

Attachment A

Planning Proposal – Ultimo Pymont

Planning Proposal Ultimo Pyrmont



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Executive Summary

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

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

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

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

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

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

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

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

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

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

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

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

1. Background

1.1. Ultimo-Pymont

1.1.1. Site identification

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

1.1.2. Location and context

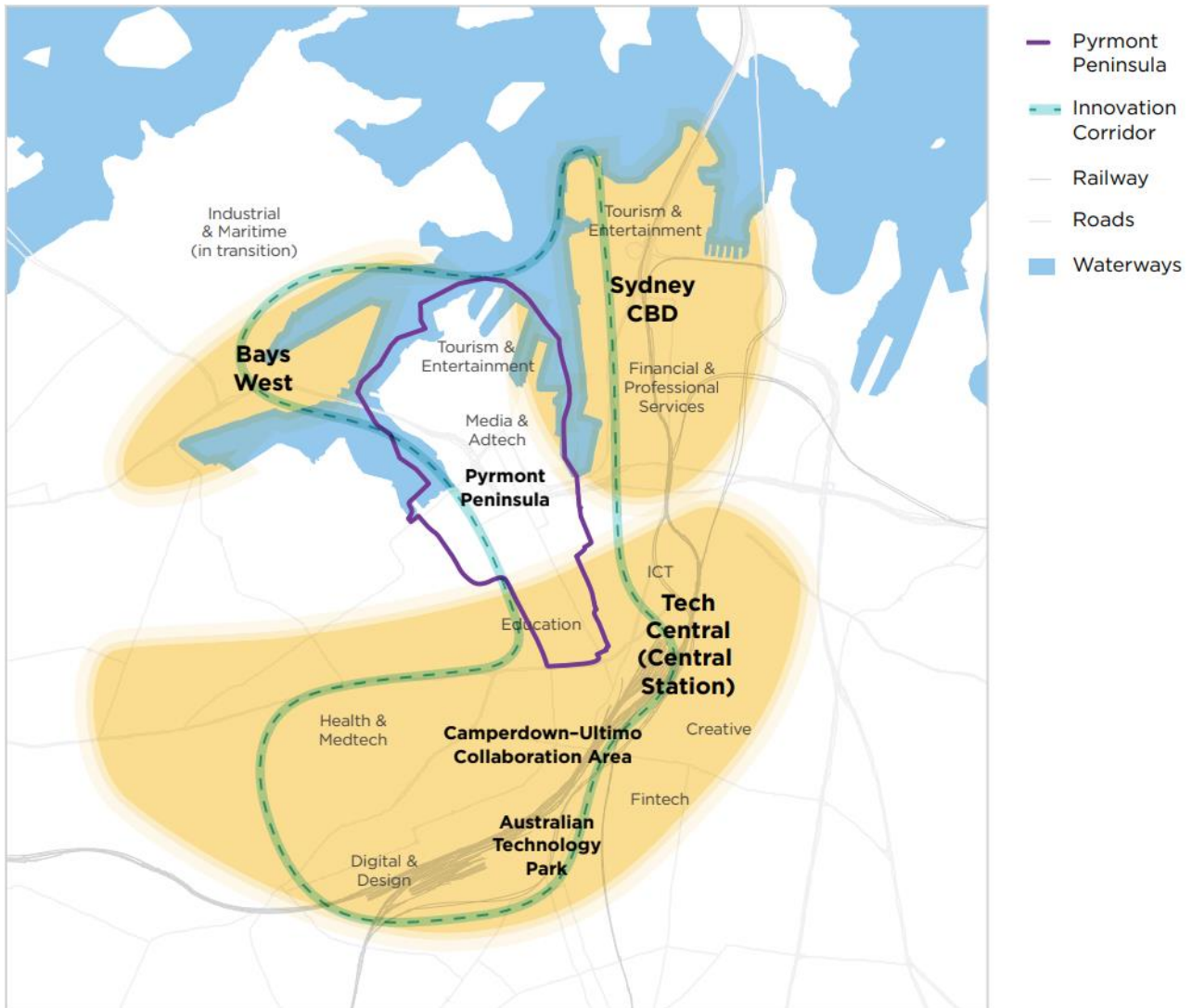
The initial study area, “Pymont Peninsula”, was identified by the Department of Planning and Environment (The Department) in the Pymont Peninsula Place Strategy (the Place Strategy – see section 1.2.1) and is defined in the s9.1 Ministerial Direction for the Peninsula.

