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Hassell  
29 July 2022

# Pymont Peninsula Place Strategy

Urban Design Report

Vol. 3 Sub-precinct Master Planning

Prepared for  
NSW Department of Planning & Environment

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## Acknowledgment of Country

We acknowledge and respect Traditional Owners across Australia as the original custodians of our land and waters, their unique ability to care for country and deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.



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**Cover** / Pirrama Park Playground,  
City of Sydney

This report has been prepared for:



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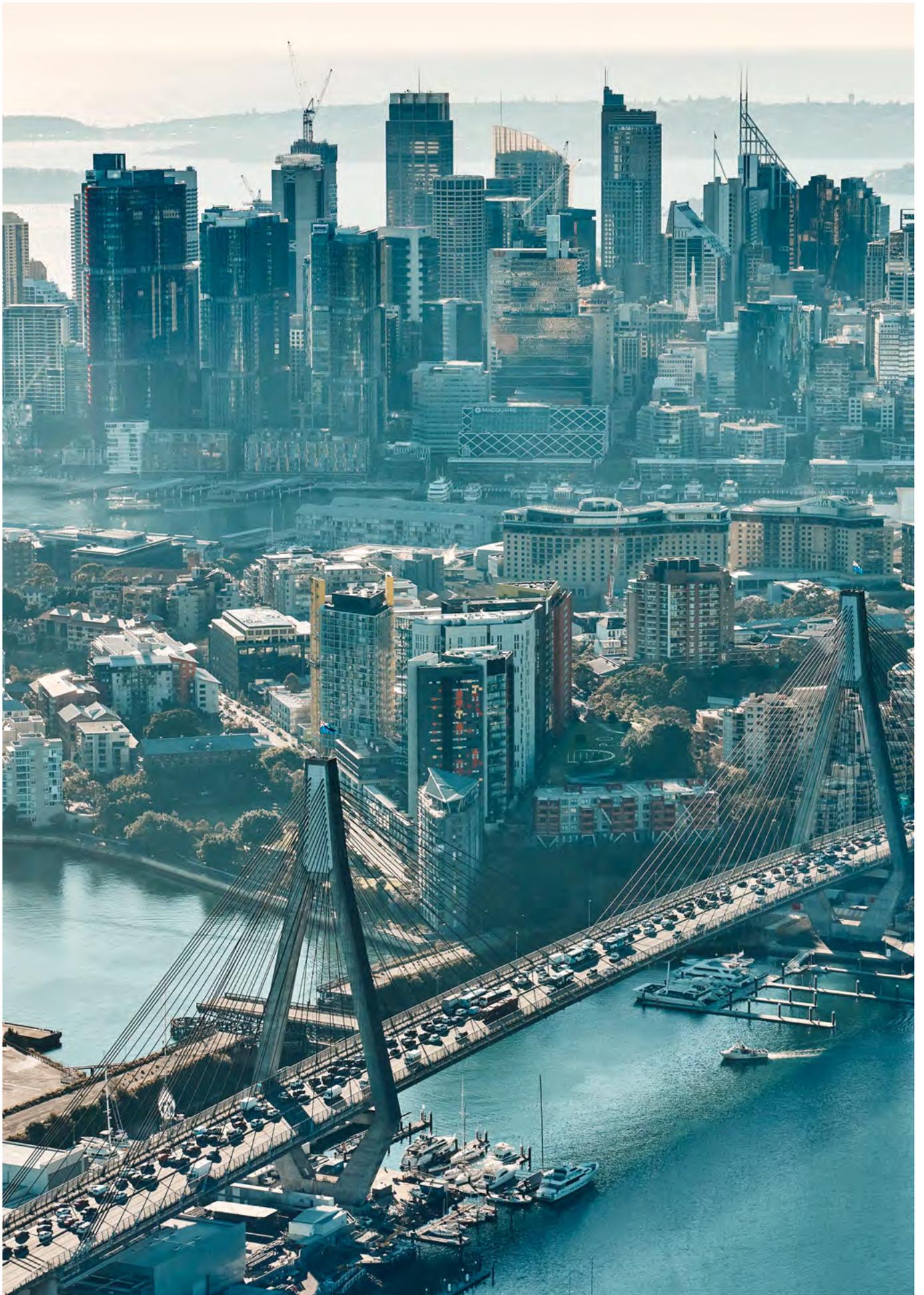


Figure 1.0.1 / Aerial view of Pymont Bridge and Jacks Landing with the Sydney CBD behind, (DPE)

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# 1

# INTRODUCTION

# 1.1 VISION

## The Pyrmont Peninsula will be the engine room of the Eastern Harbour CBD – a connector of people and places

The Peninsula is a unique mix of heritage, housing, creative industries and international destinations. It is a place of many identities, diverse places and distinct communities.

It is Eora land. It has been a place of occupation, sustenance and meaning for millennia.

It plays a critical role as a connector for the wider Harbour CBD alongside the unique economic and residential communities that it does and could support.

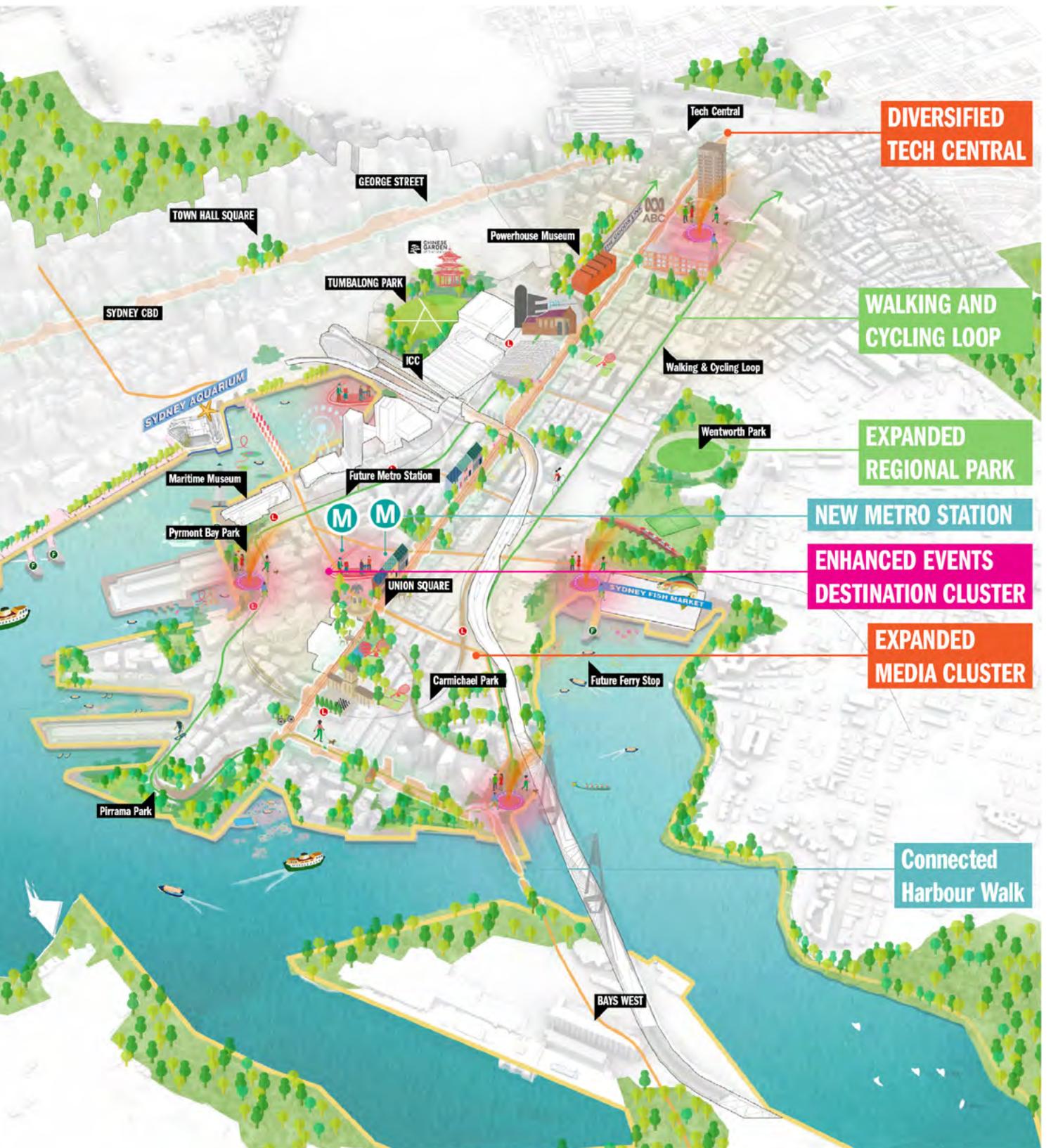
Sited between Sydney's CBD, Bays West, and anchored by Tech Central - the Peninsula has a unique role in linking and supporting these hubs of the Eastern Harbour City.

Its incredible natural setting, heritage, streets and spaces, diverse and engaged community, set it apart from the others - these will deliver its future success through:

- Connecting with Country
- Retaining a local scale, character and activity - complementing the new and old centres around it;
- Embracing, defining and connecting to its water and parkland edges;
- Reinforcing and celebrating its special streets, spaces and neighbourhoods;
- Strengthening regional connections with a new Metro Station, connecting to Sydney CBD and Parramatta CBD;
- Ensuring an integrated and easy network of public transport, cycling and walking routes;
- Developing the social infrastructure of the future; and
- Engaging with its communities every step of the way.



Figure 1.1.1 / Aerial view of the Pyrmont Peninsula in the Context of Sydney CBD



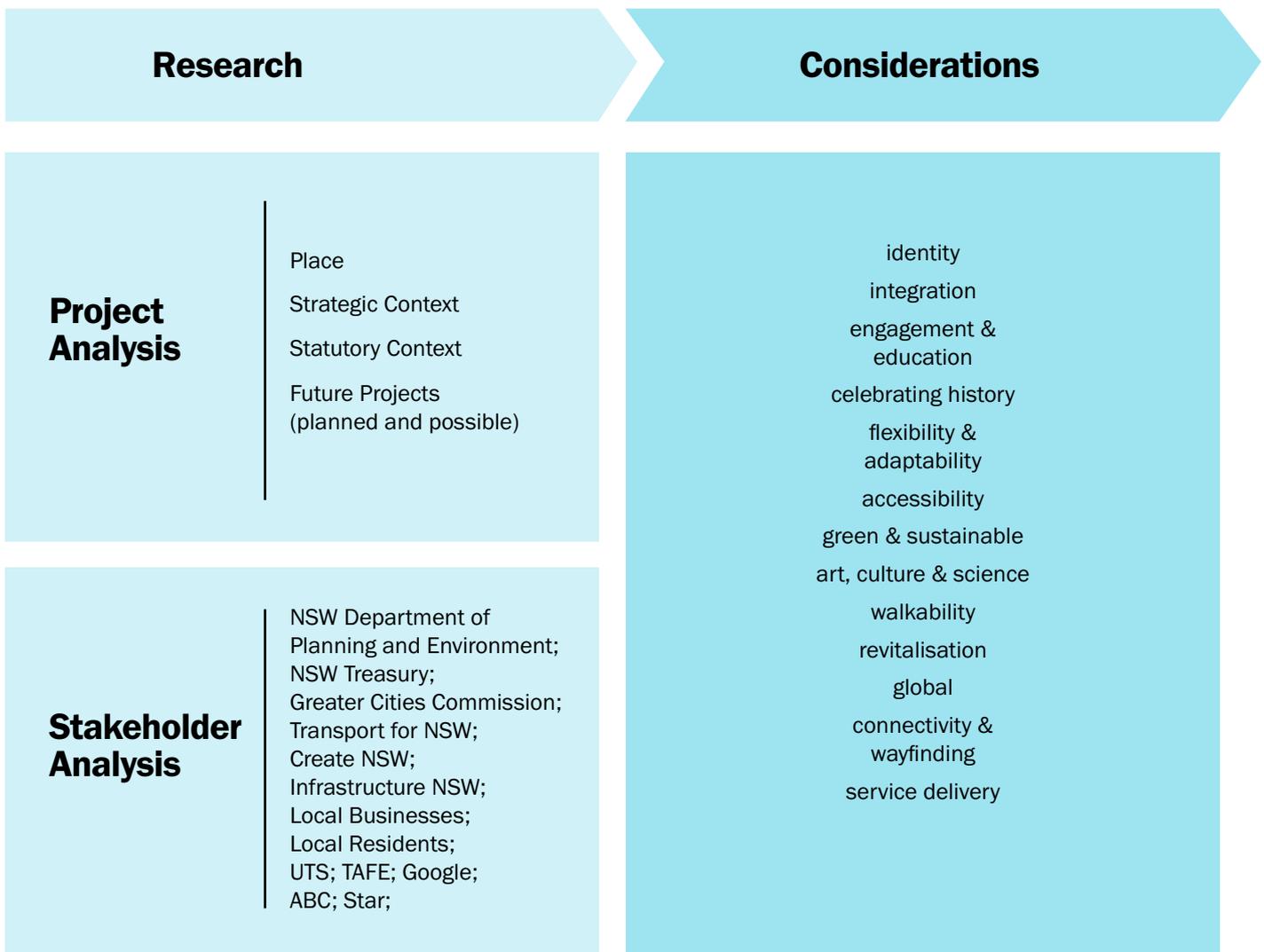
# 1.2 PROCESS

## PLACE STRATEGY STRUCTURE

The Strategic Framework document is structured into three volumes with the following objectives.

## VOLUME 01 PROJECT ANALYSIS

OCTOBER 2020



# VOLUME 02

## STRATEGIC FRAMEWORK

NOVEMBER 2020

# VOLUME 03

## URBAN DESIGN REPORT

JULY 2022

### Strategic Framework

#### Criteria supporting each of the ten directions

-  Development that complements or enhances the area
-  Jobs and industries of the future
-  Centres for residents, workers and visitors
-  A unified planning framework
-  A tapestry of greener public spaces and experiences
-  Creativity, culture and heritage
-  Making it easier to move around
-  Building now for a sustainable future
-  Great homes that can suit the needs of more people
-  A collaborative voice

### Built form and open space testing

- 1** Establish Peninsula wide objectives and priorities:
  - Connecting with Country
  - Movement
  - Open Space Network
  - Views
- 2** Develop the Peninsula height strategy and objectives to protect amenity alongside enabling future growth.
- 3** Provide sub-precinct master plan detail to guide future development.
  - Pyrmont Village
  - Pirrama
  - Darling Island
  - Blackwattle Bay
  - Tumbalong Park
  - Wentworth Park
  - Ultimo

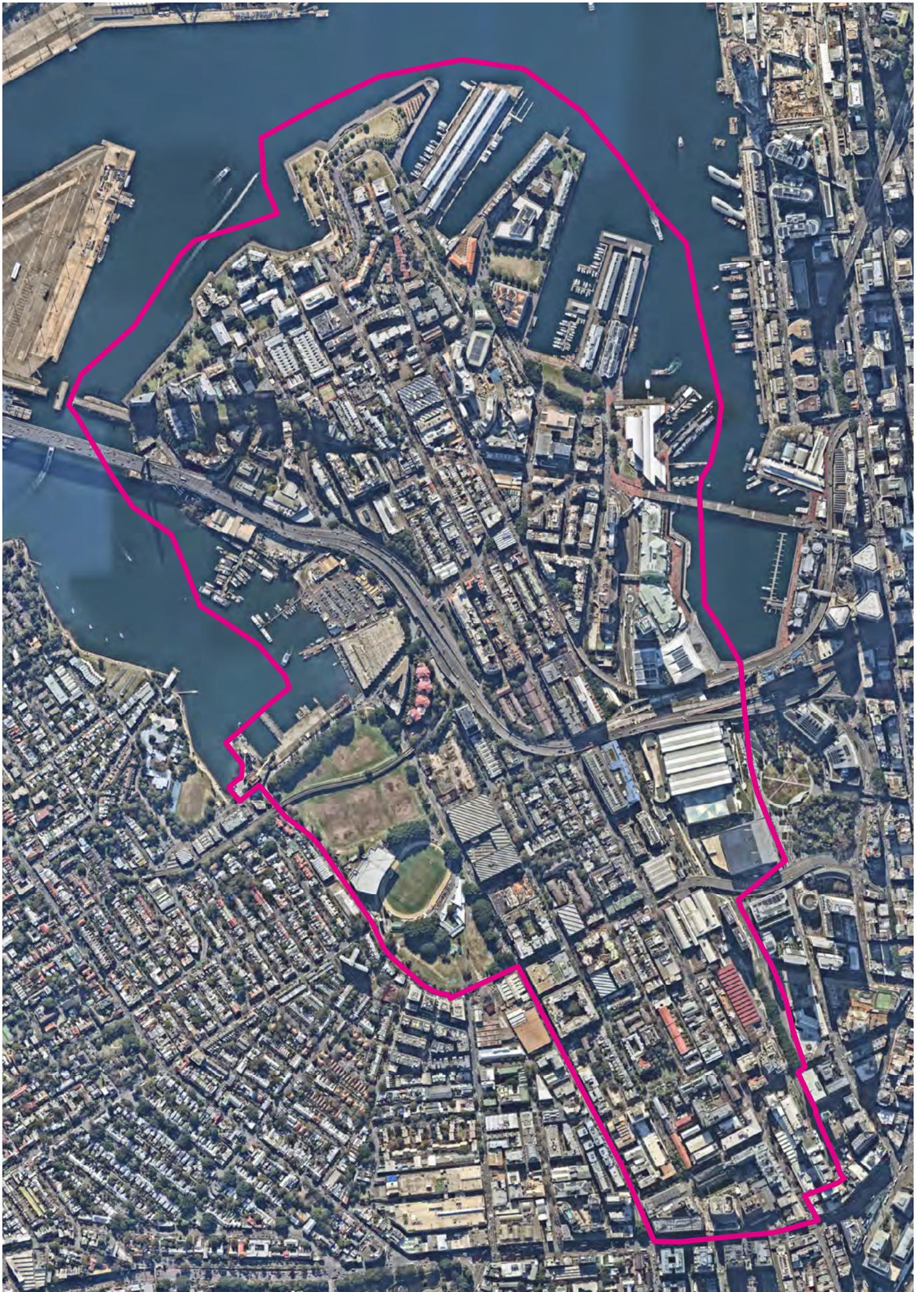


Figure 1.3.1 / Pyrmont Peninsula Place Strategy Area

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# 1.3 BACKGROUND AND PURPOSE

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## Background

In July 2020, the NSW Department of Planning and Environment exhibited a series of documents which would guide growth and investment by Government and the private sector in the Peninsula including:

- Pyrmont Peninsula Place Strategy (Place Strategy);
- Economic Development Strategy (EDS);
- Urban Design Strategic Framework;
- Place Based Transport Strategy;
- Social Infrastructure Analysis;
- Sustainability Scoping Report;
- Urban Design Analysis;
- Aboriginal and European Heritage Report;
- Housing and demographic analysis report.

These reports outlined potential future growth and the necessary infrastructure required to ensure a unique place based outcome.

## Purpose

The Urban Design Report articulates key public outcomes and private development considerations which will allow for Pyrmont Peninsula's continuing evolution in ways that maximise its economic and social potential, while protecting and enhancing the area's unique heritage, liveability and long-term sustainability.

The Place Strategy defined Five Big Moves to unlock the potential of the Peninsula. The Big Moves are to be considered as part of any new development in the Peninsula and as part of the 20-year delivery timeframe imagined by the Place Strategy.

The Five Big Moves are:

- A world-class harbour foreshore walk;
- A vibrant 24-hour cultural and entertainment destination;
- Connection to metro;
- A low carbon, high performance urban precinct;
- More and better activated public spaces.

This document complements the project's purpose in understanding which sites are likely to see significant renewal within the life of the strategy and the extent to which those sites can provide strategic change to the Peninsula alongside floorspace growth to deliver the big moves over time.

The Urban Design Report does not define specific development outcomes for any particular site but instead explores zones within which planning controls can be reconsidered and the place, movement, density and land use outcomes required to deliver on the Place Strategy and EDS vision.

## Role of the document

The Urban Design Report is a strategic level document that provides a vision, objectives and guiding themes for the Pyrmont Peninsula and its role within the Harbour CBD.

It will support further work to be undertaken by the City of Sydney in bringing forward broader changes to sites capable of change from 2022 onwards.

To enable this vision, this Urban Design report consolidates a strategic and spatial understanding of the Peninsula and informs how future development could be configured to see it realised.

Key considerations impacting its preparation include:

- Recognising that the future metro station at Pyrmont is integral to enabling a continuous employment corridor between Sydney CBD and Bays West;
- Recognising that the current planning framework cannot deliver the projected residential and employment diversity foreshadowed under the Place Strategy and EDS;
- Recognising the overlapping analysis undertaken by the City of Sydney in the Central Sydney Planning Strategy (CSPS);
- Recognising NSW Government commitments for a new Sydney Fish Market building;
- Recognising the approval of a Stage 1 development proposal at Harbourside;
- Recognising the NSW Government commitment to retain the Powerhouse Museum in Ultimo;
- Recognising the State Significant Precinct (SSP) plan at Blackwattle Bay.

# 1.4 STRUCTURE PLAN



Figure 1.4.1 / Pyrmont Peninsula Structure Plan - December 2020

# 1.5 MASTER PLAN OVERVIEW



Figure 1c.5.1 / Pyrmont Peninsula - Consolidated Sub-Precinct Master Plan Overview



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# 2

# PENINSULA WIDE OBJECTIVES

<b>2.1</b>	<b>Country</b>	<b>16</b>
<b>2.2</b>	<b>Movement</b>	<b>20</b>
2.2.1	Harris Street Dedicated Bus Corridor	
2.2.2	Walking and Cycling Loop	
2.2.3	Foreshore Walk	
<b>2.3</b>	<b>Open Space Network</b>	<b>28</b>
<b>2.4</b>	<b>Views</b>	<b>32</b>

Figure 2.0.1 The Goods Line, Ultimo (Destination NSW)

# 2.1 COUNTRY

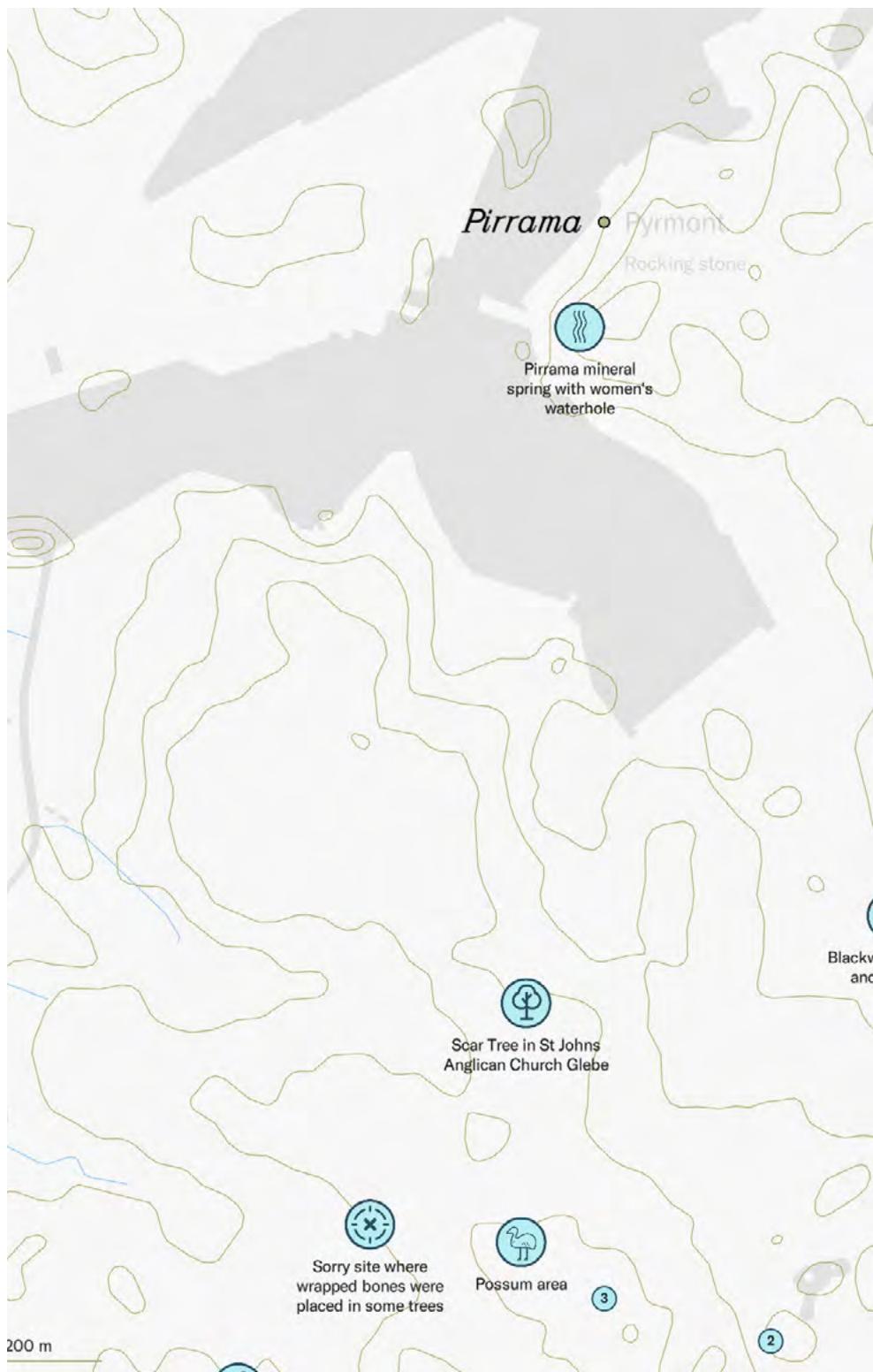
## J Djinjama

The Pyrmont Peninsula Place Strategy and sub-precinct master plans recognise the NSW Government's draft Connecting with Country Framework to 'commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country - it will care for us'.

