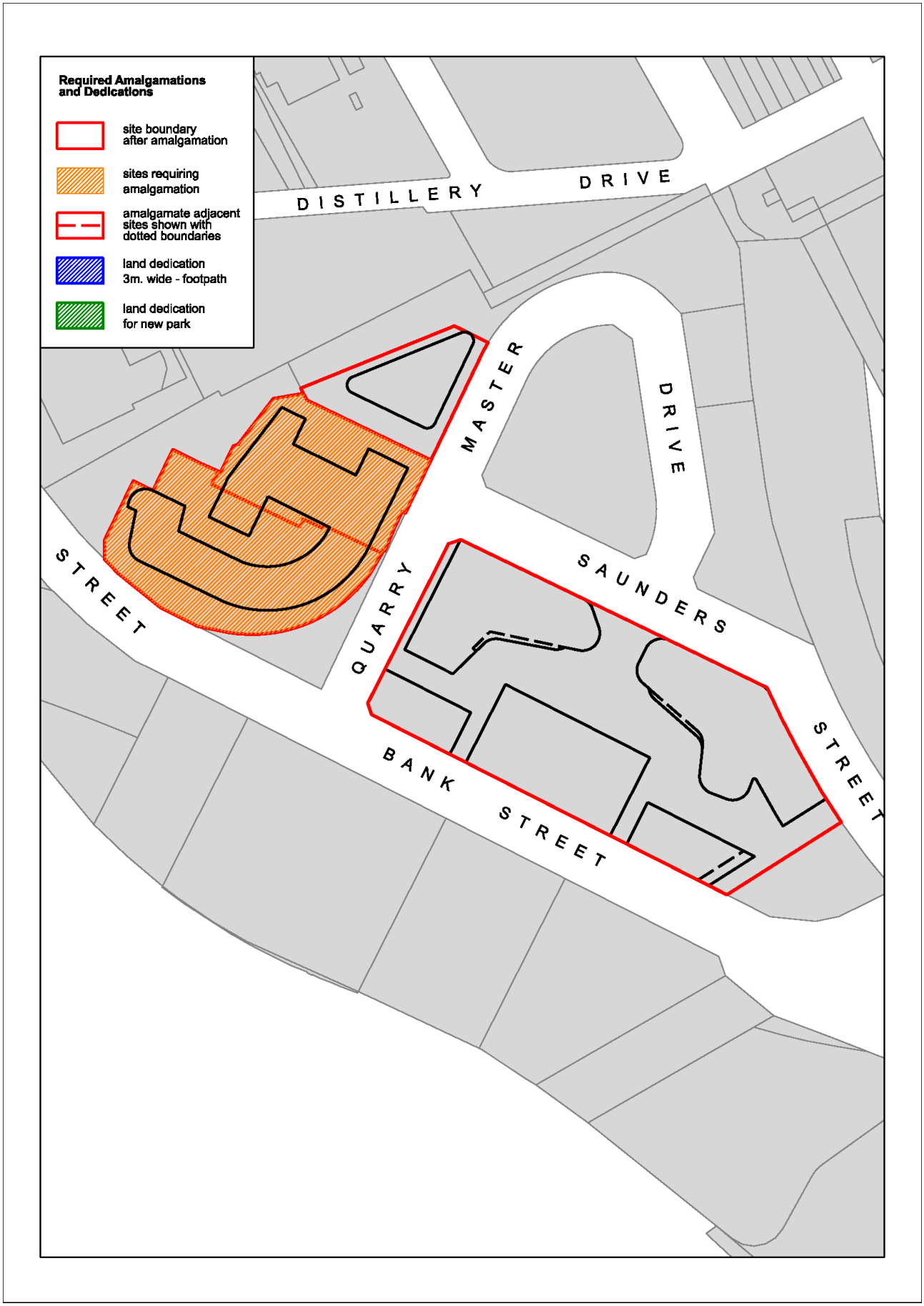



*Figure 34 Amalgamations and Dedications maps 1/3*

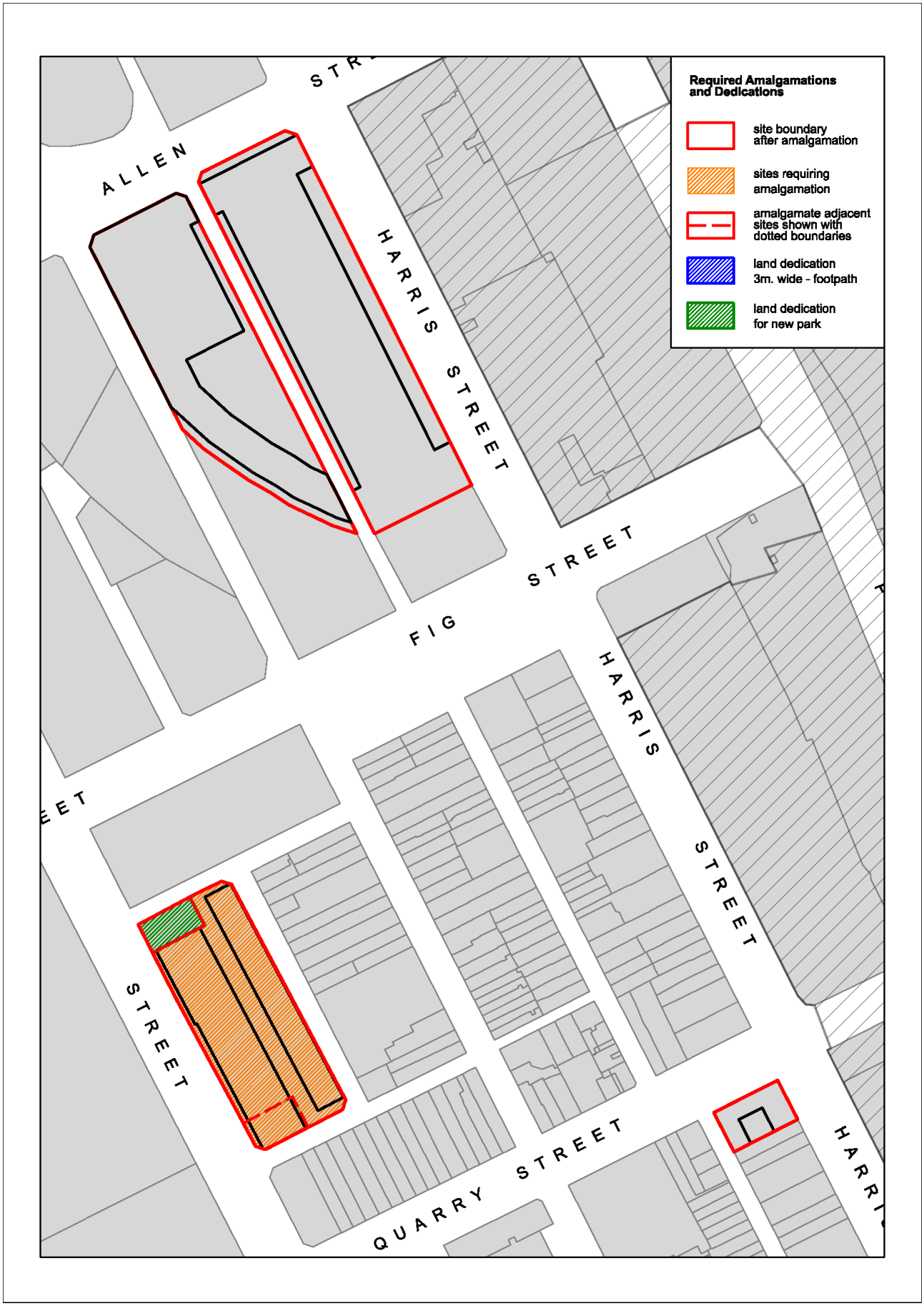



*Figure 35 Amalgamations and Dedications maps 1/3*

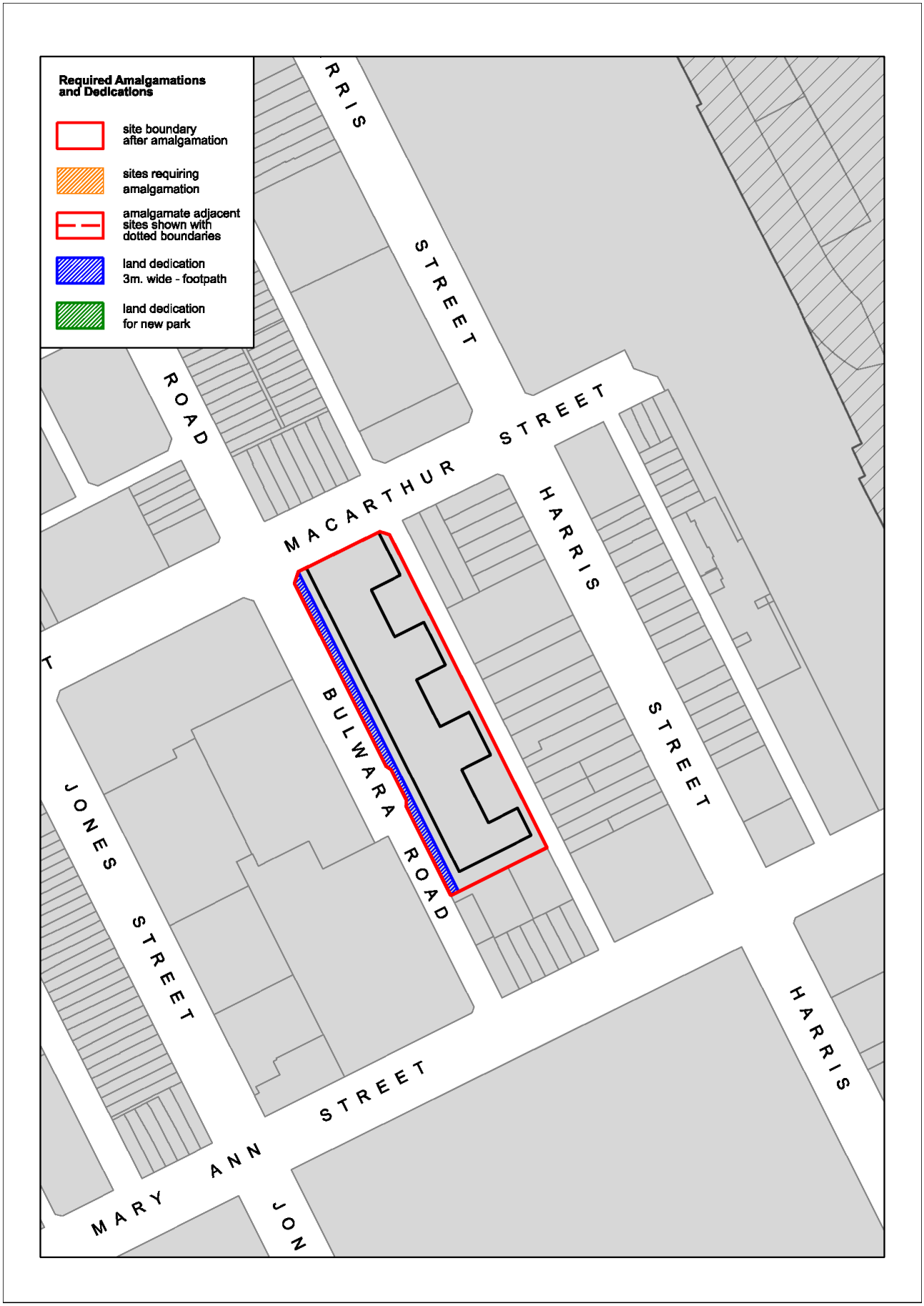



*Figure 36 Amalgamations and Dedications maps 1/3*

### 5.X.8. Managing wind impacts

#### Objectives

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

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

#### Provisions

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

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

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

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

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

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

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

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