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

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

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

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



1.1.3. Built form and character

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

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

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

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

1.1.4. Heritage

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

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

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

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

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

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

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

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

1.1.5. Land use

The existing land uses can generally be summarised as follows:

- Commercial
- Mixed Use
- Residential

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

1.1.6. Transport and access

The planned construction of the Metro West station within Pymont 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-Pymont 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 Pymont 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. Pymont Peninsula Place Strategy

The Pymont Peninsula Place Strategy (Place Strategy) is a NSW Government prepared strategy that outlines their vision for how Pymont 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 Pymont 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 Pymont 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 Pymont 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 Pymont as a place.

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

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

NSW Government Key Sites and State Significant sites

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

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

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

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

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

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

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

1.3. Strategic review process

1.3.1. The City’s strategic review

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

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

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

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

Figure 2. Sites affected by this planning proposal

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

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

1.3.2. Early Engagement

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

1.3.3. Yields

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

1.3.4. Potential for additional housing

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

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

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

2. Planning controls

2.1 Zoning

Sydney LEP 2012 contains the zoning controls for Ultimo and 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, combined with the proposed zones, is shown on the Figure 3 below. Only one site is identified for a rezoning.

Figure 3. Property Zoning

Address	Lot/DP	Zone	Proposed Zone
46-48 Pymont Bridge Road Pymont	Lot 1 DP800148	MU1 Mixed Use	
20-28 Bulwara Road Pymont	Lot 1 DP433177	R1 General Residential	MU1 Mixed Use
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	MU1 Mixed Use
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	

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

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

2.2 Building height and floor space ratio

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

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

Figure 4. Height and FSR

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

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

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Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
85 John Street Pymont	Lot 301 DP232783	9	25m	1.25	2.75
87 John Street Pymont	Lot 1 DP567806	9	25m	1.25	2.5
89 John Street Pymont	Lot 21 DP1123226	9	25m	1.25	2.5
91 John Street Pymont	Lot 22 DP1123226	9	22m	1.25	2
93 John Street Pymont	Lot 23 DP1123226	9	22m	1.25	2
12 Pymont Street Pymont	Lot 1 DP4520	22	50m	1.75	3.5
48 Pirrama Road Pymont	Lot 1012 DP1145894	24	50m	4.5	4.5
80 Harris Street Pymont	Lot D DP50010	9	33m	1.25	2.75
82 Harris Street Pymont	Lot 1 DP131342	9	33m	1.25	2.75
84 Harris Street Pymont	SP79258	9	33m	1.25	2.75
86-92 Harris Street Pymont	Lot 1 DP791724	15m	27m	2	2.3
100 Harris Street Pymont	Lot 100 DP 1219280	24	38m	3.5	3.5
28-48 Wattle St Ultimo	Lot 1 DP 571484	27m	RL56m (increase only available where the development is for a non-residential purpose)	4	4.1
50-54 Wattle St Ultimo	Lot 1 DP 62297	33m	33m	4	4.5
446 Wattle Street Ultimo	Lot 9 DP260374	9	35m	1	3.75
448 Wattle Street Ultimo	Lot 10 DP260374	9	35m	1	3.75
450 Wattle Street Ultimo	Lot 11 DP260374	9	35m	1	3.75
452 Wattle Street Ultimo	Lot 12 DP260374	9	35m	1	3.75
454 Wattle Street Ultimo	Lot 13 DP260374	9	35m	1	3.75