Pyrmont Peninsula has been a loved and cared for landscape as long as Aboriginal peoples have walked the continent.

While colonial changes and development of the built environment have created material changes to the land since colonisers arrived, living cultural knowledge, deep historical memories, archaeological evidence and colonial accounts provide evidence of how, through properly valuing knowledge of Country, we can reconnect with the land on which we live.

To guide our understanding and active recognition of Country, Djinjama have provided some initial design principles that should underpin any future strategies and development within the Peninsula.



**Figure 2.1.1** Map of Country and archaeological sites in and around the Pyrmont Peninsula (Djinjama).



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# 2.1 COUNTRY

## J Djinjama

### General Design Principles

#### Use Country-Centred Design:

- Demonstrate a 'starting with Country' approach via critical research, engagement with cultural narratives and contemporary colonial histories, understanding of the natural landscapes, the systems and habitats that make up that specific Country.
- Prioritise the local identity of Country; gather inspiration from the specific Country of the site such as the natural landscape features, systems, plants and/or animals.
- Demonstrate a Country-positive approach to design, illustrating a net-positive impact on all aspects of Country including environmental, social, cultural, tangible and intangible.
- Demonstrate the application of Indigenous design principles, particularly in terms of cultural facilitation, waste management, relationality and being 'of place'.
- Embed a sustainable relationship with Country and sustainable practices throughout the project.
- Restore health and wellbeing to Country by learning from First Nations values and principles.

#### Respect Indigenous Cultural Intellectual Property Rights:

- If any First Nations design knowledge is to be used, it must be done ethically and respectfully where Indigenous autonomy principles are followed.
- Ensure First Nations people are granted their legal and moral rights to Indigenous Cultural Intellectual Property and support the rights of Country including in contracts and agreements.

#### Prioritise local First Nations knowledge of Country:

- Demonstrate an understanding of engagement protocol and commitment to advancing Indigenous partnerships through engaging with appropriate cultural Knowledge Holders and partnering with Indigenous consultants, businesses, and organisations.
- Privilege Black voices over non-Indigenous when it comes to issues relation to First Nations people, their lives and Country.
- Facilitate a choir of First Nations voices with a diversity of gender, age, location, etc when referencing and designing with Country. Include those often unheard and those not yet known well to safeguard the future voices of First Nations cultures.
- Embed First Nations design principles, culture and traditional knowledge to create places and spaces that are embedded with layers of story and cultural values to ensure that projects are delivered with social justice and economic benefits; Aboriginal Elders, community, artists, designers should be engaged through the life of the project where possible and appropriate.
- Look outside prevailing disciplines to ensure First Nations peoples' stories are presented in a way that truly represents their voices, experiences, and visions.

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**Strengthen relationships between Country and community:**

- Create specific spaces for First Nations designed by First Nations designers.
- Provide space for continued cultural practices for First Nations peoples, contemporary local Indigenous community and broader Indigenous communities.
- Ensure access to Country for First Nations communities.
- Ensure language and naming that acknowledges places and stories that came before is reflective of place and the community knowledge, and language Knowledge Holders are engaged with to choose appropriate names in language, and it is broadly agreed (rather than a single person choosing a name).

**Community Led Design:**

- Respect First Nations worldviews in the process of design, not just the design outcomes.
- Connect with living culture in collaboration with local community groups and acknowledged Knowledge Holders; Openly advocate for and support First Nations peoples having a say about spaces through extending regular invitations to share perspectives about spaces.
- Manage community expectations through the process, be open and transparent about the project, timeframes, outcomes, etc.
- While not all benefits are always financial, ensure First Nations experts about place are paid for their time and knowledge.
- Develop a relationship with the First Nations people involved in this project that is maintained beyond the life of the project. Ensure they are involved in an ongoing way, and there is continuing care of the First Nations elements in the project are known, maintained, accessible and loved.
- Take responsibility for learning without expecting First Nations colleagues, contractors or staff to educate; procure cultural training and education from an Indigenous organisation who offers this sort of training.

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# 2.2 MOVEMENT

**The Peninsula's movement system is critical to enabling the innovation corridor, support the transition to a net-zero precinct and build upon NSW Government's investment in a Metro Station on Pyrmont Bridge Rd.**

**A layered, clear, integrated, convenient and accessible transport system for the Peninsula makes the use of public transport, cycling and walking the preferred choice over private vehicles.**

## Objectives

1. Establish a hierarchy of movement that clarifies the role of key streets and intersections.
2. Provide safe, accessible and legible movement between transport modes and destinations within, around and across the Peninsula.
3. Maximise the convenience of walking and cycling to support investment in public transport infrastructure and minimise private vehicle use.
4. Provide an uninterrupted foreshore walk with a continuous pedestrian and cycling route that also provides clear access to water for recreation and transport.
5. Provide a continuous Walking and Cycling Loop in the Peninsula that enables convenient links between destinations in the Innovation Corridor, connects to the regional cycling network and integrates with the wider tech central cycling network.
6. Calm local streets providing an improvement to street amenity and enabling safer lower speed spaces for community enjoyment.
7. Deliver generous and attractive through site links that increase mid-block permeability, facilitate safe and direct movement.

## Key Initiatives

### Dedicated Bus Route

Reinforcing Harris Street as the high street of the Peninsula, this corridor would provide easier access to surrounding precincts as well as better pedestrian amenity, local character and economic activity.

This is a priority bus route linking Pyrmont to Railway Square and beyond with regular stops to access key destinations within the Peninsula.

### Walking and Cycling Loop

This loop would provide better pedestrian and cyclist access to key places and public spaces within the Peninsula, supporting more sustainable transport choices, social connectedness and community life.

### Foreshore Walk

This continuous harbour-edge walk connects key public spaces, cultural and entertainment destinations, creating spaces for a diversity of users and functions, and allowing people to engage with and appreciate the natural setting of the Peninsula.

### Union Street Pedestrianisation

A pedestrian link from Pyrmont Bridge to Union Street Square, accommodating generous movement and dwelling spaces near major destination and transport nodes (including the future Metro station).

Key to the future experience is active frontages with multiple tenancies along a pedestrian plaza.

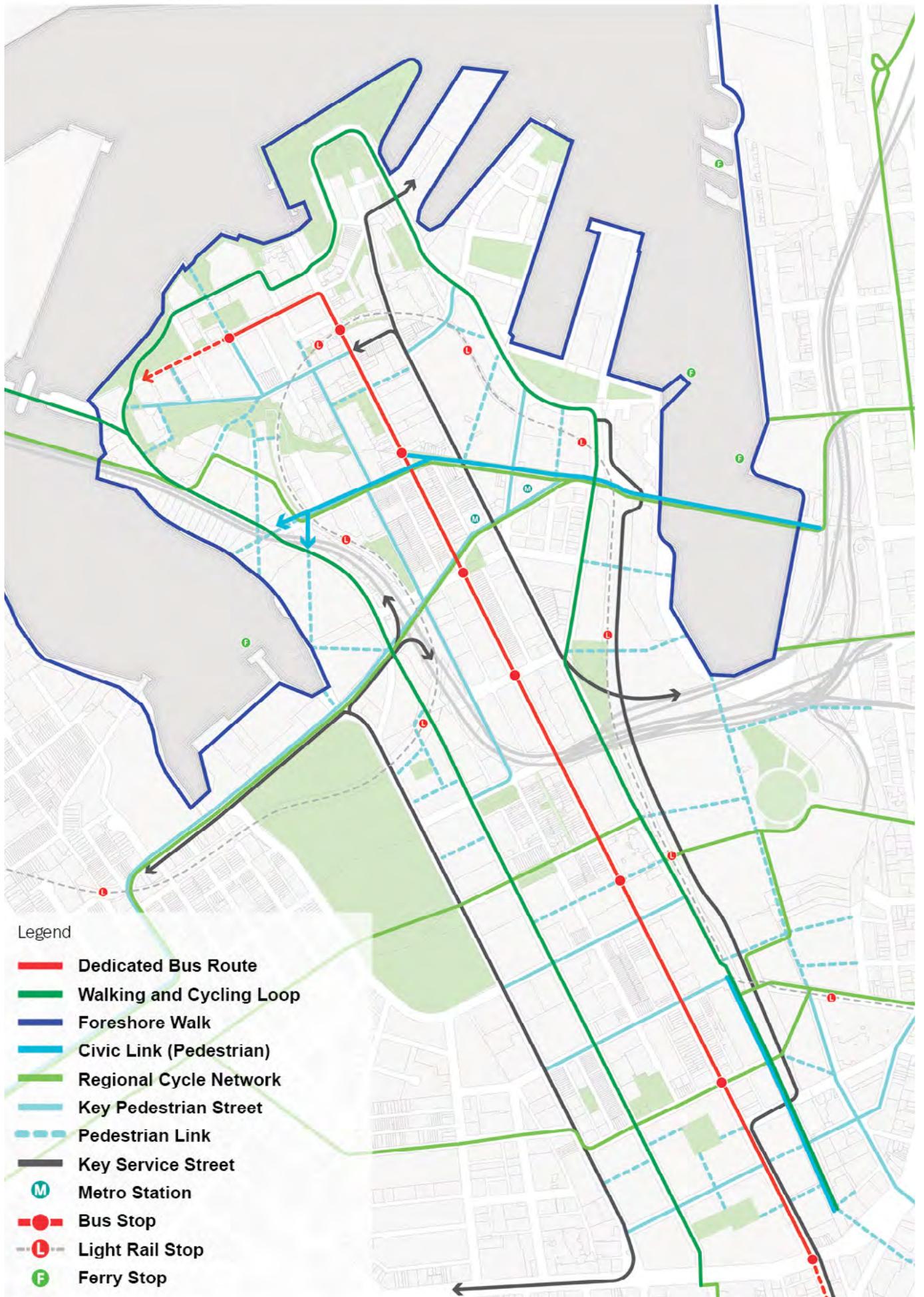


Figure 2.2.1 Movement network diagram (Hassell)

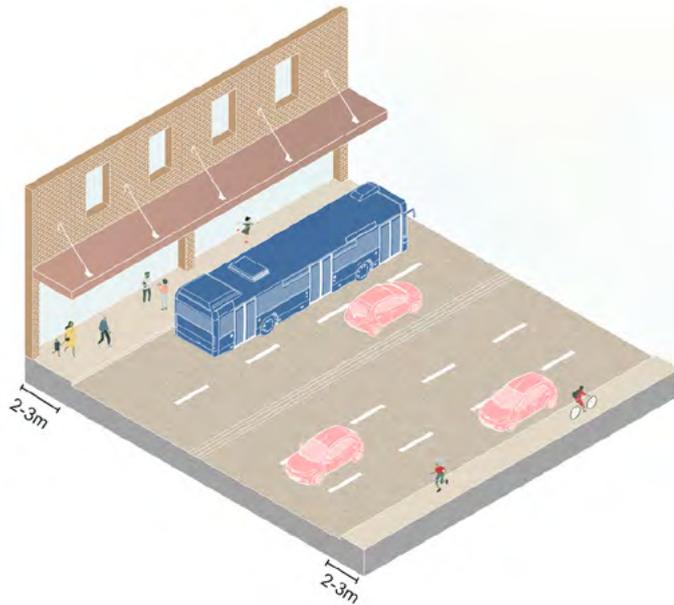
## 2.2.1 HARRIS STREET DEDICATED BUS ROUTE

Harris Street will be revitalised as the local high street with a dedicated bus route that, over time, creates a consistent, generous public realm and supports local retail within adapted heritage buildings and ground floor tenancies.

It will connect the Peninsula to Central Station interchange, Pymont Metro Station, regional cycle network, local destinations and wider innovation corridor of Tech Central and Bays West. It will reinforce Harris Street as a place of pedestrian amenity, accessibility and a diversity of community, commercial and retail uses.

Whilst a delivery mechanism is yet to be determined, it will improve regional and local connectivity, especially the interchange between Metro, light rail and bus services, and could be achieved through a staged approach over time as adjustments to the regional road network are implemented and Metro completed.

This initiative is subject to further development, scoping, business case, investigation and investment decisions.



**Figure 2.2.1.1**  
Existing southern corridor view (Hassell)

### EXISTING

- The existing corridor has both local and arterial road function and character.
- North of the Western Distributor, the corridor is primarily a local street with a single lane in each direction and parking allowed on both sides.
- South of the Western Distributor, the corridor is primarily a high-traffic environment, enabling movement corridor between the Western Distributor, Broadway and southern city centre.
- South of Ultimo Road, the corridor is one way southbound with no on-street parking.



**Figure 2.2.1.2**  
Potential corridor view (Hassell)

### POTENTIAL

- Pedestrian-focused high street that prioritises public transport, local services and activity.
- Transition over time to a single lane in each direction along the entire length of the corridor, with bus priority providing rapid connection between Railway Square and Pirrama Park.
- Investigate opportunities for future extension over Glebe Island Bridge to provide direct access to Bays West and south to Tech Central.
- Conveniently located stops which connect to other transport routes (Metro, light rail, bus and ferry) and key anchors including UTS, TAFE, the Powerhouse Museum, Ian Thorpe Aquatic Centre, Union Square and John Street Square.
- Widen footpaths through reduction of parking and reconfiguration of traffic lanes.
- Streetscape upgrade including street trees, furniture, lighting, active retail frontages and street dining.



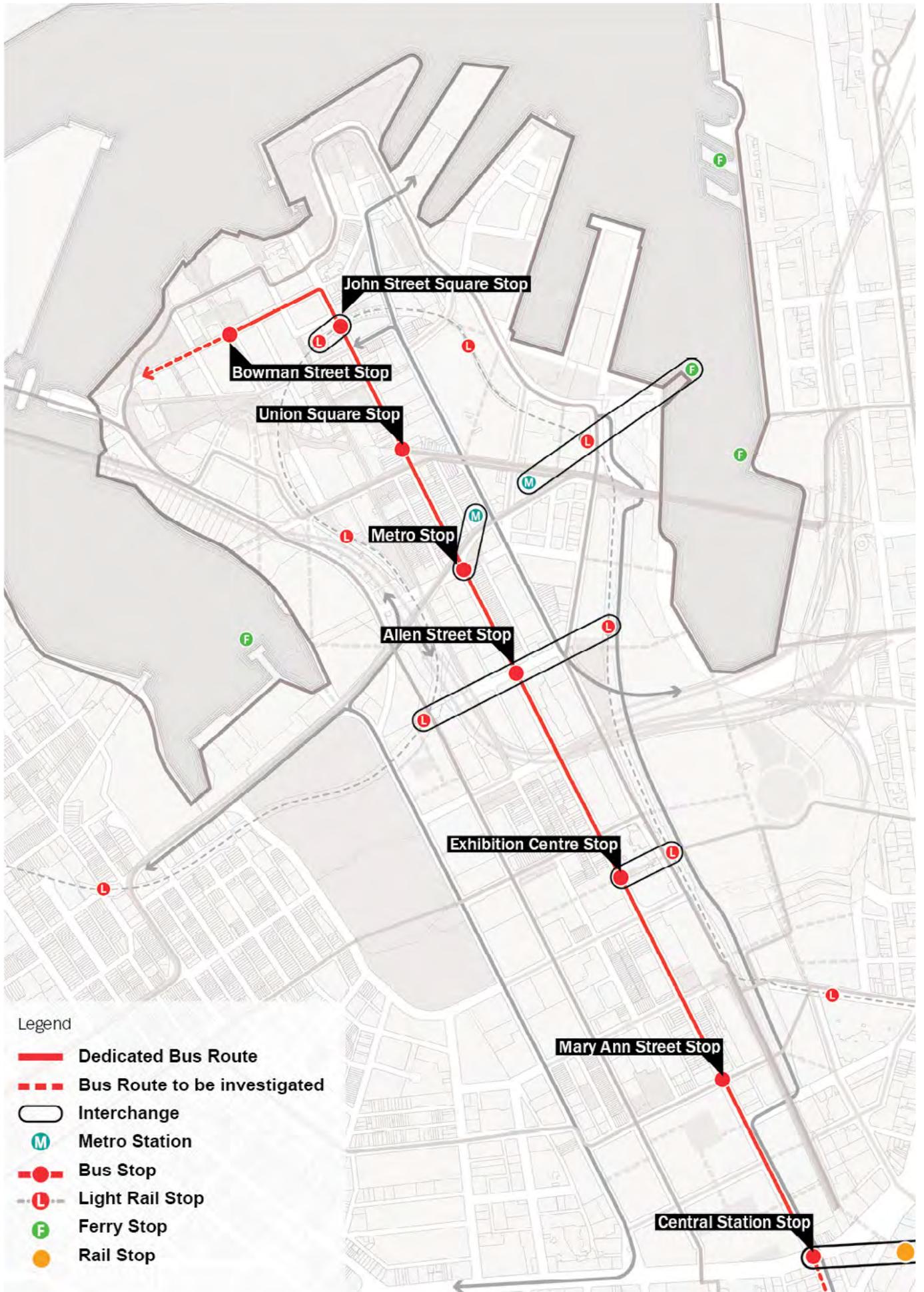


Figure 2.2.1.3 Possible Transport Corridor diagram (Hassell)

## 2.2.2 WALKING AND CYCLING LOOP

The Walking and Cycling Loop would provide infrastructure for safe and easy movement of pedestrians and cyclists throughout the Peninsula and to surrounding destinations and transport systems. The Walking and Cycling Loop has significant social and ecological benefits - reducing traffic congestion, improving air quality, improving access to community services and spaces. It would be supported by programmed open space that promotes a diverse range of passive and active recreation activities including:

### GENERAL OBJECTIVES

- A separated 3m two way bicycle path with 1m buffer to one side of the identified street where feasible, with continuous connection along the identified route and aligned to existing crossings at classified roads.
- Generous footpaths to both sides of the street with regular street tree planting to provide high canopy cover.
- Reduction of street parking and increase of flexibly programmed, linear open space relative to the identified character area.
- Ability to be implemented in logical sections over time and as sites develop and the street interface is upgraded.
- Subject to further development, scoping, business case, investigation and investment decisions.

### EDUCATION AND INNOVATION CHARACTER

- Supporting the social infrastructure needs of the Education and Innovation Precinct anchored by UTS, TAFE, ABC and Powerhouse.
- Connecting cultural institutions and providing spaces for students, employees and the broader community including communal sports facilities, spaces for gathering, retail and dining.

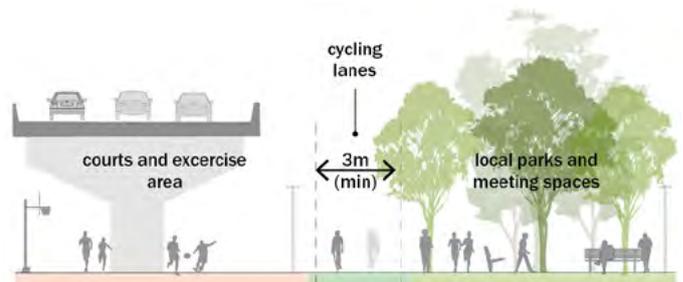


Figure 2.2.2.1 Section 1 - Indicative education and Innovation character (Hassell)

### EVENTS AND COMMERCIAL CHARACTER

- Supporting the social infrastructure needs of the Events and Commercial Precinct anchored by ICC Sydney, Harbourside, the Maritime Museum, The Star and Sydney Fish Markets.
- Connecting these destinations and providing spaces recreational spaces for local and international visitors, employees and residents including event and gathering spaces, smaller spaces for relation, exercise, retail and dining.

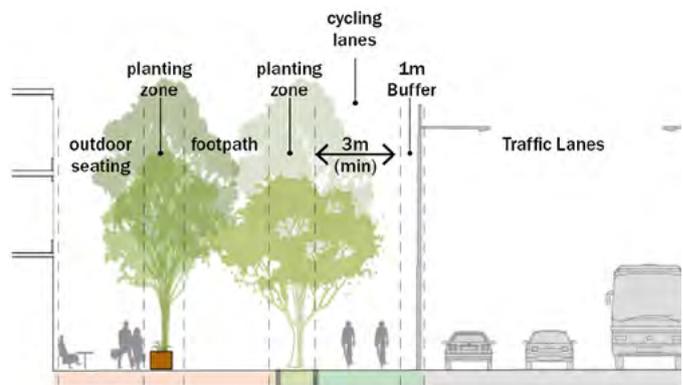


Figure 2.2.2.2 Section 2 - Indicative events and commercial character (Hassell)

### COMMUNITY CHARACTER

- Supporting the social infrastructure needs of the local community, particularly the western edge and northern end of the Peninsula.
- Connecting and enhancing existing open spaces, including spaces for recreation and relaxation, exercise, community interaction and participation.

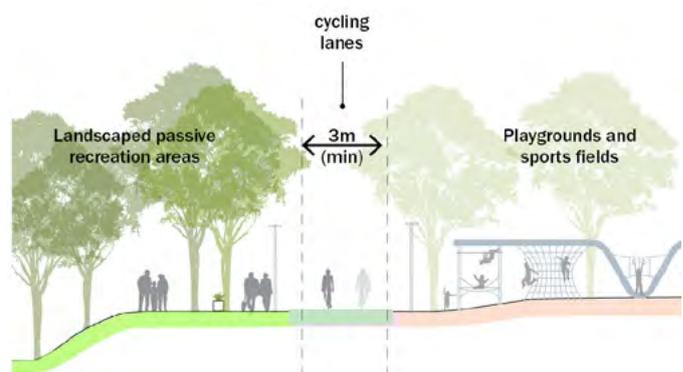


Figure 2.2.2.3 Section 3 - Indicative community character (Hassell)

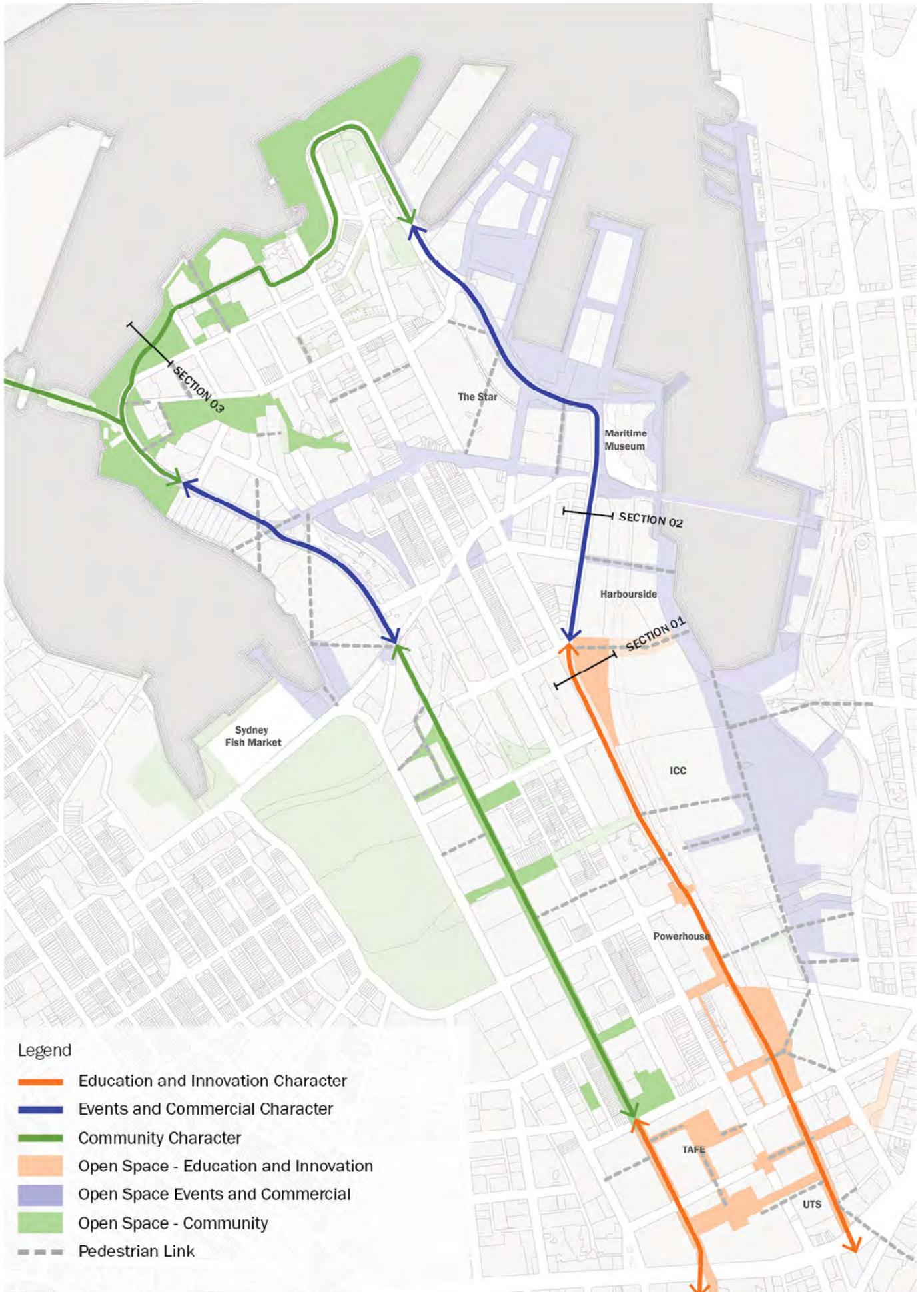


Figure 2.2.2.4 Walking and Cycling Loop (Hassell)

## 2.2.3 FORESHORE WALK

A continuous harbour-edge walk is a strategic objective of the NSW Government that has and will continue to be progressively improved or realised over time. The harbour foreshore walk will connect key public spaces, cultural and entertainment destinations, cater to a diversity of users and functions, and allow people to engage with and appreciate the natural setting of the harbour from Wolloomooloo to the Bays Precinct. The water interfaces, particularly in Blackwattle Bay, Darling Harbour and Cockle Bay are key areas of recreation, gathering and celebration which centre on the water which is actively used for civic and sporting events as well as other water based activities. Delivery and funding are not yet determined.