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

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

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

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

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

c) allows access only for maintenance; and

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

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

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

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

c) allows access only for maintenance; and

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

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

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

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

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

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

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

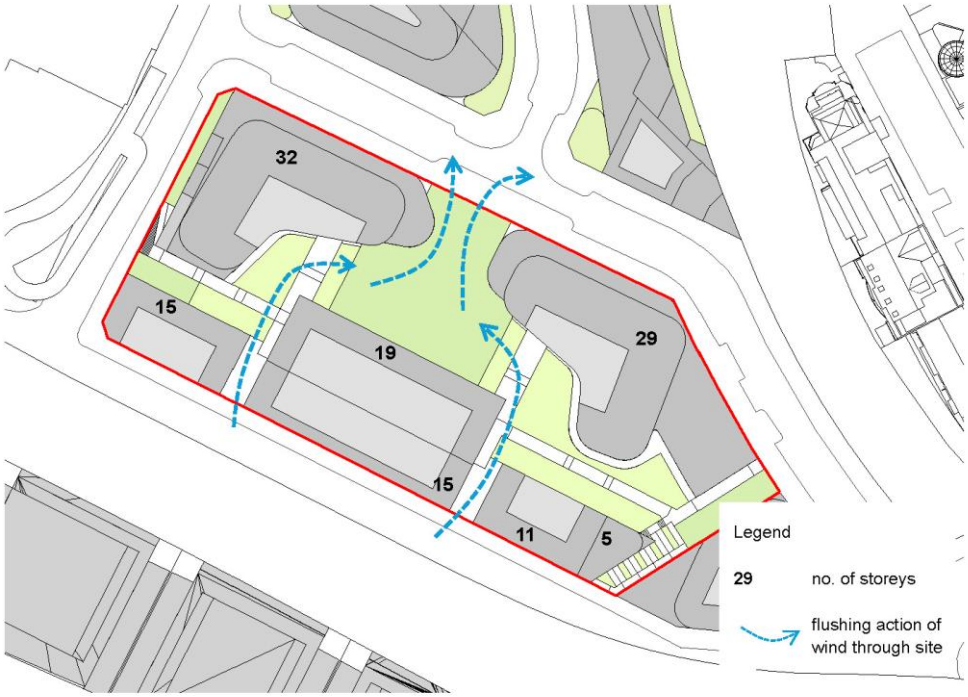



*Figure 37 1-33 Saunders Street air flow diagram*

### 5.X.9. Noise and ventilation

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

#### Objectives

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

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

#### Provisions

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

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

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

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

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

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

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

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

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

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