Planning Proposal
Ultimo Pymont

Address	Lot/DP	Existing Height (m)	Proposed Height (m)	FSR	Proposed FSR
456 Wattle Street Ultimo	Lot 14 DP260374	9	35m	1	3.75
458-468 Wattle Street Ultimo	SP65741	15	35m	2.5	3.75
470 Wattle Street Ultimo	Lot 1 DP209558	15	30m	2.5	3.5
469 Harris Street Ultimo	Lot 1 DP 69694	9m	27m	1.5	2.4
471 Harris Street Ultimo	Lot 1 DP 64212	9m	27m	1.5	2.4
473-475 Harris Street Ultimo	Lot 1 DP 64213	9m	27m	1.5	2.4
477 Harris Street Ultimo	Lot 1 DP 90991	9m	27m	1.5	2.4
479 Harris Street Ultimo	Lot 2 DP 90991	9m	27m	1.5	2.4
481 Harris Street Ultimo	Lot 3 DP 90991	9m	18m	1.5	1.6
483 Harris Street Ultimo	Lot 4 DP 90991	9m	18m	1.5	1.6
535 Harris Street Ultimo	Lot 1 DP928999	22	42m	3.5	3.3
537 Harris Street Ultimo	Lot 2 DP928999	22	42m	3.5	3.3
539 Harris Street Ultimo	Lot 3 DP928999	22	42m	3.5	3.3
541 Harris Street Ultimo	Lot 4 DP928999	22	42m	3.5	3.3
543 Harris Street Ultimo	Lot 5 DP928999	22	42m	3.5	3.3
545 Harris Street Ultimo	Lot 6 DP928999	22	42m	3.5	3.3
547 Harris Street Ultimo	Lot 7 DP928999	22	42m	3.5	3.3
549-559 Harris Street Ultimo	Lot 1 DP79179	22	42m	4	3.61
561-577 Harris Street Ultimo	Lot 1 DP631356	22	42m	4	3.41
579-583 Harris Street Ultimo		35	38m	6.3	6.5
562-570 Harris Street Ultimo	Lot 44 DP868670	9	24m	1	2

Planning Proposal
Ultimo Pymont

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

2.3 Ultimo-Pymont Small Lot Housing

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

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

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

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

2.4 Heritage

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

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

2.4.1 Local heritage listings

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

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

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

2.4.3 State heritage

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

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

2.5 Sydney DCP 2012 controls

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

2.6 Pyrmont Peninsula Key Sites

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

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

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

3. Objectives

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

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

4. Explanation of provisions

4.1 Proposed amendment to Sydney LEP 2012

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

Zoning

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

Sun access

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

Height and floor space ratio

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

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Small lot housing

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

Affordable housing

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

Other amendments

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

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

4.2 Site specific DCP

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

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

The DCP Chapter also includes additional controls for Small Lot Housing in Ultimo 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 Pymont and Ultimo which has been undertaken by both the Department of Planning and Environment and the City. Ongoing consultation and discussion have been held with the community and key stakeholders in this space to keep them informed of the process and how their comments have been reflected in the concepts prepared by the City.

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

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

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

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

5.2 Need for the planning proposal

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

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

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

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

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

5.3 Relationship to the strategic planning framework

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

Greater Sydney Region Plan

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

The following Objectives apply to the planning proposal:

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

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

Eastern City District Plan

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

Priority	Comment
Priority E1: Planning for a city supported by infrastructure	The planning proposal aims to facilitate new homes in an appropriate location near existing and proposed infrastructure, including the proposed 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.

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

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

City Plan 2036: Local Strategic Planning Statement

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

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

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

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

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

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

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

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

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

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

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

Housing for All: City of Sydney Local Housing Strategy

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

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

Sustainable Sydney 2030 – 2050 Continuing the Vision

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

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

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

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

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

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

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

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

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

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

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

The planning proposal is consistent with the Ministerial direction.