### EVENT INTERFACE CHARACTER

- Generous waterfront spaces that can be used for the safe staging of larger events and gatherings.
- Materiality, landscape and urban elements designed to allow for flexibility of use, while providing for everyday convenience and amenity.
- Pedestrian access into event spaces to be adequately sized, accessible and providing direct connectivity to surrounding street network and transport nodes.

### GENERAL OBJECTIVES

- Deliver a continuous, accessible harbour foreshore that may utilise temporary on-water connections until such time as a permanent landside solution can be delivered.
- A public promenade of minimum 20m providing public access for walking, cycling, gathering and recreation where feasible outside of wharf interfaces.
- Additional 10m zone for dining and seating areas where appropriate and feasible for retail uses, potentially provided in the form of a colonnaded under-croft with a minimum clear height of 9m.
- Existing conditions to be enhanced and expanded over time as sites develop to meet the objectives.

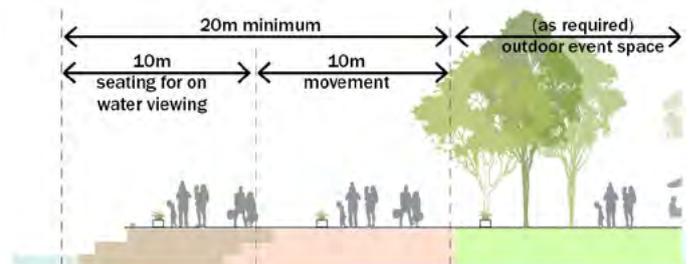


Figure 2.2.3.1 Indicative event interface (Hassell)

### WHARF INTERFACE CHARACTER

- Spaces at the edges of heritage wharves as well as the new Sydney Fish Markets to allow for temporary moorings by water craft.
- Movement space for pedestrians and cyclists to be as wide as possible and not compromised by other uses.
- Ground floor activation of buildings to be maximised.
- Typically narrower clear width (10-12m) supplemented by short street connections to wider promenade areas.

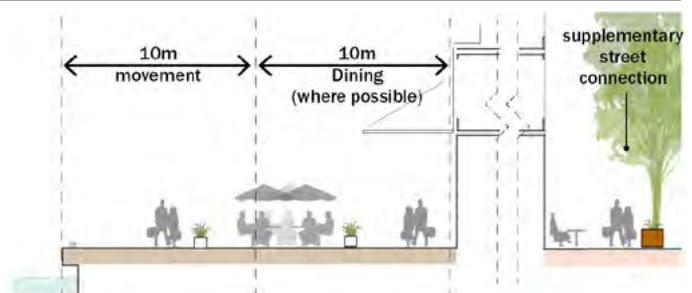


Figure 2.2.3.2. Indicative wharf interface (Hassell)

### PASSIVE RECREATION INTERFACE CHARACTER

- Generous waterfront spaces that are used primarily for recreation and relaxation, as well as larger events and gatherings.
- Movement space for pedestrians and cyclists to be as wide as possible and not compromised by other uses.
- Public amenities, shade and seating, trees and landscape to be provided within public spaces.
- Opportunity for direct access to and engagement with water.



Figure 2.2.3.3 Indicative passive recreation interface (Hassell)

### ACTIVE RECREATION INTERFACE CHARACTER

- Waterfront spaces that achieve less direct sun access due to orientation used primarily for active recreation and support of on-water activities through landside facilities including marinas and boat storage.
- Movement space for pedestrians and cyclists to be as wide as possible and not compromised by movement between landside uses and potential on-water marinas.
- Opportunity for direct access to and engagement with water.

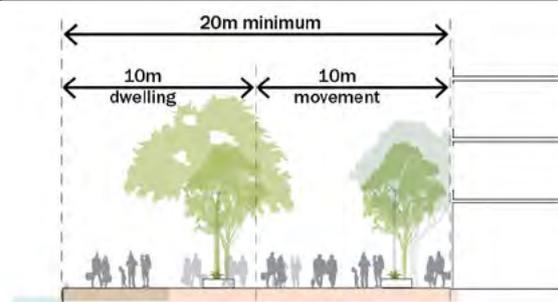


Figure 2.2.3.4 Indicative active recreation interface (Hassell)

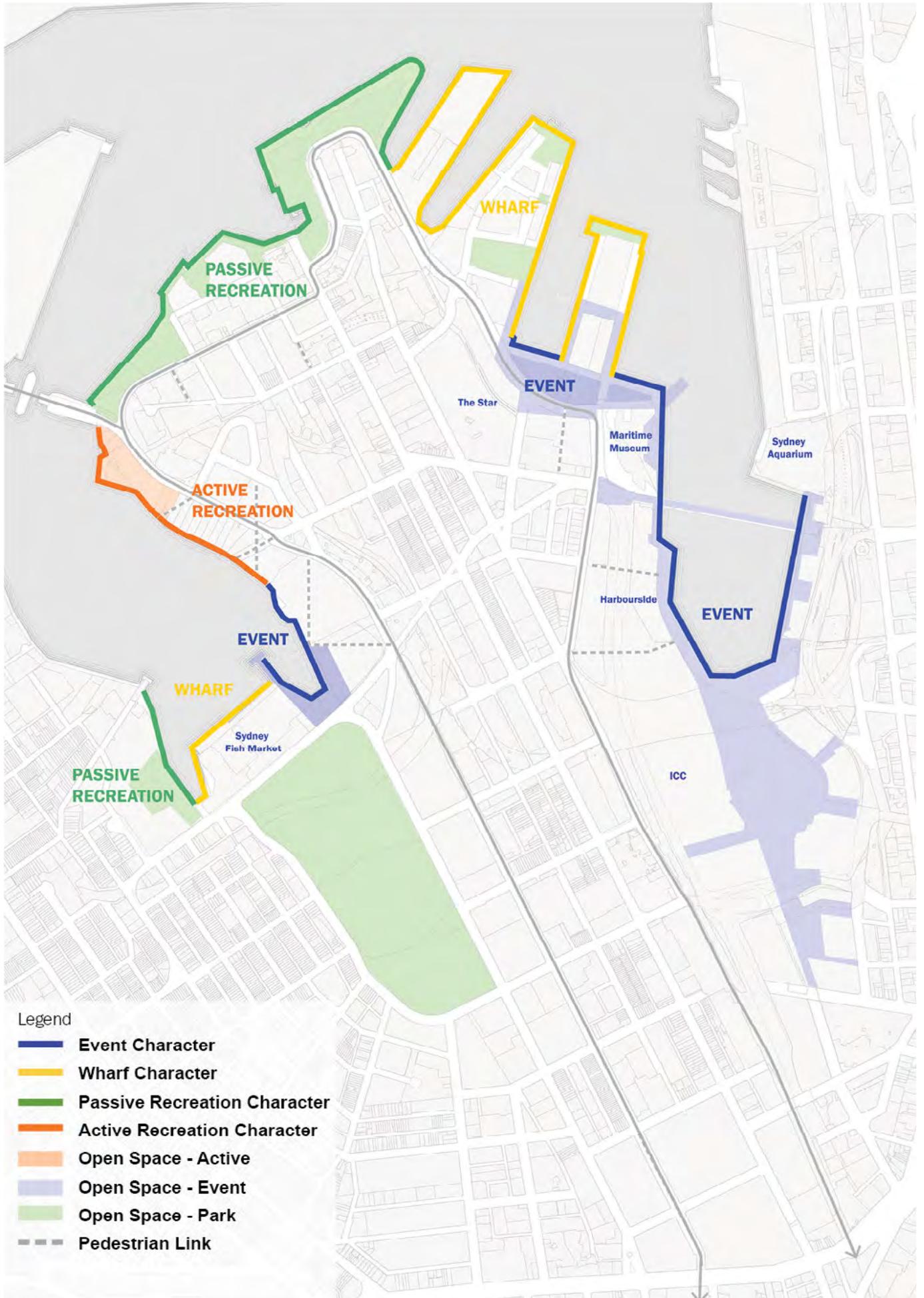


Figure 2.2.3.5 Harbour foreshore walk diagram (Hassell)

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# 2.3 OPEN SPACE NETWORK

**The Peninsula's open space is reflective of the unique topography and historical development with large district parks in the valley and along the water's edge, and small community spaces scattered along the ridges.**

**Consolidating and expanding these spaces alongside recognising that local streets are places for landscape and play will ensure that as the community of workers and residents grow, they will have adequate open space that supports well-being, recreation, comfortable micro-climates and biodiversity.**

**In addition to their local function of amenity and biodiversity, public open spaces in Pyrmont can play an exciting role in hosting activities and events that support the 24 hour economy subject to appropriate management of residential amenity.**

## Objectives

1. Ensure public open space is designed and delivered in accordance with Connection with Country principles.
2. Protect, conserve, restore and enhance biodiversity and connected urban ecologies to increase greening of the urban environments and connect people to nature.
3. Recognise streets as open spaces with places for respite and play which will be enhanced with increased planting and reduction of on-street parking over time as public transport improves.
4. Facilitate the return of Wentworth Park to community as public open space.
5. Provide new and upgraded open spaces under and along the Western Distributor corridor.
6. Upgrade and expand existing open spaces through strategic closure of streets not required for maintaining site access or servicing and to meet universal design standards.
7. Provide for new public, publicly accessible open space and through site links on key sites and larger renewals where significant change is projected.
8. Ensure new open space is located and designed to universal design standards, maximise solar access, amenity, safety and use throughout the day and night.
9. Co-locate open space with community facilities where possible to support community events and activation.
10. Increase urban tree canopy and greening to meet a 40% target between public and private lands, including provision for deep soil as per City of Sydney's guidelines, incorporating green roofs, façades and walls, appropriate material selection and the integration of Water Sensitive Urban Design (WSUD) requirements.
11. Support Resilient Sydney Strategy 2018 and Decentralised Water Master Plan through the design and implementation of storm water management, rainwater management and Water Sensitive Urban Design (WSUD) within the public and private realm.
12. Include provision for digital infrastructure to support knowledge-based and tech industry start-ups / businesses and educational facilities within the public domain, including publicly accessible private land, ensuring that all service infrastructure is concealed.

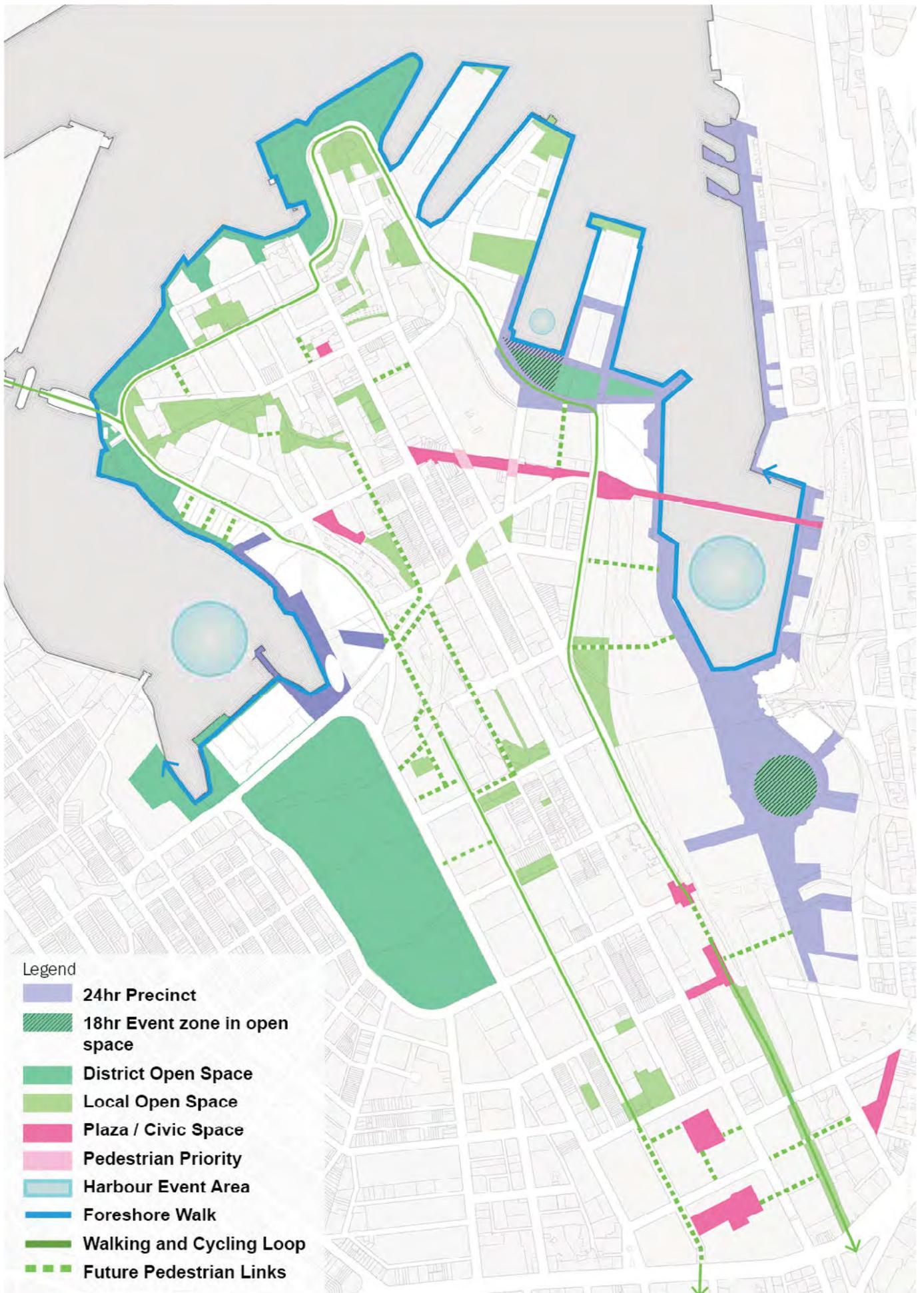


Figure 2.3.1 Open Space Network diagram (Hassell)

## 2.3.1 OPEN SPACE TYPOLOGIES

**A network of public open spaces throughout the Peninsula provides for a diversity of uses and experiences, for residents, workers and visitors. Key open spaces include:**

### EVENT SPACE

- Generous waterfront spaces that can be used for larger events and gatherings at different times of the day.
- Located within a 24 hour zone that contains a range of internal and external activities to support activation and events associated with the evening and night-time economy across key internal venues, open spaces adjacent to late-night venues, and open spaces adjacent to residential and sensitive land uses managed as follows:
  - 12 hour - daytime activity in areas adjacent to residential uses;
  - 18 hour - public open spaces directly adjacent to 24 hour venues, including dining and outdoor events; and
  - 24 hour - indoor venues with 24 hour trading.
- Materiality, landscape and urban elements designed to allow for flexibility of use, while providing for everyday convenience and amenity.
- Event infrastructure and servicing to be integrated into the design of spaces to minimise visual impact and disruption.

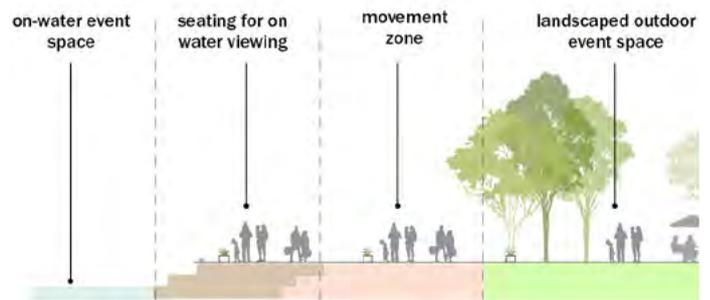


Figure 2.3.1.1 Indicative event space section (Hassell)



### DISTRICT OPEN SPACE

- Generous waterfront spaces that are used primarily for sport, exercise, recreation and relaxation, as well as larger events and community gatherings.
- Potential for clustering of sporting and other uses to fulfil regional function.
- Public amenities, shade and seating, trees and landscape to be provided within public spaces.



Figure 2.3.1.2 Indicative regional open space section (Hassell)



### LOCAL OPEN SPACE

- Smaller spaces distributed throughout the Peninsula to maximise accessibility and use by residents, workers and visitors.
- A diversity of different programs accommodated including playgrounds, exercise equipment, community gardens and flexible recreation and lawn areas.
- Shade, landscape and seating providing amenity for users.

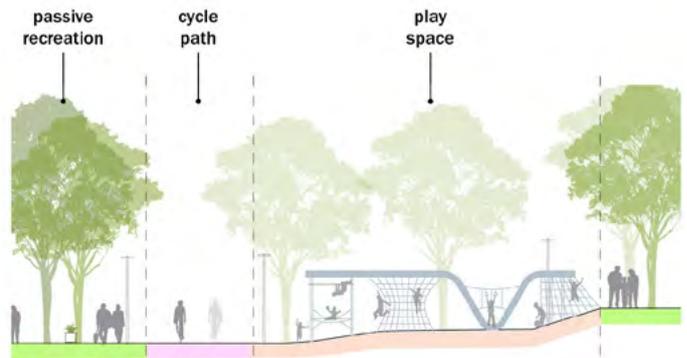


Figure 2.3.1.3 Indicative local open space section (Hassell)



### PLAZA / CIVIC SPACE

- Smaller spaces located within commercial, educational and community sites.
- Surrounding buildings edge and activate spaces with retail and other uses.
- Materiality, landscape and urban elements designed to allow for flexibility of use including smaller gatherings, events and performances.
- Shade, landscape and seating providing amenity for users.
- Limited or managed vehicular access for maintenance and servicing.

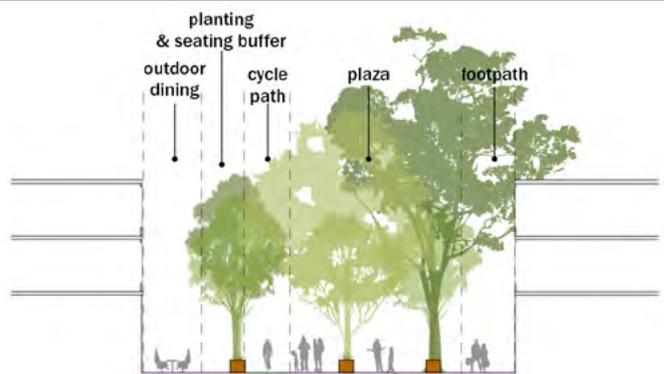


Figure 2.3.1.4 Indicative civic space condition (Hassell)



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# 2.4 VIEWS

**Views are important for connection to place, amenity and outlook as well as wayfinding. The terrain of Pyrmont offers many vantage points with clear views towards internal and external destinations, valley parks and the water. It is important to recognise these views are corridors along which each moment in-between the origin and destination is of relevance to the experience of the Peninsula.**

## Objectives

1. Views are to be maintained and created along streets to reinforce connections to waterfront and regional open spaces at the Peninsula edges from the ridge along Harris Street.
2. Views from key intersections are to support wayfinding within and across the Peninsula.
3. Views to landmarks and major public facilities are to be protected including the Anzac Bridge Pylons and suspension wires, ICC and Sydney Fish Markets.
4. Built form to protect and enhance the existing view corridor from Martin Place as defined within the Central Sydney Planning Framework.
5. Create new and maintain existing views along streets and between buildings to water, open space and landmarks to support legibility and wayfinding, enhance existing character and visually connect people to the natural setting of the Peninsula.
6. Create new and maintain existing views to the sky from public open space, key streets and between new developments to protect amenity and ensure a diversity in scale and character in built form.
7. Protect the unique waterfront character of the Peninsula by ensuring new buildings and landscape reveal its topography and escarpments, heritage buildings and spaces, and the transition of buildings from north to south.

## Primary Views

1. Giba Park
  - Existing Views north and west over the escarpment edge to the harbour.
2. Harris Street / John Street
  - Existing view north along Harris Street to the harbour.
  - Existing view east along John Street to the city centre beyond.
  - John Street / Mount Street Existing View north along Mount Street to the harbour and waterfront park.
3. John Street / Cadigal Avenue
  - Existing view north along Cadigal Avenue to Refinery Square.
  - Existing view west along John Street to Carmichael Park and the Anzac Bridge beyond.
4. Carmichael Park
  - Existing views along cliff face to Anzac Bridge Pylon.
  - Existing views along Jones St to Cadi Bay Wharf.
  - Future views along Quarry Master Drive and through site links to Sydney Fish Market.
5. Miller Street
  - Existing view north along Jones Street to Jones Street Pocket.
  - Existing view east along Miller Street to Harris Street.
  - Existing view west along Miller Street through new waterfront space to the harbour edge.
  - Future view to Sydney Fish Market.
6. Union Street
  - Existing views along Union Street in both directions to Pyrmont Bridge and Union Square.
  - Existing view north along Edward Street to Pyrmont Bay Park and harbour.
  - Existing View south along Edward Street to Pyrmont Bridge Road and small public space beyond.
7. Bunn Street
  - Future view east across waterfront space to the harbour edge.
8. Wattle street
  - Existing view to Anzac Bridge along foreshore from termination of Wattle Street.
9. Quarry Street
  - Existing view east to ICC Sydney and pedestrian connection to Tumbalong Park.
  - Existing view west to pedestrian bridge to Wentworth Park.
10. Quay Street
  - Existing view north along boulevard through Darling Harbour and to harbour beyond.
  - Existing View south along Quay Street to Central Station.
11. Harris Street / Mary Ann Street
  - Existing views north and south along Harris Street.
  - Future view east along Mary Ann Street to and through Goods Line and future redevelopment on UTS sites.
  - Existing view west along Mary Ann Street to Wattle Street.
12. Harris Street / Thomas Street
  - Existing views north and south along Harris Street.
  - Future view east along Thomas Street through new pedestrian connection.
  - Existing view west along Thomas Street to Wattle Street.
13. UTS Link
  - Future views between the Goods Line and Alumni Green.
14. Goods Line
  - Future views north and south along Goods Line to Railway Square and Powerhouse Museum.