Focus Area 1: Planning Systems – Place-based

1.15 Implementation of the Pyrmont Peninsula Place Strategy

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

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

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

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

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

Focus Area 3: Biodiversity and Conservation

3.2 Heritage Conservation

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

The planning proposal is consistent with the Ministerial Direction.

3.9 Sydney Harbour Foreshores and Waterways Area

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

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

The planning proposal is consistent with the Ministerial Direction.

Focus Area 4: Resilience and Hazards

4.1 Flooding

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

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

4.2 Coastal Management

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

The planning proposal is consistent with the Ministerial Direction.

4.4 Remediation of Contaminated Land

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

The planning proposal is consistent with the Ministerial Direction.

4.5 Acid Sulfate Soils

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

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

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

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

Focus Area 5: Transport and Infrastructure

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

5.2 Reserving Land for Public Purposes No alteration of land reserved for public purposes, nor additional reservation of land for a public purpose, is proposed as part of this planning proposal. The planning proposal is consistent with the Ministerial Direction.

Focus Area 6: Housing

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

Focus Area 7: Industry and Employment

7.1 Business and Industrial Zones The planning proposal aims to significantly increase the total potential 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 planning proposal is consistent with the Ministerial Direction.

5.4 Environmental, social and economic impact

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

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

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

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

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

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

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

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

5.5 State and Commonwealth interests

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

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

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

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

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

6. Mapping

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

The following map tiles will be amended:

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

The following map tiles will be created

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

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- Tile 009
 - Sheet ASF_009
 - Sheet AFSR_EMP_009
 - Sheet AHOB_009

- Tile 015
 - Sheet ASF_015
 - Sheet AFSR_EMP_015

- Tile 016
 - Sheet ASF_016
 - Sheet AFSR_EMP_016
 - Sheet AHOB_016

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

7. Community Consultation

Extensive public consultation has been undertaken to date regarding the built form and planning controls contained within this planning proposal. This has included a total of four community information sessions with the Ultimo and 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 undertaken in accordance with the requirements of the Gateway determination.

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

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

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

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

8. Project Timeline

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

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

Appendices

Appendix 1 – Example drafting

Division 6A Ultimo Pymont Precinct

6.67 Ultimo Pymont Precinct

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

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

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

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

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

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

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

6.68 Mixed Use Development

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

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

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

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

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

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

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

Small Lot Housing

7.34 Ultimo Pymont Precinct Small Lot Housing

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

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

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

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

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

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

Schedule 1 - Additional Permitted Use

Use of certain land at Harris Street, Pymont

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

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

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

Sun access planes

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

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

Add new parts to Schedule 6A as follows:

Part 15 Wentworth Park sun access planes

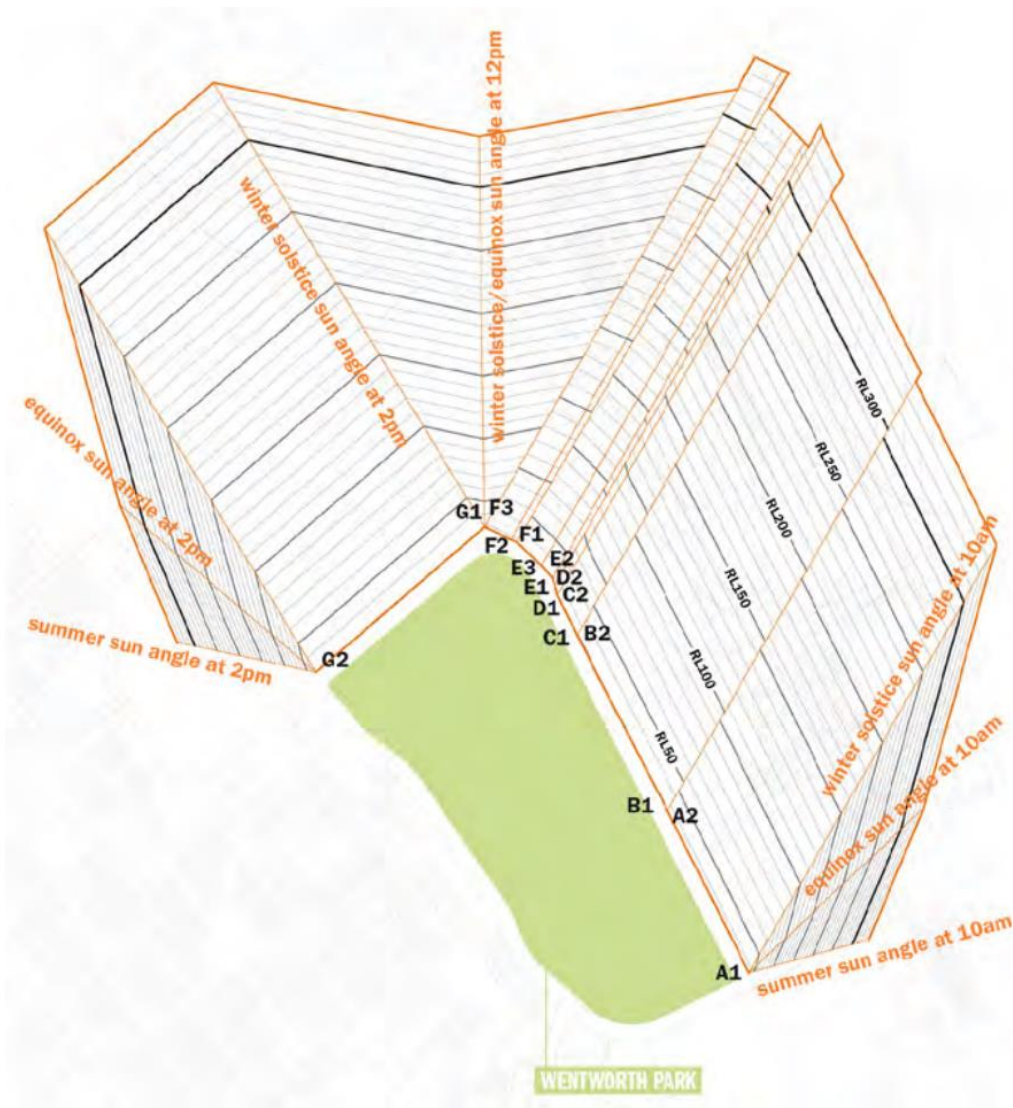
Note—

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

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

Wentworth Park sun access plane



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

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

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

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

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

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

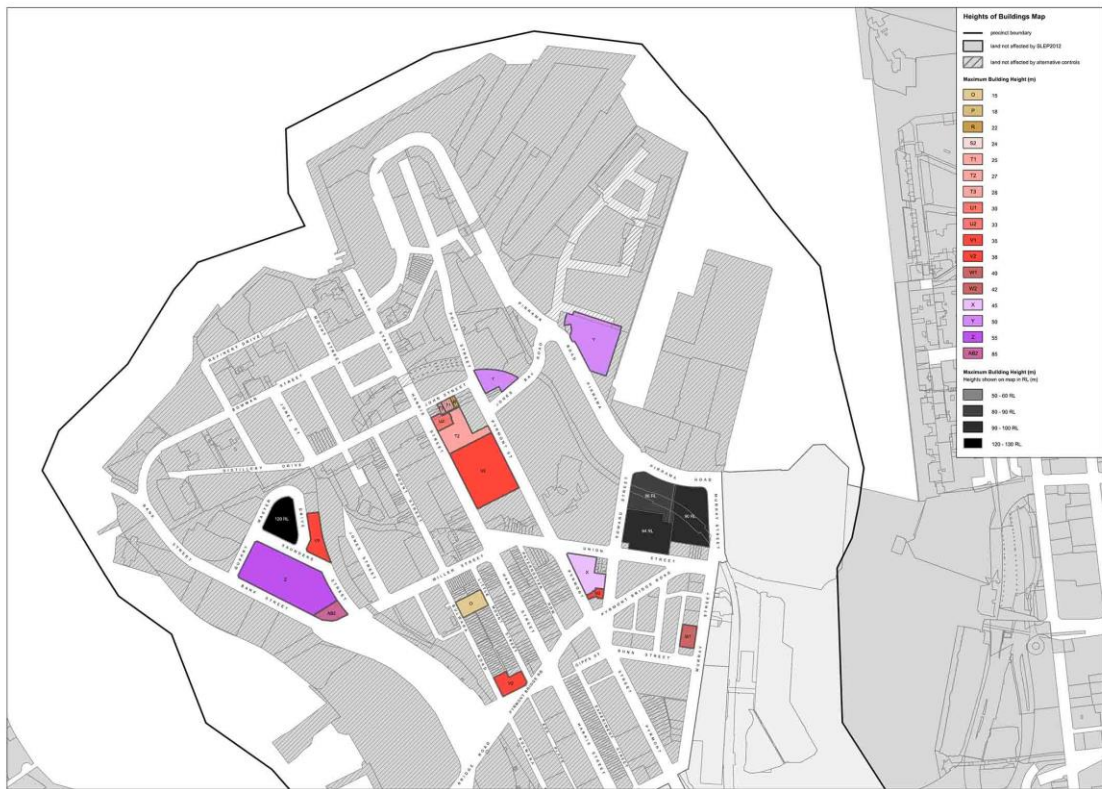
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Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
452 Wattle Street Ultimo	Lot 12 DP260374	1	2	3.75
454 Wattle Street Ultimo	Lot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

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Address	Lot/DP	FSR above which a 9% affordable housing contribution is imposed on residential floor space	Affordable Housing Map Area	Proposed FSR (excl Design Excellence)
12 Pymont Street Pymont	Lot 1 DP4520	1.75	5	3.5
383-389 Bulwara Road Ultimo	Lot 1 DP 773656	2	6	3