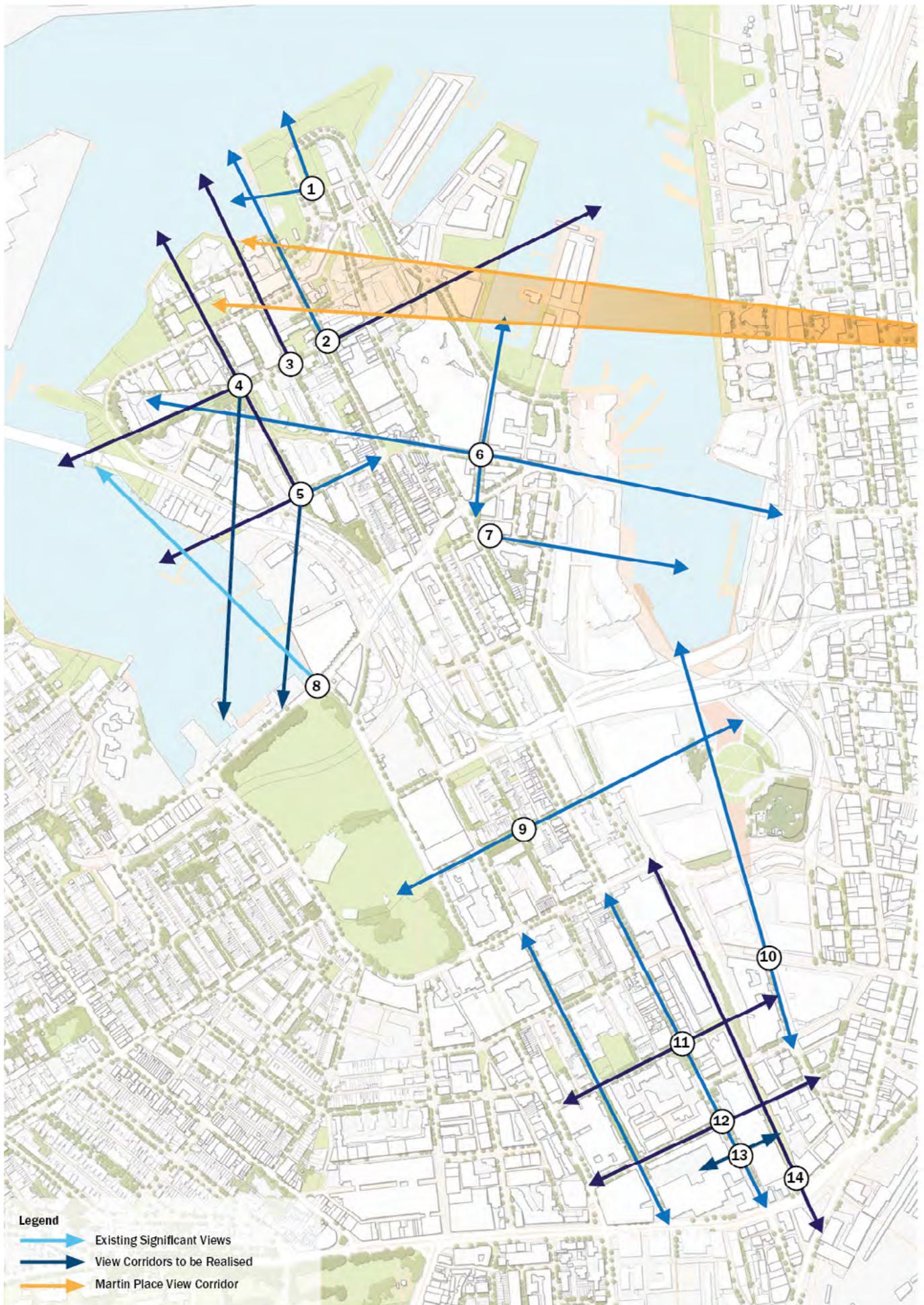
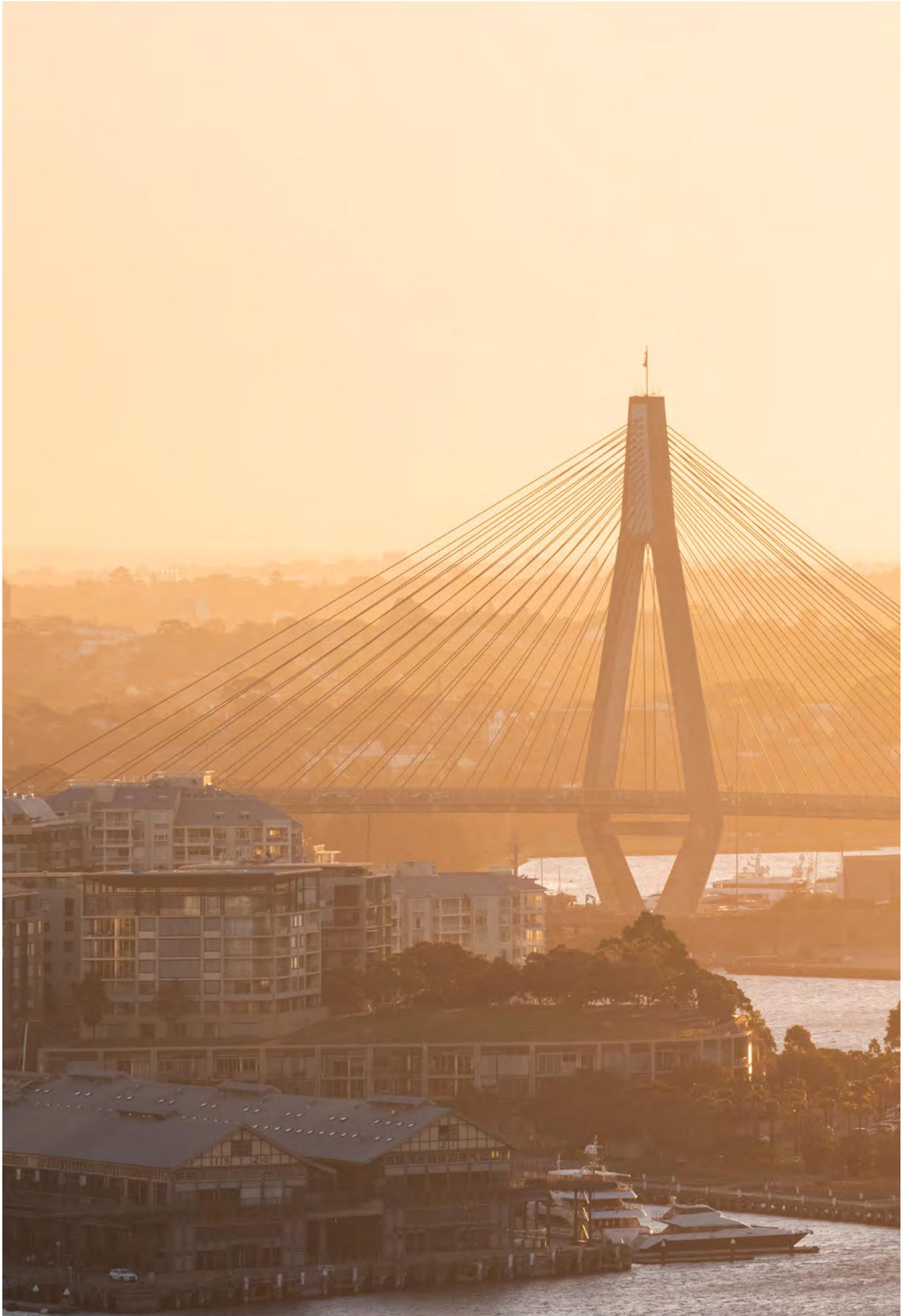


Figure 2.4.1 Primary Views diagram (Hassell)



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# 3

# PENINSULA HEIGHT STRATEGY

Figure 3.0.1 / Anzac Bridge, Sydney (Destination NSW)

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# 3.1 HEIGHT STRATEGY

An approach to the location, form and height of new buildings has been developed to ensure that the Peninsula can deliver new housing and jobs without significant impact on its amenity and character.

This strategy has considered:

- The overall character of the Peninsula including its natural setting, industrial history and diversity of uses and places;
- The form and height of existing buildings, and taller development;
- Potential for visual and amenity (including solar access and wind) impacts on historic neighborhoods, streets and open spaces;
- Opportunities for sustainable design outcomes;
- Public views to and from the water, open spaces and landmarks;
- Existing planning studies, guidelines and controls that apply to the Peninsula and surrounding areas such as the Pyrmont Urban Design Strategy (1995), the SREP (Sydney Harbour Catchment 2005) and Central Sydney Planning Strategy; and
- Limits set by the Civil Aviation Authority.

Four distinct zones have been identified for this height strategy:

1. Harbour Interface Zone;
2. Transition Zone;
3. Sun Access Plane (SAP) Control Zone; and
4. Bay Interface Zone.

## 1. HARBOUR INTERFACE ZONE

This zone encompasses the northern end of the Peninsula defined by sandstone escarpments and heritage buildings along the harbour edge and within the Harbour Foreshore Zone.

Preserving the unique natural and lower scale heritage character of this place is key to the identity of the Peninsula and the broader setting of the Harbour CBD as experienced from the surrounding areas.

This treatment of the Peninsula/harbour interface north of Union and Miller Streets mirrors the Sydney CBD where Alfred Street marks a distinct change from lower heritage buildings nestled into the topography to the taller modern towers of the CBD.

A taller building on The Star site has been considered by government, as outlined in Chapter 10 'Framework for key sites' of the Pyrmont Peninsula Place Strategy (DPE 2020).

## 2. TRANSITION ZONE

This zone transitions between the Foreshore Area and Sun Access Plane (SAP).

Development will step down from the SAP control zone to existing heights of Distillery Hill and enable expansion and diversification of the existing employment clusters.

## 3. SUN ACCESS PLANE (SAP) CONTROL ZONE

Critical to supporting dense urban environments is high amenity open space. The majority of the Peninsula is subject to sun access provisions consistent with those defined for Central Sydney.

This approach enables taller buildings, that will not reduce sun access to public open spaces along side other considerations including streetscape, wind impacts and access to sky views.

## 4. BAY INTERFACE ZONE

This zone is located along the Peninsula edges where former dockland sites (Darling Harbour and Blackwattle Bay) are undergoing renewal for commercial, cultural and entertainment uses.

This renewal zone will play an important role in providing new floor space in taller buildings in line with the Structure Plan and growth forecasts of the Place Strategy.

An important consideration for any taller buildings in this zone is to ensure appropriate wind environments at ground level due to their location at the waterfront and the requirement to deliver a harbour foreshore walk in development sites in this zone.

Adequate building separation, tower setbacks and other design and mitigation measures are required in new development.

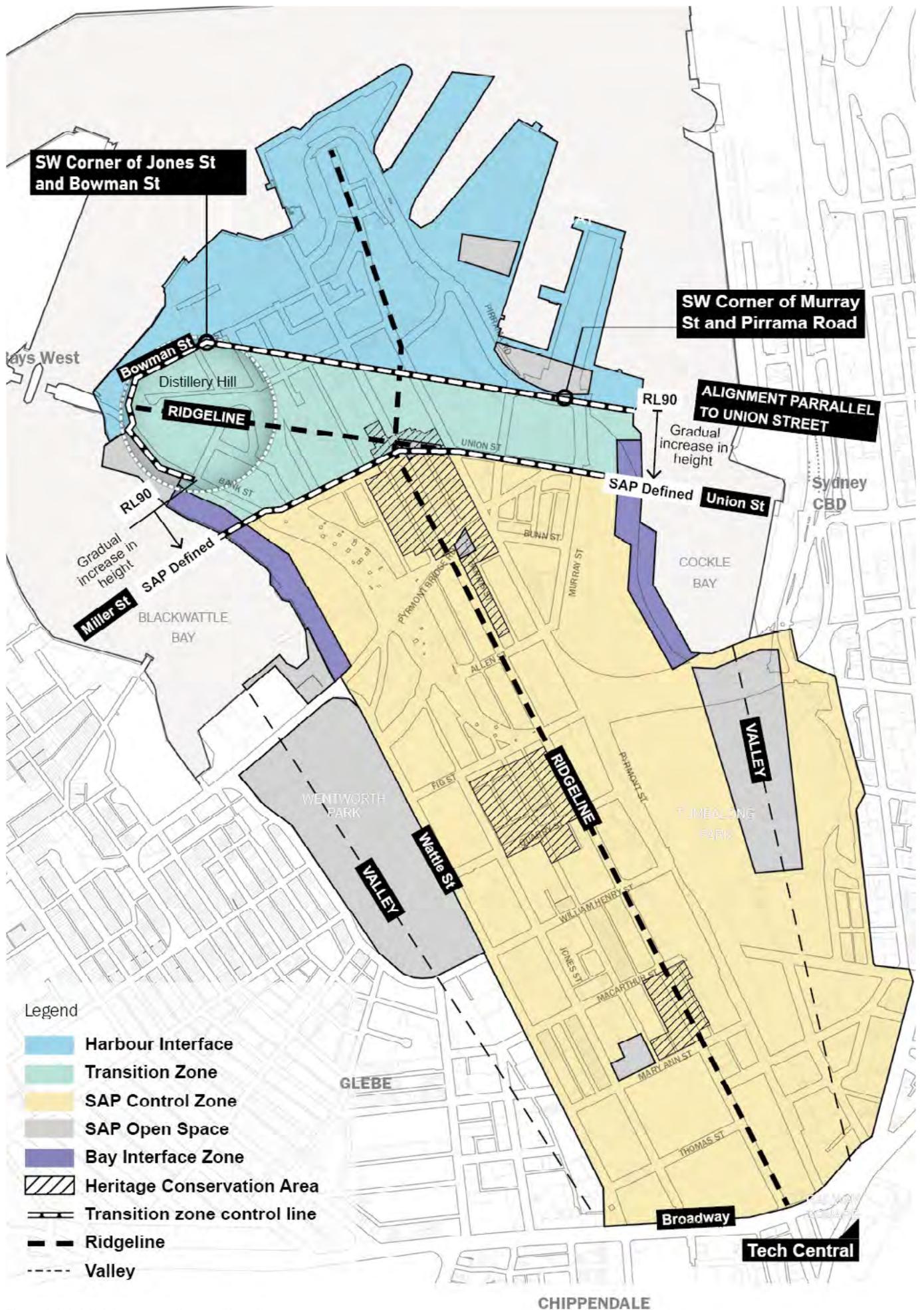


Figure 3.1.1 / Height strategy diagram (Hassell)

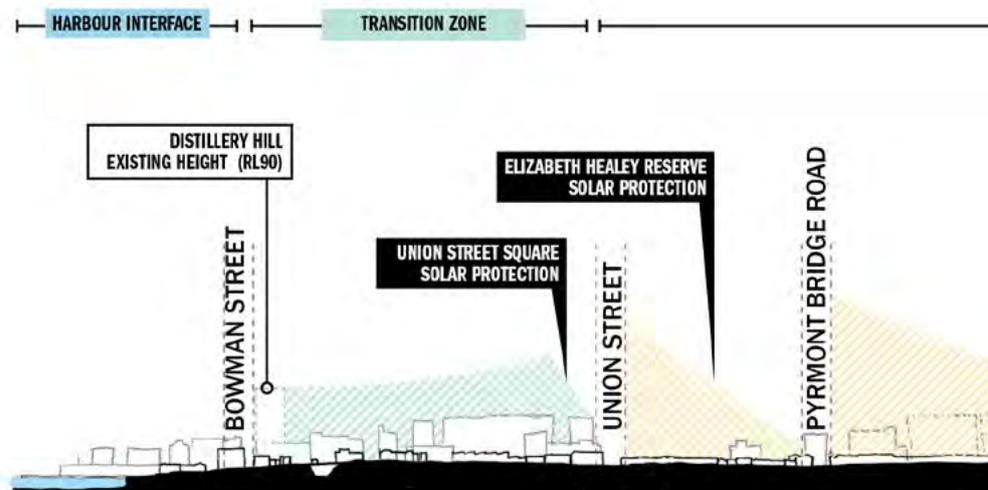
# 3.1 HEIGHT STRATEGY

*NOTE: The ability for any single development, including key site development to access the maximum, or close to the maximum potential height on a site will be subject to evaluation of relevant planning and design considerations in subsequent planning processes, such as planning proposals, development applications and, if applicable, design competitions.*

*In addition to the height principles outlined, any development outcome is subject to understanding:*

- Local topography and heritage;
- Wind impacts;
- View impacts;
- Open space amenity;
- Street amenity (sun and enclosure);
- Street scape character and experience;
- Overshadowing impacts to adjacent properties and places including residential as outlined under the NSW Apartment Design Guide;
- Integration with context;
- Alignment with EDS for land use;
- Design excellence;
- Public benefit.

*Heritage conservation areas are generally considered inappropriate for significant changes in height.*



**Figure 3.1.2 /** Indicative North-South section along Harris Street demonstrating height principles (Hassell)

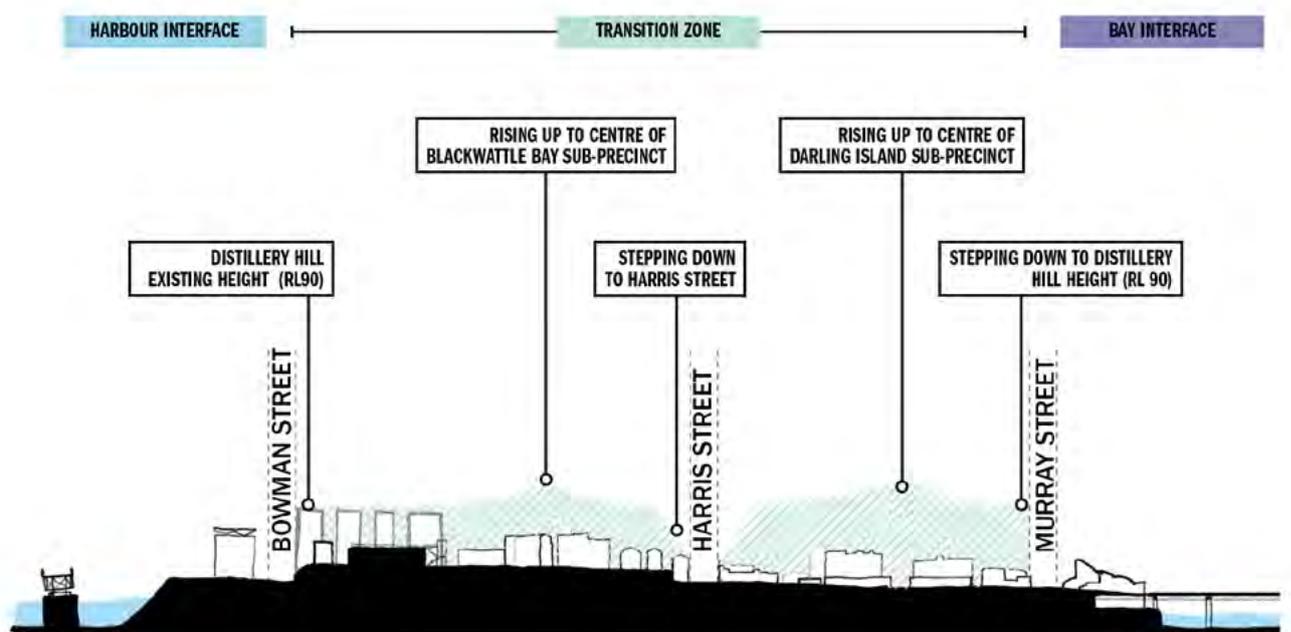
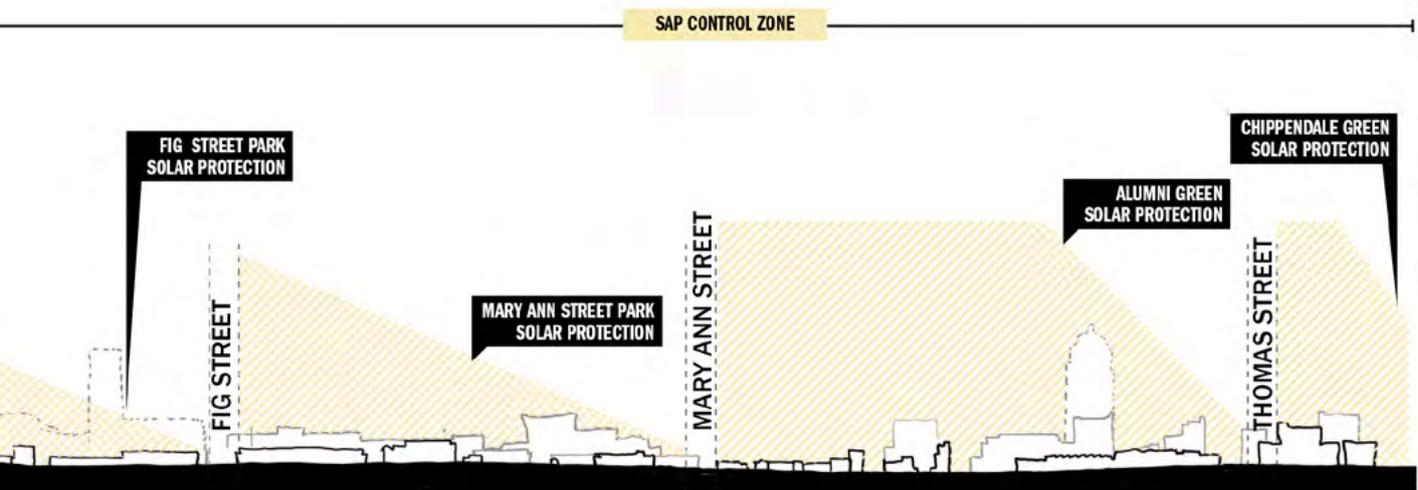


Figure 3.1.3 / Indicative East-West section along Union Street demonstrating height principles (Hassell)

# 3.2 HEIGHT OBJECTIVES

## GENERAL PROVISIONS

1. New development should complement and enhance the existing character of escarpments, street scale and heritage fabric.
2. Building heights should be varied across the Peninsula in accordance with the zones indicated in Figure 3.1.1..
3. Parameters for Key Sites are outlined under Chapter 10 'Framework for Key Sites' of the Pymont Peninsula Place Strategy (DPE 2020).
4. Ensure that increases to existing building heights do not compromise the amenity of public open spaces identified as areas to be protected from additional overshadowing in the Peninsula.
5. New development should respect and respond to the lower building height along Harris Street and stepping down to the 'valley' of Darling Harbour and Blackwattle Bay.
6. Street wall heights should reflect existing low scale context and maximise sunlight and daylight to streets, to encourage a cohesive street experience, support plant growth and support ground level activity within the footpath area.
7. Building setbacks above the street wall are to mitigate wind impacts as per the City of Sydney's guidelines to ensure an appropriate and comfortable street environment for activity and pedestrian movement.
8. That the impact of any increase to building heights will be supported by wind modelling to demonstrate a comfortable street environment for street activity and pedestrian movement at ground.

## Within the Harbour Interface Zone:

9. New development should complement the existing heights, heritage buildings and topography.
10. Street walls in proximity to the sandstone escarpment or visible against sandstone escarpments are to establish a strong relationship and alignment to the scale of the escarpment.

## Within the Transition Zone:

11. Building heights that progressively transition the scale from an existing maximum height of RL90 at Distillery Hill up to heights limited by SAP's to support growth of the existing employment clusters and enable greater diversity in employment zones.

## Within the Bay Interface Zone:

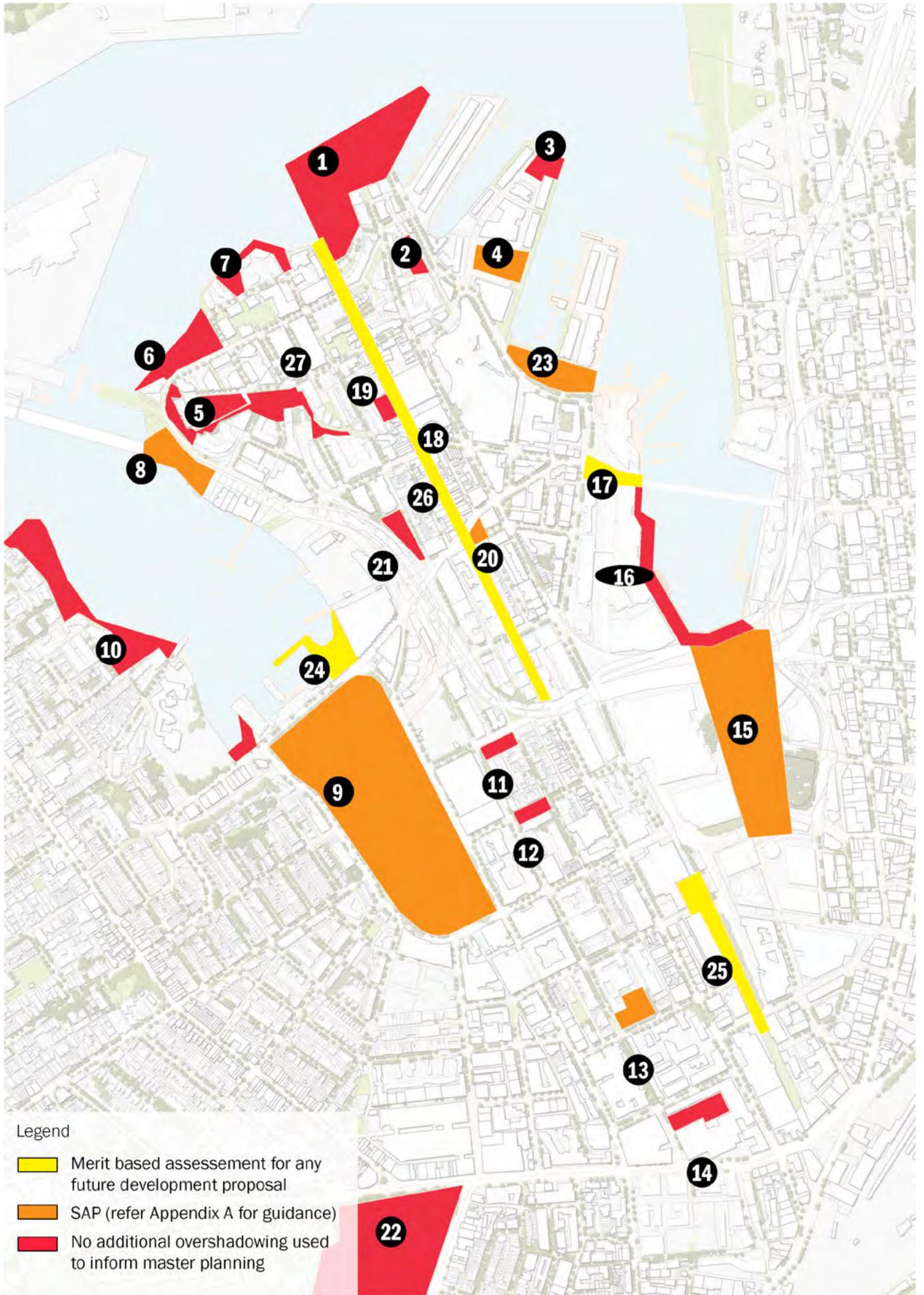
12. New buildings will provide an appropriate response to the character of Pymont's foreshore in a reinterpretation of the working harbour with a low scale podium reflective of historic maritime structures and warehouses.
13. New buildings and changes to existing buildings should ensure good solar access to the waterfront.
14. Taller buildings above podiums will provide adequate tower separation and building setbacks to ensure wind conditions at ground level support the future event, leisure and recreation uses.

## Within the Open Space Sun Access Control Zone:

15. Ensure that any increase to building heights do not decrease the amenity of existing and planned open spaces within and around the Peninsula.
16. New developments consider sunlight to public and open spaces in accordance with the requirements of Figure 3.2.1. New building heights demonstrate appropriate responses to the identified areas and levels of protection required such as no additional overshadowing, not protruding through the sun-access planes and/or merit based impact where noted.

**Table 3.2.1 Public Open Spaces**

1	Pirrama Park and Gibs Park
2	James Watkinson Reserve
3	Ballaarat Park
4	Metcaalfe Park
5	Distillery Drive Park/The Knoll
6	Waterfront Park
7	Cadi Park
8	Banks Street Park
9	Wentworth Park
10	Blackwattle Bay Park
11	Fig Lane Park
12	Quarry Green
13	Marry Ann Street Park
14	Alumni Green
15	Tumalong Park
16	Darling Harbour Foreshore
17	Pymont Bridge Forecourt
18	Union Square
19	Maybanke Park
20	Elizabeth Healey Reserve
21	Paradise Reserve
22	Victoria Park
23	Pymont Park
27	Carmichael Park
24	Sydney Fish Markets Square
25	Goods Line
26	Harris Street



3.2.1 Plan of Pyrmont Peninsula noting open spaces which require protection for solar access (Hassell)



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# 4

# SUB-PRECINCT MASTER PLANS

Figure 4.0.1 / Union Street, Pyrmont

# 4.1 SUB-PRECINCTS

Pymont Peninsula is a large and diverse area with vastly different topography, built form and communities, alongside a working harbour.

In addition to its unique natural and physical qualities, key anchor institutions underpin its economic diversity and are recognised for the role they play in delivering the innovation corridor and EDS.

To ensure the Peninsula wide objectives engage appropriately with this diversity, seven sub-precincts have been identified which reflect the areas of differing character along its length being:

1. **Pymont Village:** an historic ridgeline village of fine grain shopfronts and terrace houses centred on Union Square, Elizabeth Healey Reserve and the Pymont heritage conservation zone;
2. **Pirrama:** an industrial headland that has transformed into a mixed use residential neighbourhood;
3. **Darling Island:** a harbour home of large commercial, cultural and entertainment destinations, alongside existing residential;
4. **Blackwattle Bay:** a media hub, tourist destination and future mixed use quarter;
5. **Tumbalong Park:** a celebration and event space for both local community and global visitors;
6. **Wentworth Park:** a park-side community of historic warehouses and terraces that builds upon the scale and experience of the Ultimo heritage conservation zone and local heart of Quarry Green;
7. **Ultimo:** a centre for creativity and learning at the edge of Central Station reinvigorating the Harris Street heritage conservation zone through a series of connected campuses.

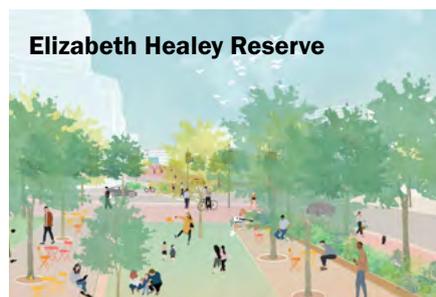


Figure 4.1.1.1 / Potential Pymont Peninsula Experiences

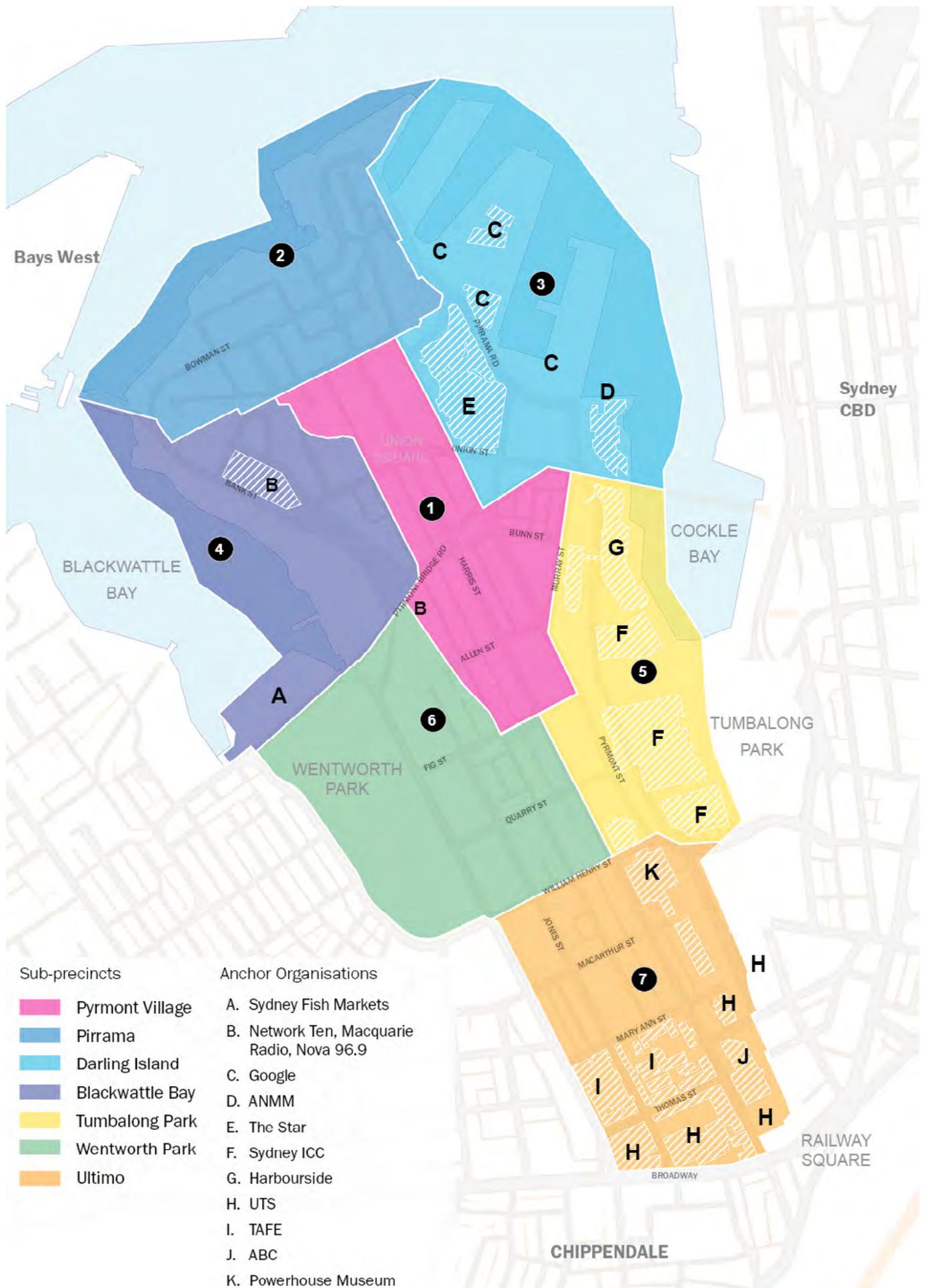


Figure 4.1.2 / Pyrmont Peninsula Sub-precincts

# 4.2 PIRRAMA SUB-PRECINCT

## A place of waterfront living and working harbour heritage.

Pirrama is an active waterfront neighbourhood which is characterised by mid to high rise development and an active foreshore connected by a series of parks and promenades.

Pirrama is a place with fantastic harbour views, foreshore recreational spaces, a mix of housing types, tenures and price points, new commercial and retail development, prioritised walking and cycling and easier east-west connections.

### Enhance the local movement network

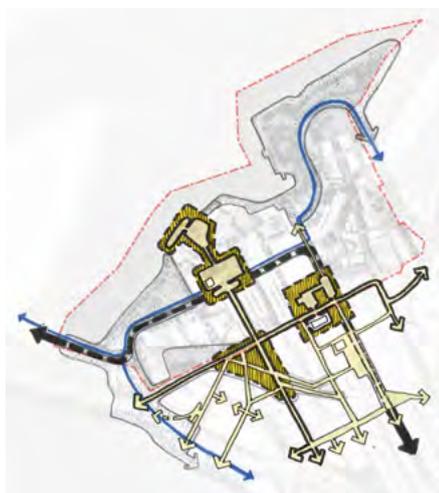


Figure 4.2.1 / Sketch noting Local movement network enhancements (Hassell)

- Connect to Bays West across the Glebe Island Bridge.
- Provide walking and cycling loop for pedestrian and cycle connectivity to innovation corridor.
- Connect transport interchange to possible future bus corridor and existing John Street Square light rail station.
- Invest in John Street as the community street linking community facilities, transport and local services.
- Invest in Carmichael Park as a key connector of multiple routes from Pirrama to adjacent destinations.

### Enhance the harbour interface experience



Figure 4.2.2 / Sketch highlighting foreshore open space and adjacent water spaces (Hassell)

- Connect the foreshore walk and harbour parkland to provide amenity for local residents and visitors.
- Improve and diversify the harbour foreshore experience with landside facilities to support on-water uses.
- Encourage diversity of water activities and harbour edge experience including harbour swimming, kayaking and heritage engagement.

### Enhance and protect heritage and views



Figure 4.2.3 / Sketch highlighting landscape platforms, sandstone cliffs and heritage items (Hassell)

- Maintain identified views to and along heritage buildings and sandstone cliffs to define street wall character.
- Enhance and protect existing landscape character through retaining existing views from key open space and streets.

# Pirrama Sub-precinct Master Plan



Figure 4.2.4 / Pirrama Sub-Precinct Structure Plan (Hassell)

## Legend

- ↔ Foreshore Walk
- ↔ Walking and Cycling Loop
- ↔ Regional Walking/Cycling Route
- ↔ Vehicle Access and Servicing Route
- ↔ Local Routes / Through Site Links
- Key intersection
- Civic Place / Corridor
- District Open Space
- Local Parks
- Community Facilities
- M Future Metro
- B Proposed Bus Stop
- L Light Rail Stop

# PIRRAMA CHARACTER AND EXPERIENCE

## Landscape

→ The Pirrama sub-precinct provides green open spaces with an activated waterfront edge that interfaces the sloping topography and links people to the foreshore.



1. Waterfront Park
2. Hard Waterfront Edge
3. Hollys Wharf
4. Pirrama Park Pathway

## Heritage

→ The Pirrama sub-precinct encompasses a mix of low and mid-rise terrace heritage developments that could be sensitively adapted and celebrated.



5. The Cooperage
6. Heritage Development
7. Mid-Rise Built Form
8. Low-Rise Heritage Built Form
9. Low-Rise Heritage Built Form

## Materiality

→ Pirrama's materiality is characterised by the sub-precinct's history as a quarry. This has influenced the use of stone and various coastal materials within Pirrama's development over time.



10. Sandstone Cliff
11. Sandstone Street Wall at 109-125 Point St
12. 127-133 Point St
13. 26 Point St

Figure 4.2.5 / Pirrama Character and Experience (Hassell)

## Character Areas



Figure 4.2.6 / Key character elements of Pirrama Sub-Precinct (Hassell)

# PIRRAMA CHARACTER AREAS

## John Street Square

The expansion of John Street Square public realm along and across Harris Street provides an opportunity to improve pedestrian access throughout the Pirrama sub-precinct while improving access to public transport.

### Objectives:

1. Enhance and expand local service centre and movement between Inner West Light Rail and Harris Street Bus Corridor, connecting residents and workers of Pirrama with Central Station, Glebe and the Inner West.
2. Improve public access to local transport and open space attractors.
3. Upgrade Harris and Bowman Streets as dedicated bus corridors connecting to both Central Precinct and Bays West Precinct, with transport interchange to John Street Square Light Rail Stop.
4. Upgrade Refinery Drive and Pirrama Road to provide dedicated pedestrian and cycle network as part of the peninsula pedestrian and cycle loop.
5. Activate Harris Street with future development providing retail and outdoor dining uses, increased canopy cover and generous footpaths.

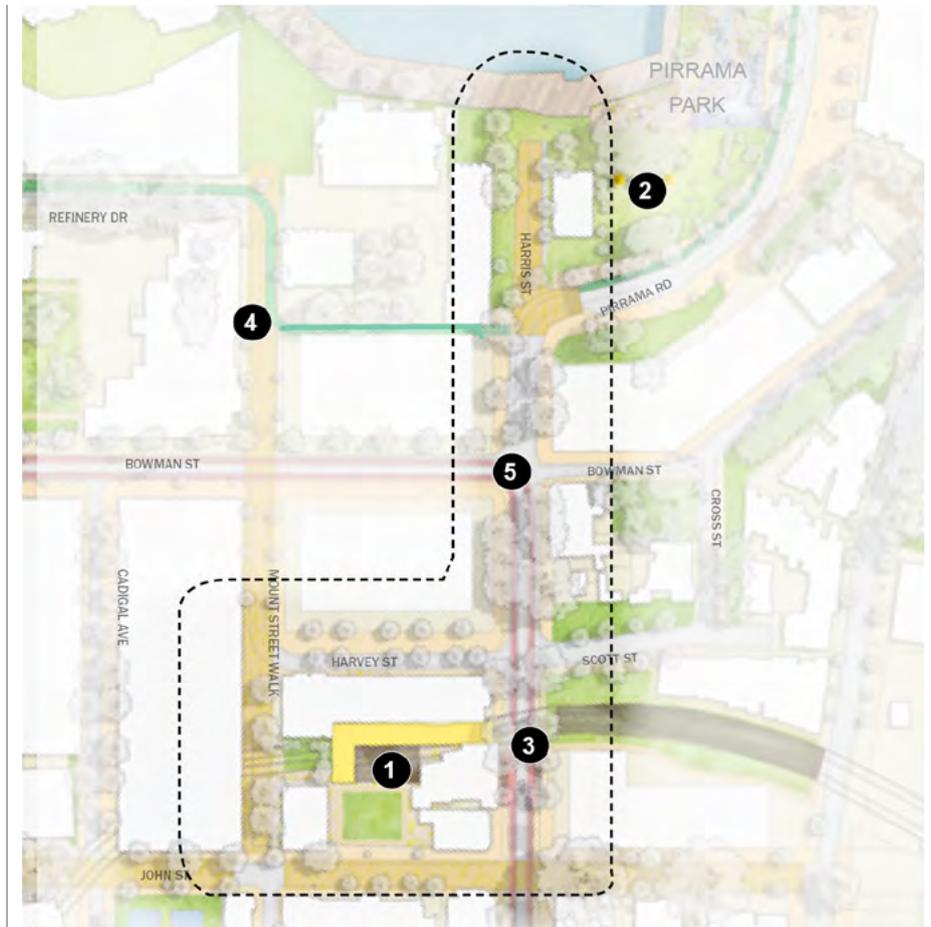


Figure 4.2.6 / Plan of John Street Square Character Area (Hassell)



Figure 4.2.7 / Kensington Street, Chippendale

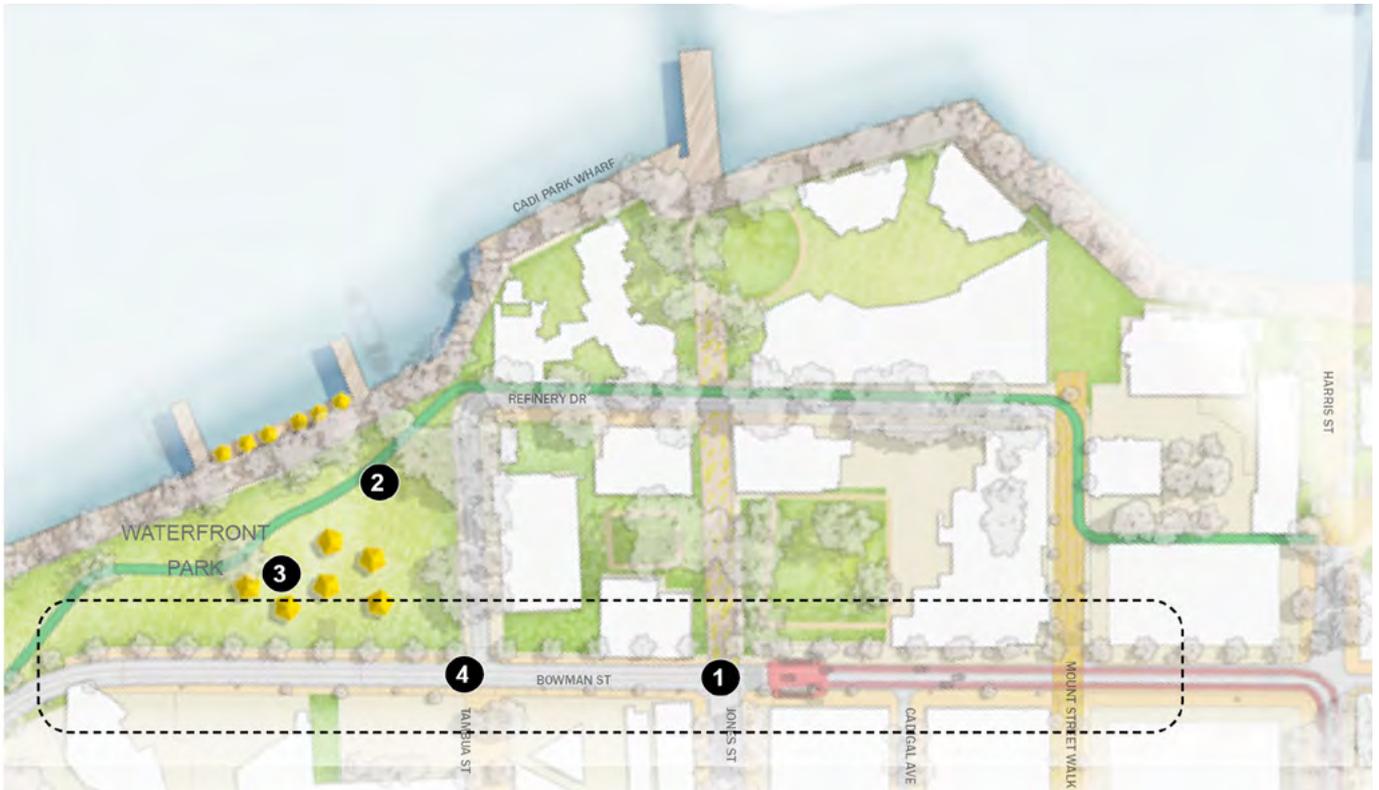


Figure 4.2.8 / Bowman Street Character Area (Hassell)



Figure 4.2.9 / Indicative Jones Street Section (Hassell)

## Bowman Street

Bowman Street provides an opportunity to improve local amenity and connectivity through Pirrama with an integrated walking, cycling and public transport network alongside improved open space.

### Objectives:

1. Upgrade of Bowman Street to accommodate dedicated bus route.
2. Provide a pedestrian and cycle link to Bowman/Bank Street from Distillery Drive and Pirrama Road as part of the peninsula pedestrian and cycle loop.

3. Provide inclusive play opportunities for children along the walking and cycling loop near Bowman Street.
4. Increase urban tree canopy as to meet the target of 40% as per City of Sydney guidelines within public and private open space and Harris and Bowman Streets to provide shade and enhanced pedestrian experience.



Figure 4.2.10 / Vancouver Waterfront (PWL Partnership)



Figure 4.2.11 / Bourke St, Surry Hills

# 4.3 DARLING ISLAND SUB-PRECINCT

**Darling Island is a mixed use recreational, cultural and entertainment destination alongside existing residential dwellings. Future development could enhance the character, walkability and public transport access to the centre to support increased activity, whilst being sensitive to existing residents.**

## Connect ridge to valley to view

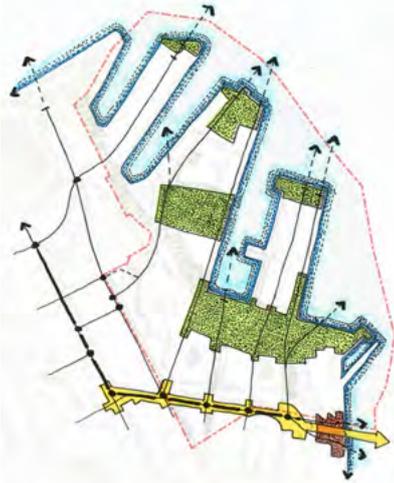


Figure 4.3.1 / Sketch noting the ridge and valley and key movement routes to water and the view.

- Investigate connections and permeability across sites and blocked roads including between Union Street and the waterfront through Star Casino and opening up of Edward Street to pedestrian and cycle traffic.
- Reinforce Sydney's peninsula character of streets extending to the water's edge.

## Consolidate a harbour edge park



Figure 4.3.2 / Sketch highlighting consolidated foreshore open space.

- Enlarge open space, including the expansion of Pyrmont Bay Park to connect the possible through site link on Star Casino, Star Casino Light Rail Station and expanded Australian National Maritime Museum (ANMM) Facilities.
- Connect open space in a clearer way to create a harbour edge park between Pyrmont Bay Park and Metcalfe Park.
- Create purpose to the way the water is used through appropriate land-side facilities to enable access for a range of on-water activities that engage with the Harbour walk.

## Enhance culture and identity

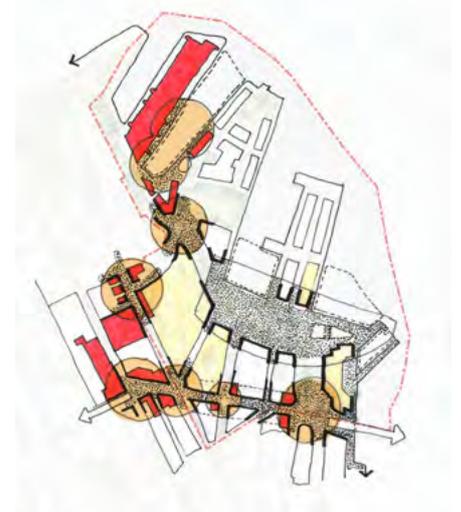


Figure 4.3.3 / Heritage clusters, union street plaza and cultural anchors of Darling Island sub-precinct.