458-468 Wattle Street Ultimo	SP65741	2.5	7	3.75
470 Wattle Street Ultimo	Lot 1 DP209558	2.5	7	3.5
26-38 Saunders Street Pymont	SP61725	3	8	6.7
14 Quarry Master Drive Pymont	SP70798	3.5	9	4
100 Harris Street Pymont	Lot 100 DP 1219280	3.5	9	3.5
535 Harris Street Ultimo	Lot 1 DP928999	3.5	9	3.3
537 Harris Street Ultimo	Lot 2 DP928999	3.5	9	3.3
539 Harris Street Ultimo	Lot 3 DP928999	3.5	9	3.3
541 Harris Street Ultimo	Lot 4 DP928999	3.5	9	3.3
543 Harris Street Ultimo	Lot 5 DP928999	3.5	9	3.3
545 Harris Street Ultimo	Lot 6 DP928999	3.5	9	3.3
547 Harris Street Ultimo	Lot 7 DP928999	3.5	9	3.3
2 Edward Street Pymont	Lot 21 DP1000905	4	10	7.7
60 Union Street Pymont	Lot 2004 DP1103434	4	10	7
55-65 Murray Street Pymont	Lots 14, 15 and 16 DP 32575	4	10	4.8
1-33 Saunders Street Pymont	Lot 102 DP853704	4	10	4.22
140-148 Bank Street Pymont	Lot 1 DP82057	4	10	11
28-48 Wattle St Ultimo	Lot 1 DP 571484	4	10	4.1
50-54 Wattle St Ultimo	Lot 1 DP 62297	4	10	4.5
549-559 Harris Street Ultimo	Lot 1 DP79179	4	10	3.61
561-577 Harris Street Ultimo	Lot 1 DP631356	4	10	3.41
48 Pirrama Road Pymont	Lot 1012 DP1145894	4.5	11	4.5
579-583 Harris Street Ultimo		6.3	12	6.5