- Enhance future character and the clustering of heritage buildings at intersections to define street wall height, massing, materiality and detailing.
- Enhance Union Street as a civic route through pedestrianisation, detailing and experience that is generated by the heritage items along its length.
- Enhance existing sandstone heritage character through built form scale, materiality and detailing.
- Create an entertainment and cultural precinct bookended by Star Casino and ANMM, that provides for 12, 18 and 24hr uses and respects existing residences.

# Darling Island Sub-precinct Master Plan

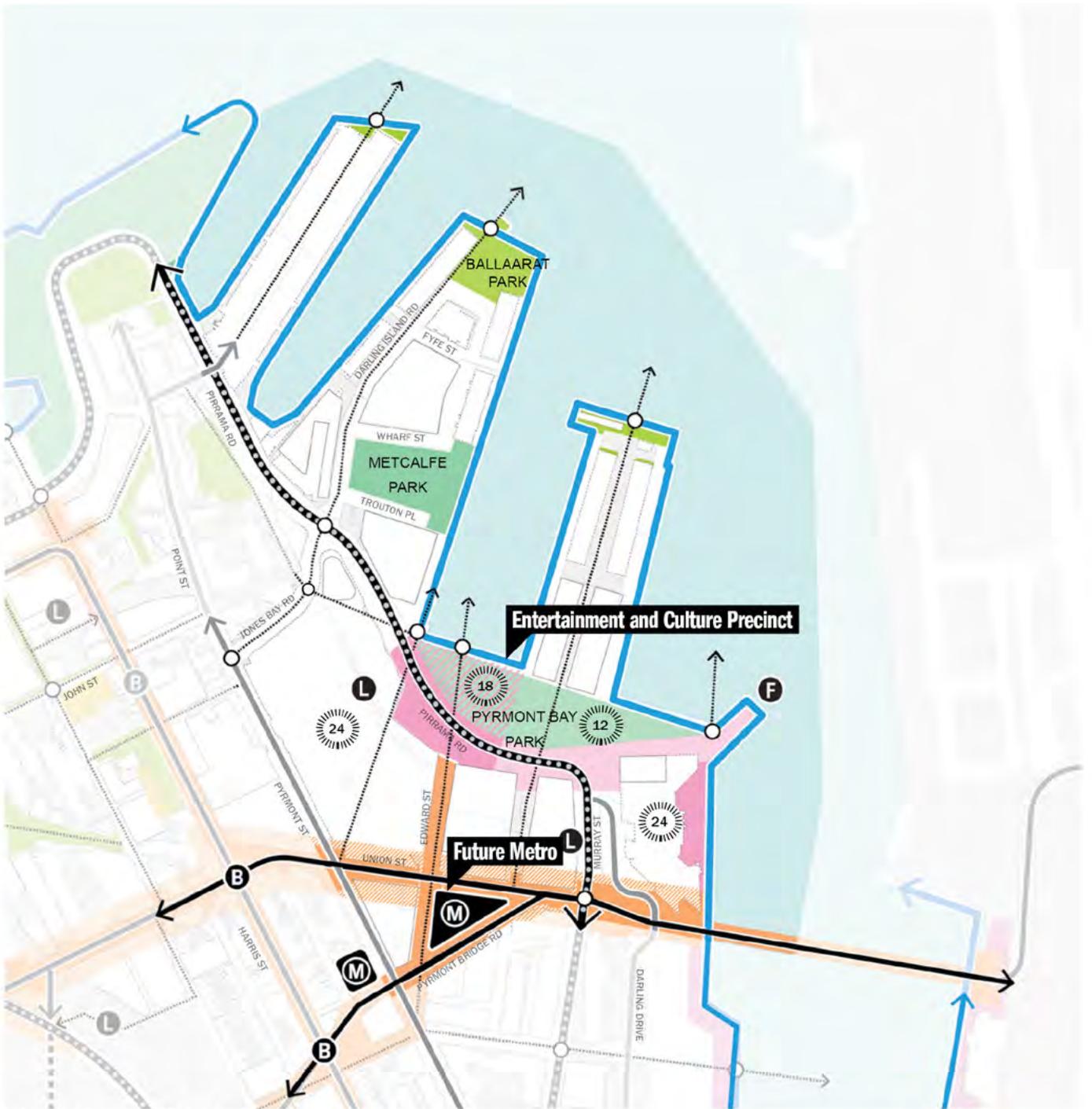


Figure 4.3.4 / Darling Island Sub-Precinct Structure Plan (Hassell)

## Legend

- Foreshore Walk
- Walking and Cycling Loop
- Regional Walking/Cycling Route
- Vehicle Access and Servicing Route
- Local Routes / Through Site Links
- Key intersection
- Entertainment Precinct
- Civic Place / Corridor
- District Open Space
- Local Parks
- 12, 18 and 24 hour Events Areas
- Future Metro
- Proposed Bus Stop
- Light Rail Stop
- Ferry Wharf

# DARLING ISLAND CHARACTER AND EXPERIENCE

## Landscape

→ The Darling Island sub-precinct could provide green open spaces with an activated waterfront edge linking people to each other and the foreshore.



1. Pyrmont Bay Park Boardwalk
2. Hard Waterfront Edge
3. Soft Waterfront Edge
4. Metcalfe Park

## Heritage

→ Darling Island encompasses various heritage buildings with links to Sydney's maritime history – these locations could be celebrated through recognition of harbour views, links and interpretive artworks/wayfinding.



5. 6 Darling Island Rd
6. Pyrmont Bridge Underpass
7. Jones Bay Wharf
8. 6 Darling Island Rd
9. Sandstone Cliff and Landscape Interface

## Materiality

→ Darling Island has a unique incorporation of materiality and infrastructure elements that date back to the early 1930's. These elements include the use of natural stone, woodblocks and rough-cut paving.



10. Jones Bay Wharf
11. Rough-cut stone paving
12. Pirrama Road Overpass Bridge
13. 4-16 Darling Island Rd

Figure 4.3.5 / Darling Island Character and Experience (Hassell)

## Character Areas

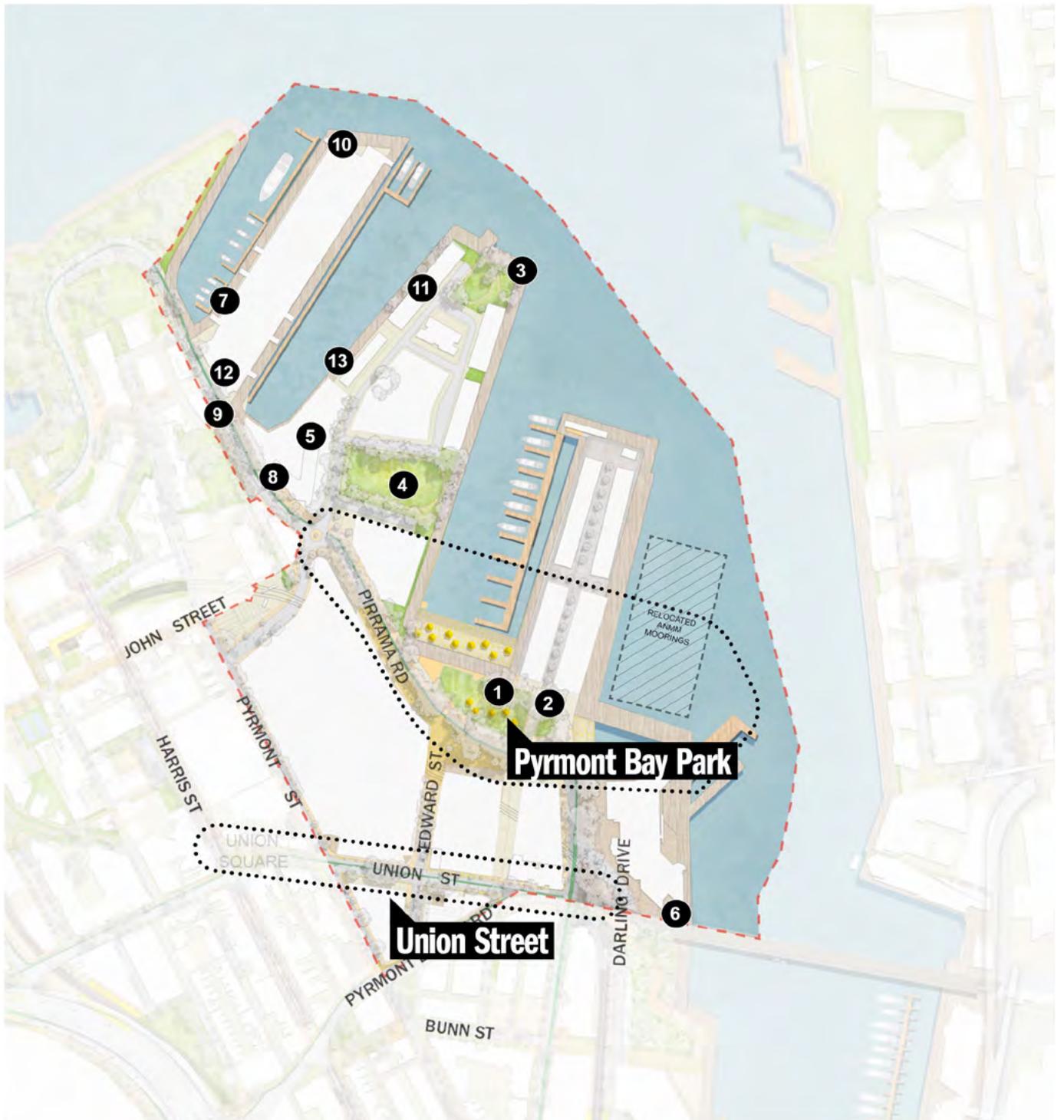


Figure 4.3.6 / Key character elements of Darling Island Sub-Precinct (Hassell)

# DARLING ISLAND CHARACTER AREAS

## Pyrmont Bay Park

Pyrmont Bay Park and the adjacent water space will become a focal point for the Foreshore Walk.

The Foreshore Walk supports the implementation of the neon grid night-time economy as a destination for 12, 18 and 24 hour events driven by arts and culture that addresses noise impacts on local residences.

Part of a consolidated park edge to the harbour - an opportunity to create an events, entertainment and culture driven landscape bookended by Star Casino at the west and ANMM at the east.

### Objectives:

1. Strengthen the connection to the waterfront with a continuous accessible waterfront walk network, connecting Darling Harbour to Pirrama, with scope for a renewed and expanded ANMM experience.
2. Upgrade Edward Street and Pirrama Road Intersection to create new pedestrian plaza to connect to Metro, create new light rail crossing and remove vehicles.
3. Upgrade future wharf and ferry terminal to enable 24 hour foreshore access and a new entry address to the ANMM.
4. Upgrade of Pirrama Road into pedestrian priority shareway with integrated dedicated cycle lanes.
5. Create opportunities for community events within the 12,18 and 24 hour economy, including water event space, and upgrade of harbour interface to engage with the water. Complementing the formal events undertaken at institutions on the Harbour foreshore including ANMM and Star.
6. Enhance the existing grass space for a range of community and public uses.
7. Improve existing footpaths and waterfront connections to provide amenity for nearby visitors, local residents and workers.



Figure 4.3.7 / Potential Pyrmont Park Experience (Hassell)

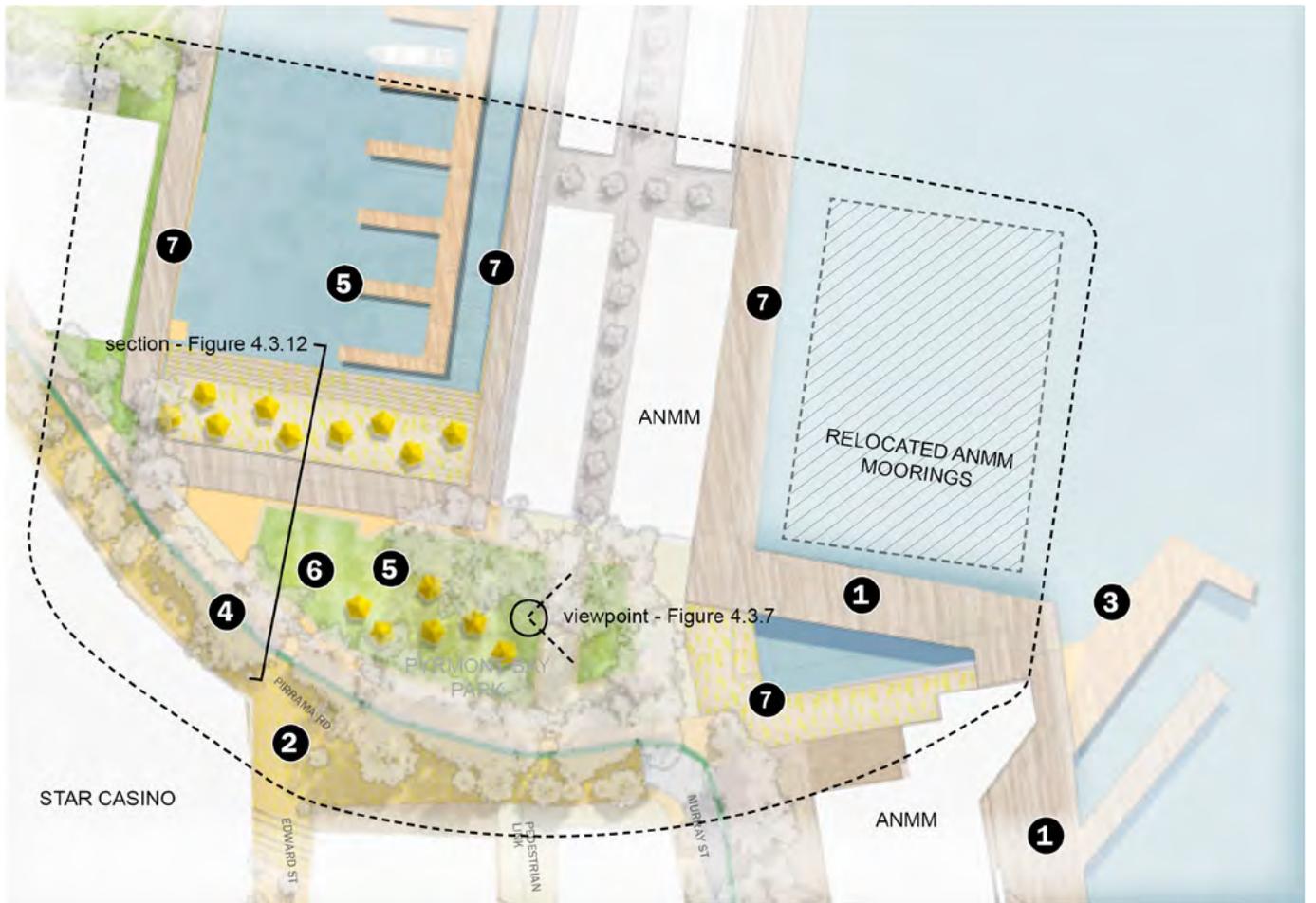


Figure 4.3.8 / Plan of Pyrmont Bay Park Character Area (Hassell)



Figure 4.3.10 / Vancouver Waterfront (PWL Partnership)



Figure 4.3.9 / Vancouver Waterfront (PWL Partnership)



Figure 4.3.11 / Aker Brygge, Oslo

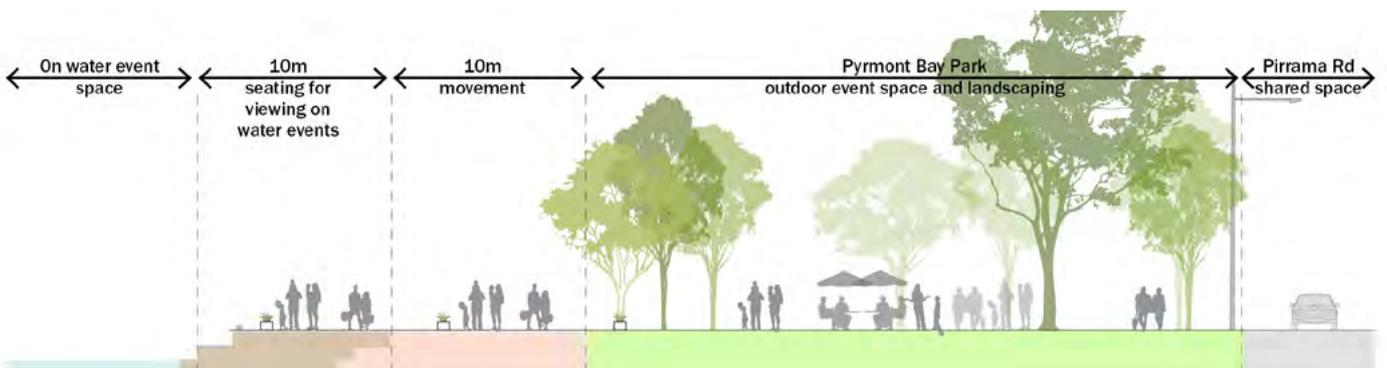


Figure 4.3.12 / Indicative Section through Pyrmont Bay Park (Hassell)

# DARLING ISLAND CHARACTER AREAS

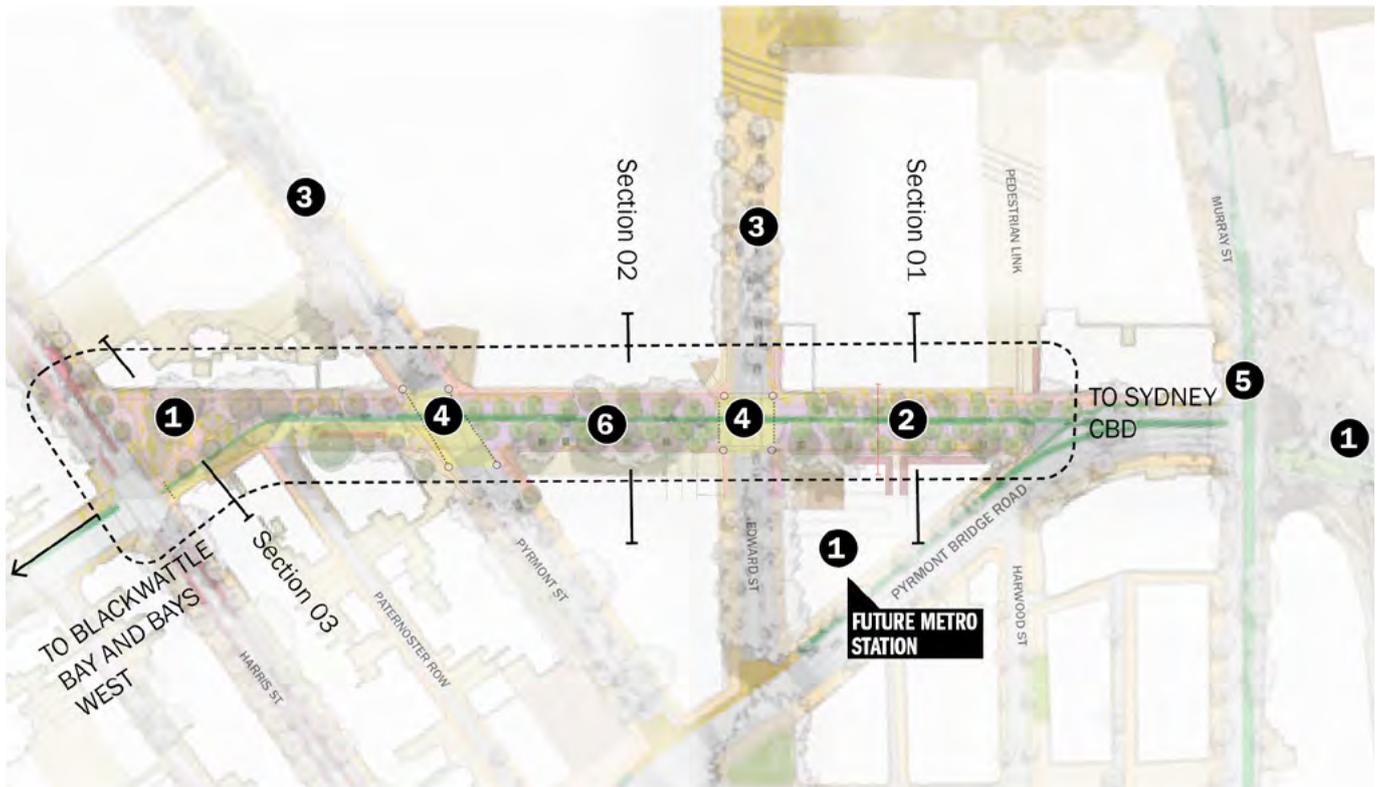


Figure 4.3.13 / Plan of Union Street Character Area (Hassell)

## Union Street

The new Metro Station on Union Street will be a primary gateway in and out of the Peninsula. The conversion of Union Street into the civic plaza at the heart of the Peninsula will connect Union Square and Guardian Square with a continuous pedestrian plaza activated by retail, cafes, restaurants and public space.

### Objectives:

1. Create a pedestrian civic spine along Union Street to support a high volume regional pedestrian route from Union Square to Pyrmont Metro Station and along Pyrmont Bridge to the CBD and Blackwattle Bay, in-line with Transport for NSW studies.
2. Convert road corridor into civic space with at-grade landscaping, outdoor dining, gathering spaces

and street furniture, and amenity. Incorporate landscaping elements including street trees, planter boxes and garden beds.

3. Reduce vehicle access and facilitate servicing through Pyrmont Street and if required Edward Street.
4. Provide a series of shared use zones along the key intersections of Edward and Pyrmont Streets.
5. Integrate with surrounding dedicated cycle routes to include cycling but not a formalised cycling route.
6. Dedicate pedestrian only areas with limits on allowing slow speed vehicular movements for servicing and drop off purposes.

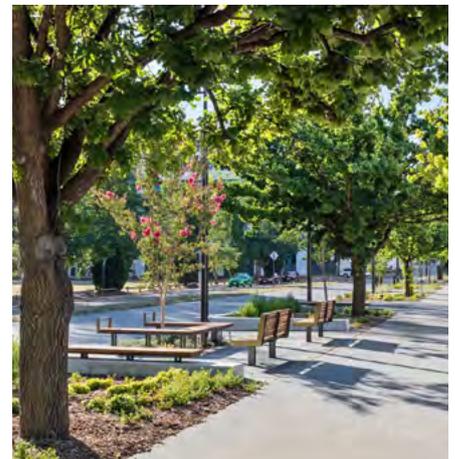


Figure 4.3.14 / Constitution Avenue, Canberra (Jane Irwin Landscape Architecture)



Figure 4.3.15 / Sovereign Square, Leeds (re-form landscape architecture)

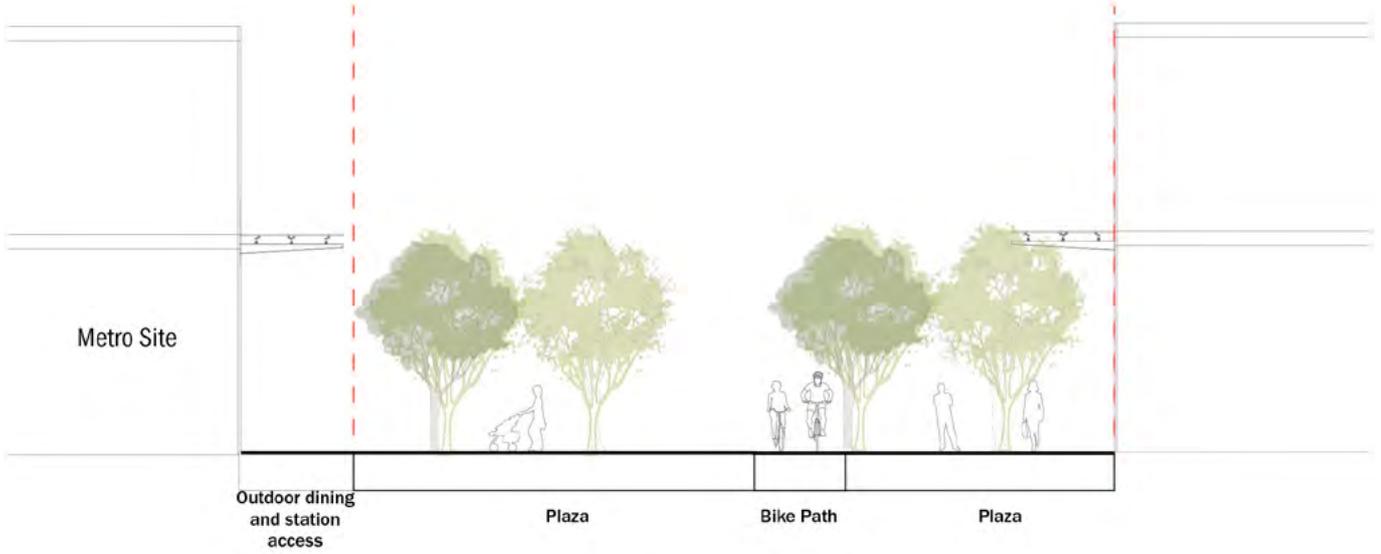


Figure 4.3.16 / Section 01 - Indicative Union Street East Outcome

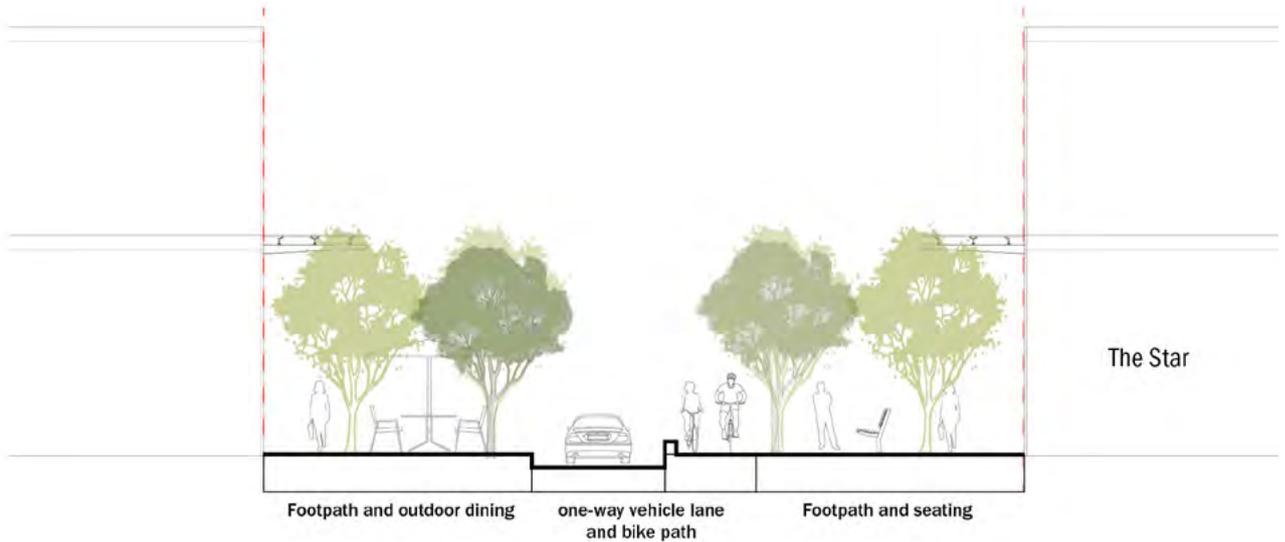


Figure 4.3.17 / Section 02 - Indicative Union Street Central Outcome - One Lane Vehicle Movement



Figure 4.3.18 / Section 03 - Union Square Indicative Section

# 4.4 PYRMONT VILLAGE SUB-PRECINCT

**Pyrmont Village is the fine grain ridgetop neighbourhood which is key to the identity of the Peninsula through its layered heritage that has Union Square at its heart. It is key to pulling together all of the surrounding neighbourhoods and delivering the physical connectivity necessary for community and innovation success.**

## Intensified public space at intersections of key routes

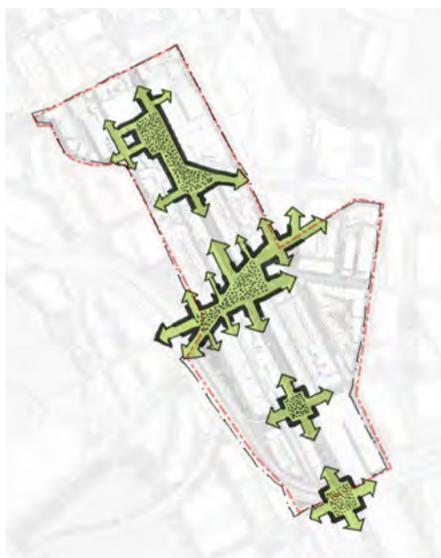


Figure 4.4.1 / Sketch noting existing and future expanded public open space at key intersections of Harris Street (Hassell)

- Expand open space network at key intersections to enable clear wayfinding and orientation for workers, residents and visitors moving across the Peninsula and between destinations.
- Leverage the intersection of key routes and open spaces to prioritise pedestrian movements over road crossings.
- Strengthen relationship between Union Square and Maybanke Centre along Harris Street including throughsite links to other sub-precincts.
- Strengthen prominence of Elizabeth Healey Reserve and its relationship to Blackwattle Bay and Union Street Square.

## Unlock a community infrastructure spine

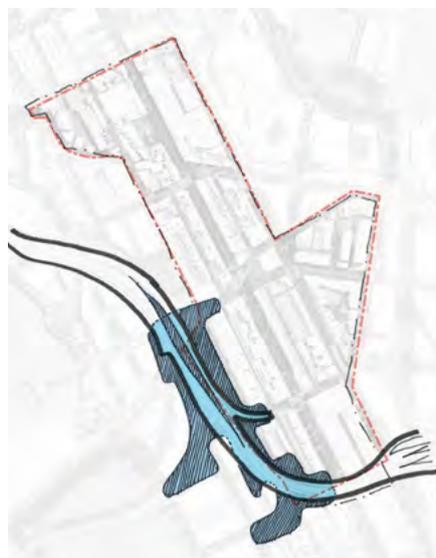


Figure 4.4.2 / Sketch highlighting community infrastructure spine utilising land along and adjacent to the Western Distributor (Hassell)

- Utilise land beneath and surrounding motorway to provide community infrastructure and improved pedestrian permeability including indoor sports and potential multi-utility hub.
- Enhance pedestrian experience on east west streets providing connection between Allen Street, Wentworth Park and Wentworth Park Light Rail.
- Integrate pedestrian network with intermediate transport interchanges.

## Revitalise High Street

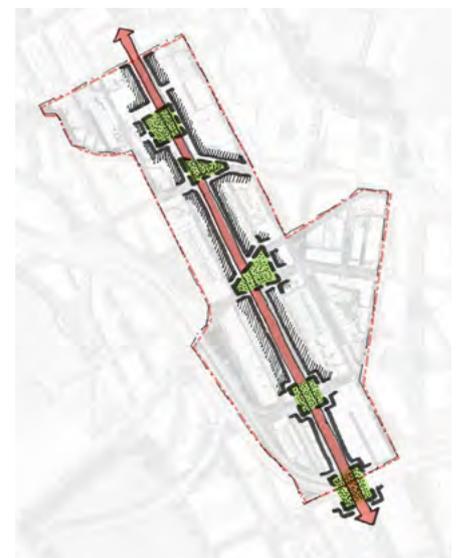


Figure 4.4.3 / Sketch highlighting Harris Street as a local services centre with a series of public open spaces (Hassell)

- Recognise and celebrate the clustering of heritage buildings at intersections to define street wall scale and character.
- Enhance existing sandstone heritage character through built form scale, materiality and detailing.
- Integrate open space network with intermediate transport stops and interchanges with other transport modes including metro, light rail, walking and cycling.

# Pyrmont Village Sub-precinct Master Plan



Figure 4.4.4 / Pyrmont Village Sub-Precinct Structure Plan (Hassell)

## Legend

- |                                    |                        |                   |
|------------------------------------|------------------------|-------------------|
| Foreshore Walk                     | Civic Place / Corridor | Future Metro      |
| Walking and Cycling Loop           | District Open Space    | Proposed Bus Stop |
| Regional Walking/Cycling Route     | Local Parks            | Light Rail Stop   |
| Vehicle Access and Servicing Route | Community Facilities   | Ferry Wharf       |
| Local Routes / Through Site Links  |                        |                   |
| Key intersection                   |                        |                   |

# PYRMONT VILLAGE CHARACTER AND EXPERIENCE

## Landscape

→ Pyrmont Village best exhibits a unique place with landscape elements that define the overall character of the Peninsula.



- 1. Harris Street
- 2. Harris Street Landscaping
- 3. Harris Street
- 4. Maybanke Recreation Centre

## Heritage

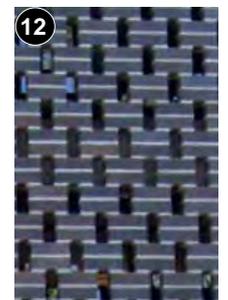
→ Pyrmont Village exhibits a range of medium-rise terraces and heritage buildings restored as offices, restaurants, bars and shops. These different buildings, styles and typologies sit comfortably and contribute to the unique built heritage of the area.



- 5. Low-Rise Built Form
- 6. Low-Rise Built Form
- 7. 125 Harris St
- 8. Low-Rise Built Form
- 9. 100 Harris St

## Materiality

→ Pyrmont Village includes a range of materials that are distinctive to the Peninsula itself.



- 10. Low-Rise Built Form
- 11. Low-Rise Built Form
- 12. Internal Perforation Brickwork
- 13. Low-Rise Built Form

Figure 4.4.5 / Pyrmont Village Character and Experience (Hassell)

## Character Areas

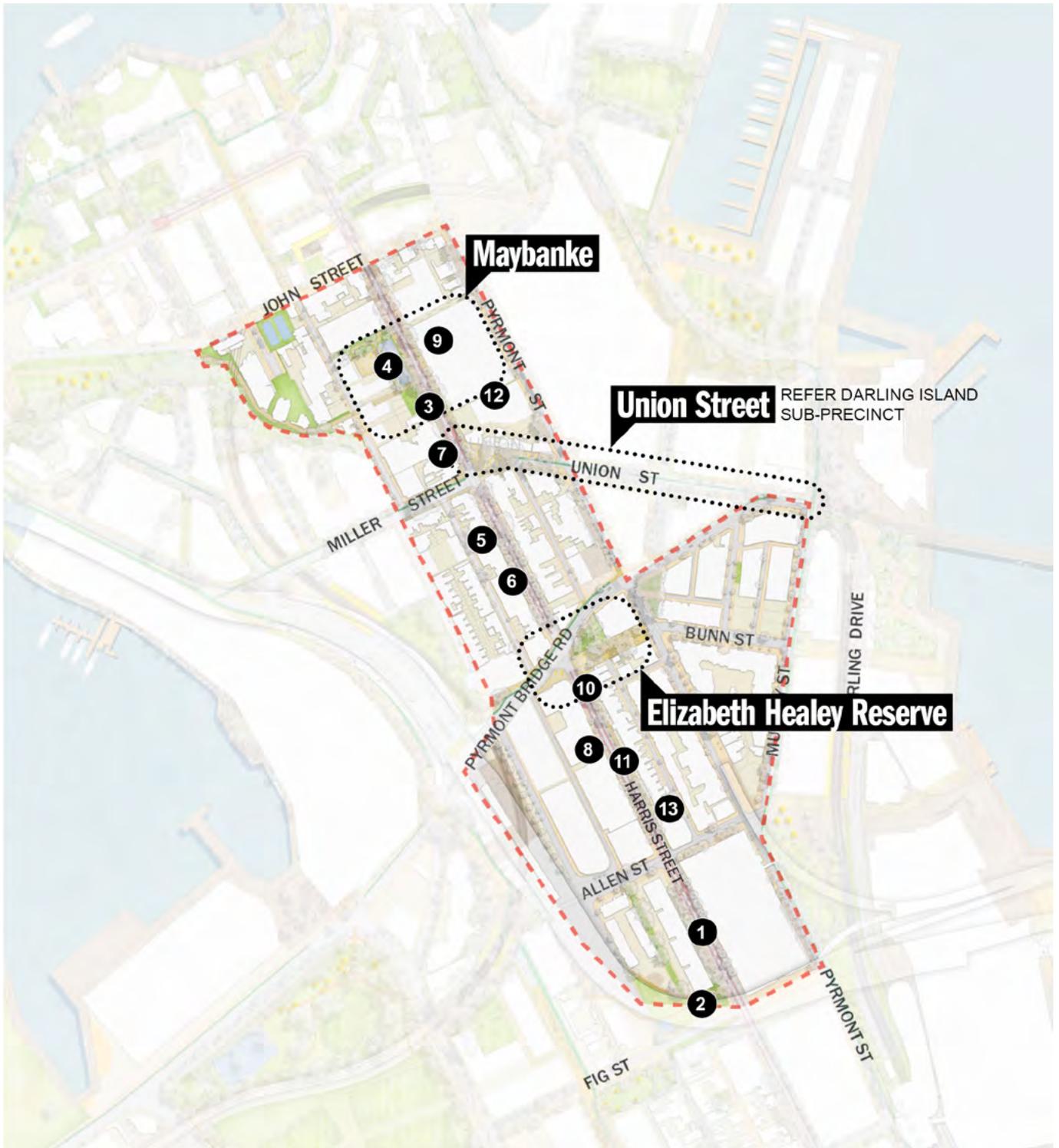


Figure 4.4.6 / Pyrmont Village Character Elements (Hassell)

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# PYRMONT VILLAGE FUTURE CHARACTER AND EXPERIENCE

## Maybanke

Maybanke is an integral open space within Pyrmont Village that provides residents, workers and visitors a central area of recreational uses.

### Objectives:

1. Enhance the existing facilities with active and passive recreation opportunities including revitalising sports courts and spaces for local events.
2. Provide public through site links connecting Mount Street, Harris Street and Pyrmont Street that link to wider routes across the Peninsula.
3. Create opportunities for increased landscaping with active frontages from adjacent sites.
4. Improve access and permeability from Harris Street.
5. Improve the setting and address of the heritage listed former CSR Manager's House, enhancing visibility of the heritage building from Harris Street and through site links.
6. Consider park reconfiguration alongside longer term renewal of adjacent lands ensuring no loss of open space, improved open space and public facilities, setting of heritage items, clarity and safety of through site links throughout the day and night.



Figure 4.4.7 / Plan of Maybanke Character Area (Hassell)



Figure 4.4.8 / King George V (Lippman)



Figure 4.4.9 / Herston Quarter STARS (Hassell)



Figure 4.4.10 / Roemer Plaza (Klopfert Martin Design Group)

# PYRMONT VILLAGE FUTURE CHARACTER AND EXPERIENCE

## Elizabeth Healey Reserve

Elizabeth Healey Reserve will be a local meeting place connected to Metro within the Pyrmont Village sub-precinct.

The future Metro Station will be a gateway for visitors, workers and residents into the peninsula requiring highly pedestrianised streetscapes to connect into surround subprecincts and public spaces for gathering and orientation.

## Objectives:

1. Strengthen the prominence of the Reserve as an important local green space, provide active interface for outdoor dining and landscaping that supports local events, recreation and play.
2. Upgrade of Pyrmont Bridge Road to facilitate pedestrian access between Pyrmont Metro Station, Blackwattle Bay and Darling Harbour including dedicated cycle link, increased footpaths and improved crossings.
3. Investigate opportunities to enhance and expand Elizabeth Healey Reserve as development in the area occurs.

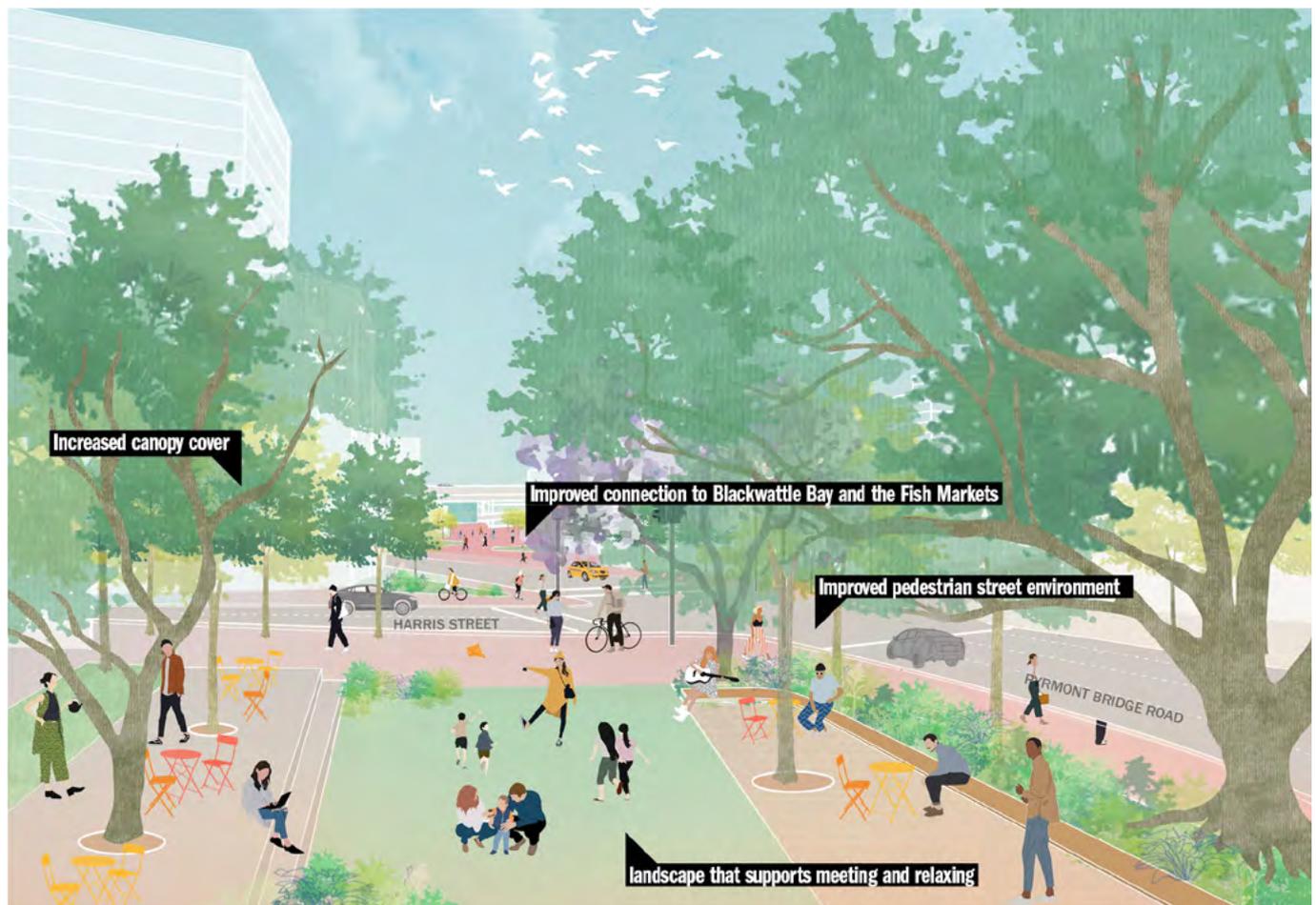


Figure 4.4.11 / Potential Elizabeth Healey Reserve Experience (Hassell)

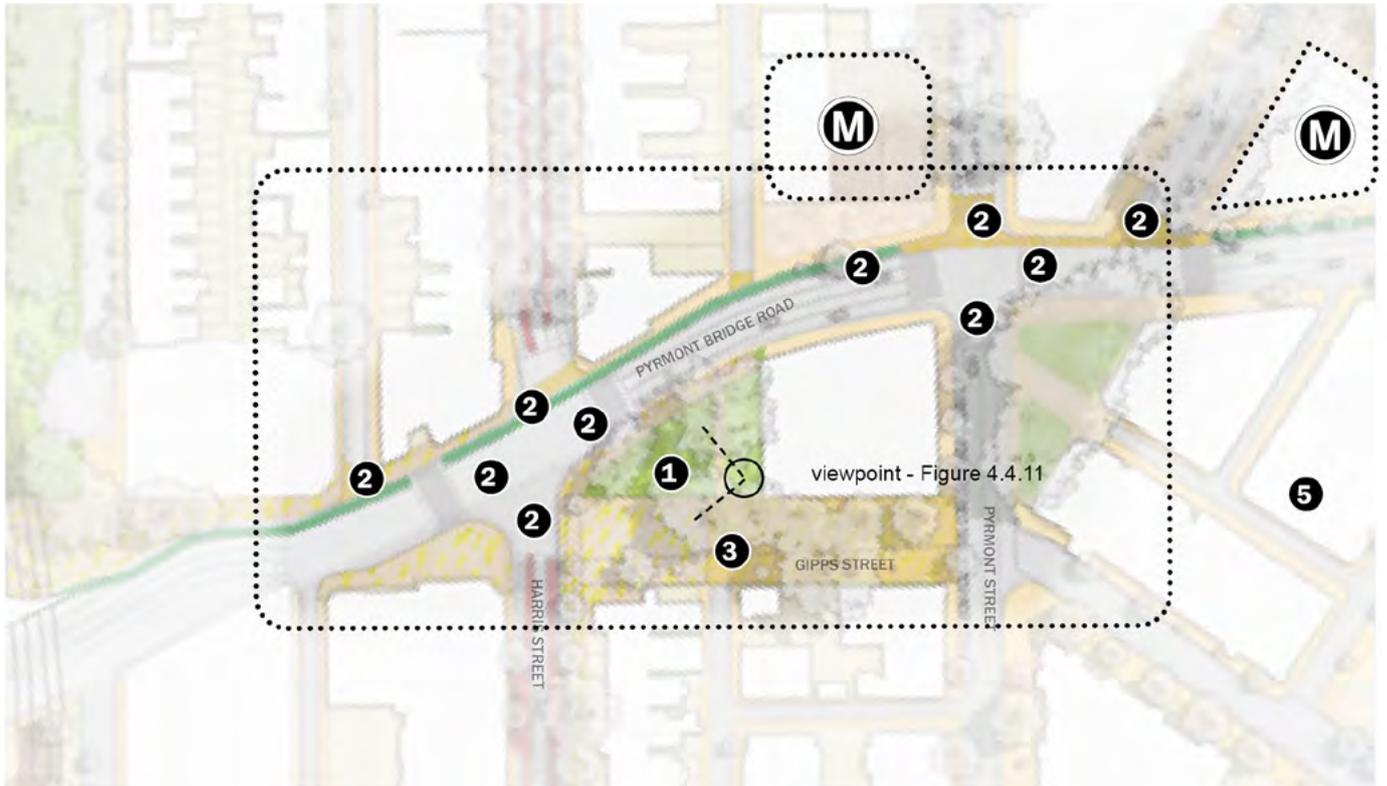


Figure 4.4.12 / Plan of Elizabeth Healey Reserve Character Area (Hassell)



Figure 4.4.13 / Centenary Square, Parramatta (JMD Design)



Figure 4.4.14 / Centenary Square, Parramatta (JMD Design)



Figure 4.4.15 / Chippendale Green, Central Park, Sydney (Turf Design)

# 4.5 TUMBALONG PARK SUB-PRECINCT

**Tumbalong Park is a celebration and event space for both local community and global visitors.**

## Expanded and connected public domain

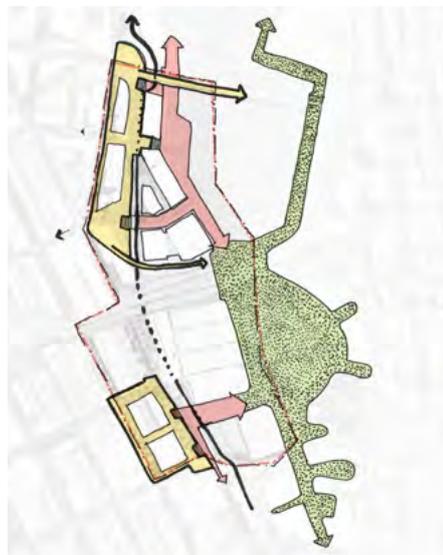


Figure 4.5.1 / Sketch noting three platforms of public open space supporting connectivity from the ridge to valley and harbour (Hassell)

## Multi modal transport network

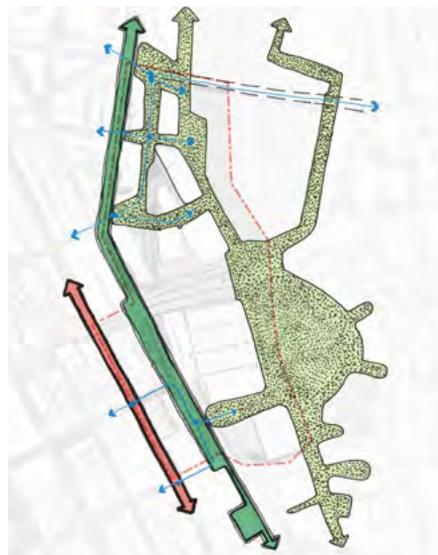


Figure 4.5.2 / Sketch highlighting the active and public transport network which moves from public transport to pedestrian (Hassell)

## Celebrate harbour and parkland



Figure 4.5.3 / Sketch highlighting the open spaces of Tumbalong Park and Cockle Bay as key civic gathering areas which are to be enhanced through east/west link and adjacent buildings (Hassell)

- Improve Guardian Square experience through expansion, greater generosity on waters edge and increased flexibility in built form.
- Extend streets to the waters edge through development sites.
- Improved movement across light rail stops and between Pymont/ Murray Streets and the valley floor of Tumbalong Park and Cockle Bay.
- Re-route Darling Drive to connect under Pymont Bridge to Murray Street and explore expansion of public realm over the rail and road corridor.