Appendix 2 – Maps



Ultimo Pymont Planning Proposal – Height of Buildings

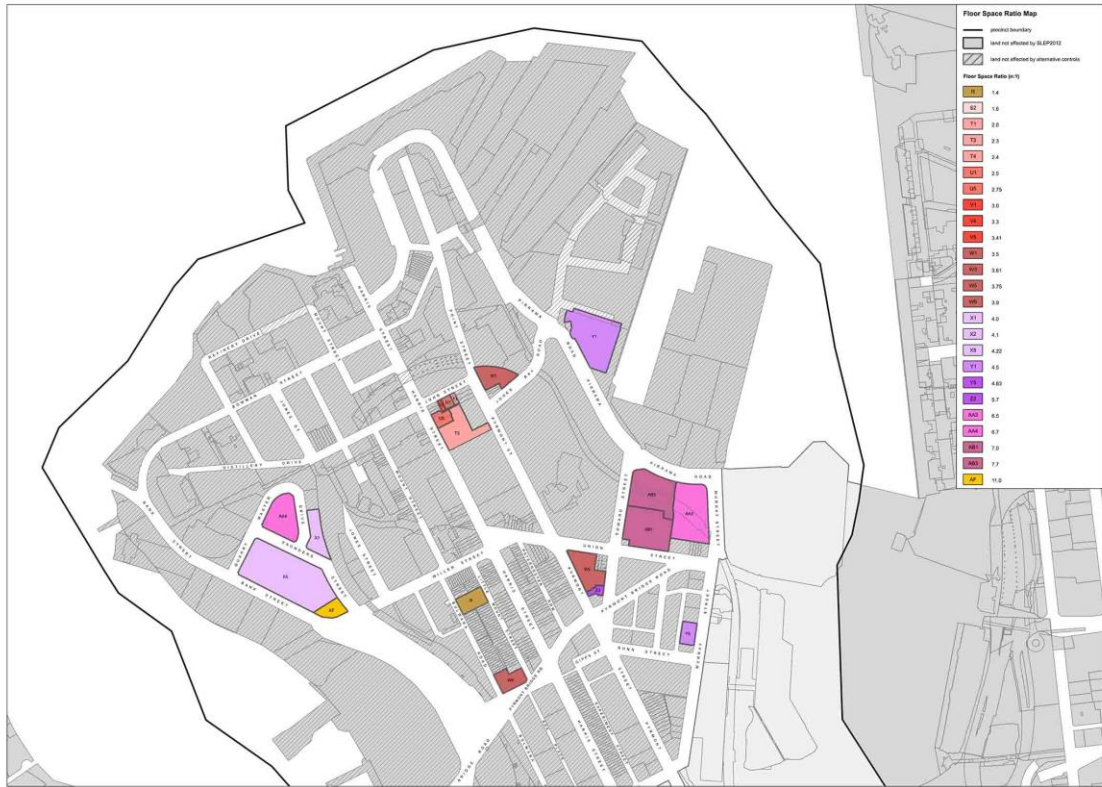
NORTH



Ultimo Pymont Planning Proposal – Height of Buildings

SOUTH

Planning Proposal Ultimo Pymont



Ultimo Pymont Planning Proposal – Floor Space Ratio

NORTH



Ultimo Pymont Planning Proposal – Floor Space Ratio

SOUTH

Planning Proposal Ultimo Pymont



Ultimo Pymont Planning Proposal – Land Use Zoning

NORTH 🕒



Ultimo Pymont Planning Proposal – Land Use Zoning

SOUTH 🕒

Planning Proposal Ultimo Pyrmont



Ultimo Pyrmont Planning Proposal – Small Lot Housing

NORTH ↻



Ultimo Pyrmont Planning Proposal – Small Lot Housing

SOUTH ↻

Planning Proposal Ultimo Pymont



Ultimo Pymont Planning Proposal – Active Street Frontages

NORTH



Ultimo Pymont Planning Proposal – Active Street Frontages

SOUTH