- Create an interchange through enhancement of streets and movement between Harris Street bus corridor and Inner West Light Rail stops.
- Extend the walking and cycling loop past the Powerhouse Museum between the Goods Line and Pymont St.
- Extend the Goods Line along Pymont and Murray Streets to create the walking and cycling loop linking Waterloo and Camperdown-Ultimo collaboration area into the Peninsula and Bays West.
- Extend road corridors across development sites to the 'valley floor' of Tumbalong Park and Cockle Bay.

- Reinforce Tumbalong Park and Cockle Bay as focal point for civic celebrations alongside central Sydney.
- Improve view corridors to harbour and parkland.
- Enhance the relationship between event facilities and adjacent public realm.
- Enhance the gathering potential of Cockle Bay and Tumbalong Park through designing buildings that increase the ability for public viewing of events at multiple levels of the adjacent developments.

# Tumbalong Park Sub-precinct Master Plan

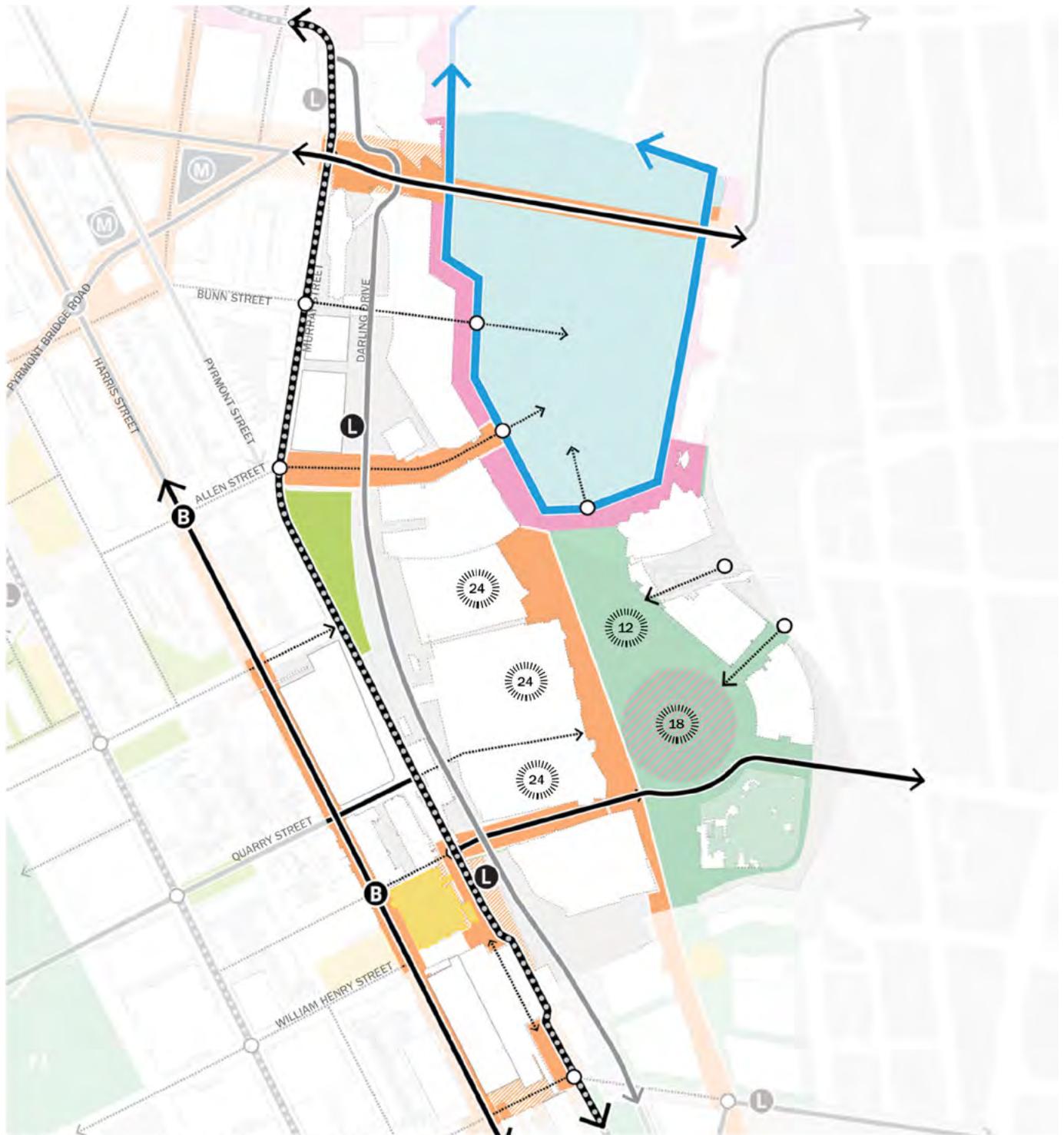


Figure 4.5.4 / Tumbalong Park Sub-Precinct Structure Plan (Hassell)

## Legend

- |                                    |                                 |                   |
|------------------------------------|---------------------------------|-------------------|
| Foreshore Walk                     | Entertainment Precinct          | Future Metro      |
| Walking and Cycling Loop           | Civic Place / Corridor          | Proposed Bus Stop |
| Regional Walking/Cycling Route     | District Open Space             | Light Rail Stop   |
| Vehicle Access and Servicing Route | Local Parks                     |                   |
| Local Routes / Through Site Links  | Community Facilities            |                   |
| Key intersection                   | 12, 18 and 24 hour Events Areas |                   |

# TUMBALONG PARK CHARACTER AND EXPERIENCE

## Landscape

→ Tumbalong Park features large-scale areas that attract and accommodate gatherings of people for conferences, exhibitions, events and activities, both on the waterside and the landside.



1. Tumbalong Boulevard  
2. Darling Drive Landscape  
3. Pymont Street Landscape  
4. Tumbalong Park

## Heritage

→ Tumbalong Park celebrates its maritime history and heritage by showcasing public arts and other waterfront activities throughout the precinct.



5. Powerhouse Museum  
6. Powerhouse Museum  
7. Pymont Bridge  
8. 1 Pymont St

## Materiality

→ Tumbalong Park's built form applies a mix of materials that address the unique history and waterfront character of the sub-precinct.



9. ICC  
10. ICC  
11. Ian Thorpe Aquatic Centre  
12. Darling Drive Materiality  
13. Darling Drive Materiality

Figure 4.5.5 / Tumbalong Park Character and Experience (Hassell)

## Character Areas

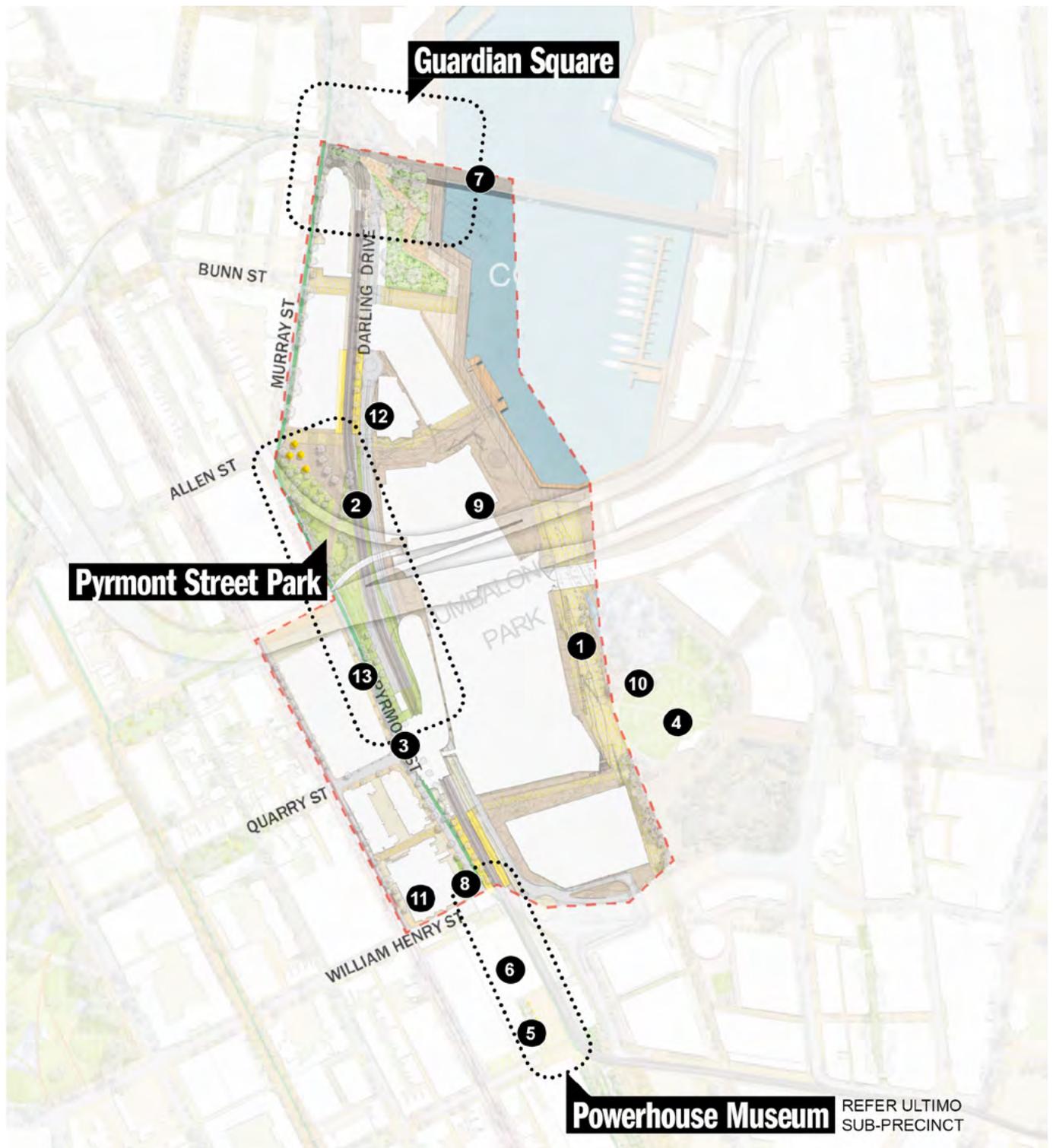


Figure 4.5.6 / Tumbalong Park Character Elements (Hassell)

# TUMBALONG PARK CHARACTER AREAS

## Guardian Square

Guardian Square is an important gateway to the Peninsula and an important pedestrian moment where the civic spine meets the harbour foreshore walk.

The upgrade and expansion of Guardian Square will enhance the arrival experience of pedestrians and cyclists from the CBD connecting Union Street and Pymont Pedestrian Bridge.

### Objectives:

1. Investigate re-routing Darling Drive under Pymont Bridge to Murray Street. Provide enhanced public open space at the western edge of Pymont Bridge landing as the gateway to and from the Peninsula/CBD western edge at Pymont Bridge.
2. Reduce crossing distance to Union Street and increase footpath widths.
3. Improve connection to and setting of ANMM entry from Union Street intersection.
4. Improve access and experience of waterfront promenade, increasing promenade and improving the ability for ANMM to secure its waterside exhibits alongside a publicly accessible waterfront.



Figure 4.5.7 / Potential Guardian Square Park Experience (Hassell)

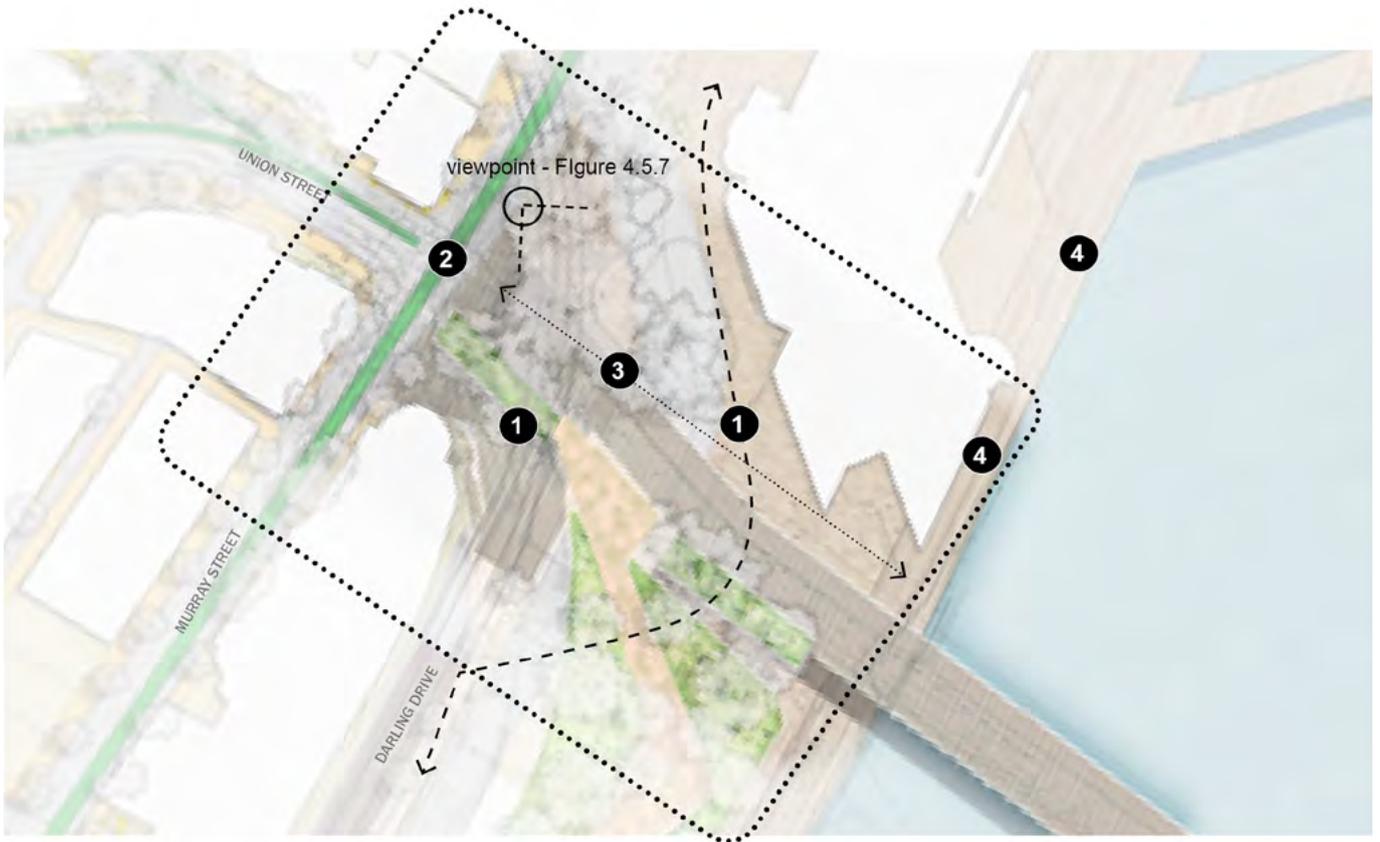


Figure 4.5.8 / Plan of Guardian Square Character Area (Hassell)



Figure 4.5.9 / Chicago Riverwalk (Ross Barney Architects)



Figure 4.5.10 / Chicago Riverwalk (Ross Barney Architects)



Figure 4.5.11 / Chicago Riverwalk (Ross Barney Architects)

## Pymont Street Park

The Pymont Street Park will revitalise the open space below the Western Distributor and Murray Street on-ramp to create a local park and pedestrian link between Allen Street and Darling Drive.

### Objectives:

Future planning and development of Pymont Street Park could:

1. Deliver a new east-west pedestrian link to the waterfront from Allen Street that extends the quality of the ICC entry plaza.
2. Create a new local park below the Western Distributor overpasses.
3. Explore landscape and built form opportunities over the rail corridor to connect at an upper level to Harbourside and Guardian Square.
4. Improve access to and visibility of the Light Rail Station.



Figure 4.5.12 / Plan of Pymont Street Park Character Area (Hassell)



Figure 4.5.13 / Roemer Plaza  
(Klopfert Martin Design Group)

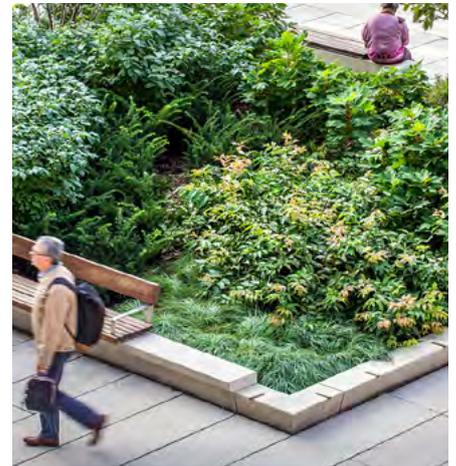


Figure 4.5.14 / Nathan Phillips Square  
(PLANT architecture)



Figure 4.5.15 / Section 01 - Potential Darling Drive Experience (Hassell)

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# 4.6 ULTIMO SUB-PRECINCT

Ultimo is a centre for creativity and learning at the edge of Central Station reinvigorating the Harris Street heritage conservation zone through a series of connected campuses.

## Expanded Campus Commons



Figure 4.6.1 / Sketch noting existing and future expanded public open space at the heart of campuses with diverse uses (Hassell)

- Consider any feasible options for delivery of a new central open space in the TAFE campus to improve amenity, identity and experience.
- Opportunities to reconfigure Darling Drive as an expansion of the Goods Line public open space to reduce road width and increase landscaped open space.
- Integrate the coach parking on Darling Drive as part of any UTS site 5 renewal.
- Expand the existing Goods Line between Ultimo Road and Railway Square with additional open space programmed as a local park through renewal of ABC and UTS sites.
- Expand Mary Ann Street Park and provide mid-block links from Jones Street.

## Enhanced Creative Clusters



Figure 4.6.2 / Sketch highlighting the campuses of Ultimo to be diversified in their land use and building typologies (Hassell)

- Formalise additional mixed use campuses with the open spaces at their heart that enable connectivity between people, businesses and institutions.
- Diversify the mix of uses beyond education within existing and future clusters, particularly within larger TAFE and UTS land holdings that contribute to the innovation precinct, and growth of Tech Central.

## A regionally connected transport network



Figure 4.6.3 / Sketch highlighting the public and walking and cycling network connecting the Peninsula to the innovation corridor of Camperdown-Ultimo and Waterloo (Hassell)

- Deliver a transport boulevard along Harris Street that provides intermediate public transport connectivity between Bays West, the Peninsula, Camperdown/Ultimo and Waterloo with a key interchange with Central Station between Broadway and Railway Square.
- Deliver a connected walking and cycling loop that extends the network of Jones Street and The Goods Line north and south of the Rail Corridor to link with Redfern/Eveleigh and Waterloo/Eveleigh.
- Connect the Goods Line to Broadway and Railway Square with a new pedestrian crossing to enable access to the Bus interchange.
- Extend east/west streets through development sites to integrate Haymarket into Ultimo across the Goods Line and UTS, TAFE and ABC campuses.

# Ultimo Sub-precinct Master Plan

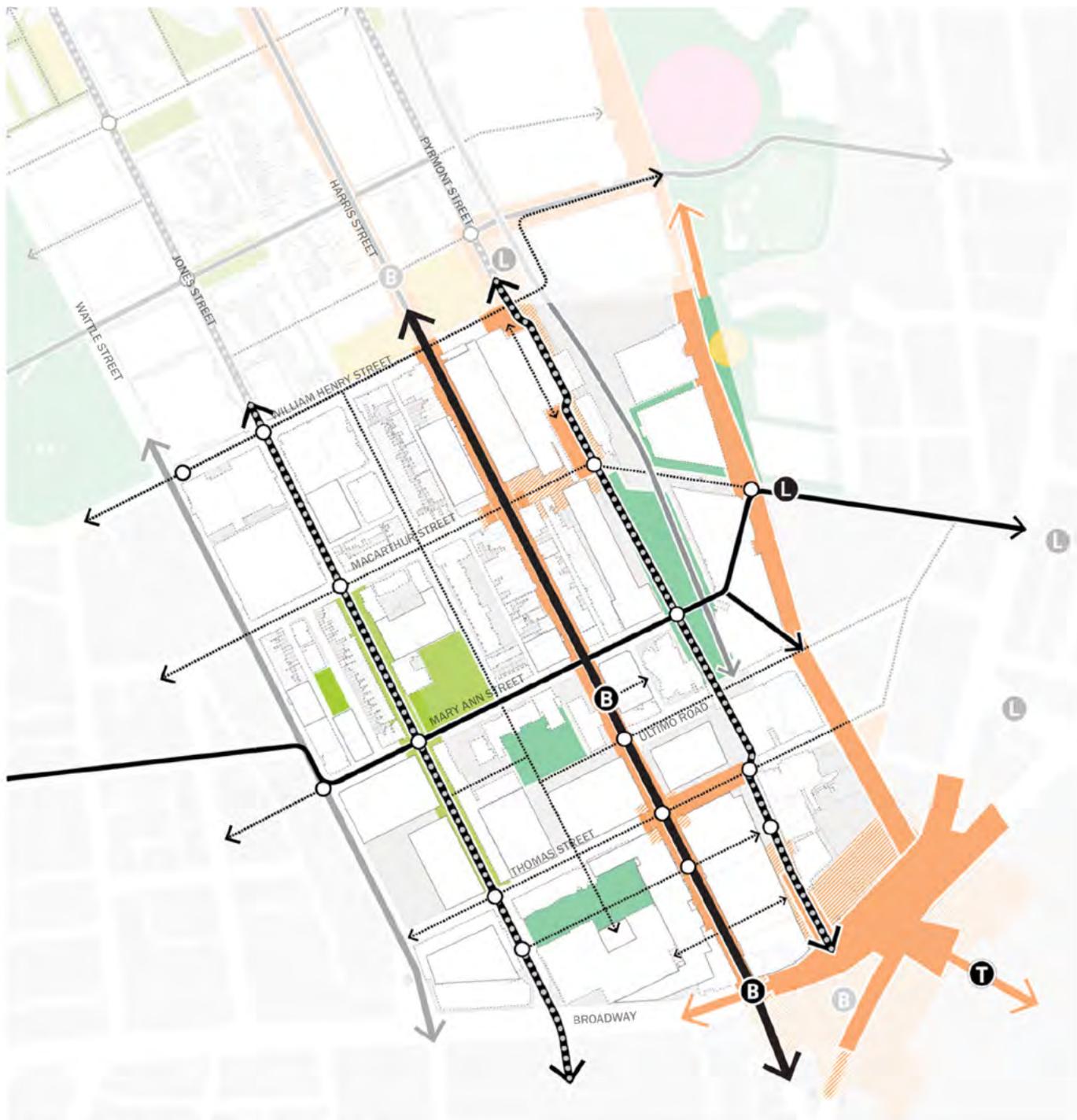


Figure 4.6.4 / Ultimo Sub-Precinct Structure Plan (Hassell)

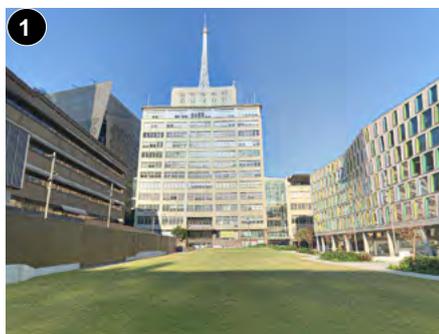
## Legend

- |                                    |                        |                   |
|------------------------------------|------------------------|-------------------|
| Foreshore Walk                     | Civic Place / Corridor | Train Station     |
| Walking and Cycling Loop           | District Open Space    | Proposed Bus Stop |
| Regional Walking/Cycling Route     | Local Parks            | Light Rail Stop   |
| Vehicle Access and Servicing Route | Community Facilities   |                   |
| Local Routes / Through Site Links  |                        |                   |
| Key intersection                   |                        |                   |

# ULTIMO CHARACTER AND EXPERIENCE

## Landscape

→ Ultimo has a distinctive landscape character that is influenced by small scale open spaces placed between major educational and cultural institutions to the south of the Peninsula.



- 1. Alumni Green
- 2. Mary Ann Street Park
- 3. The Goods Line South
- 4. The Goods Line

## Heritage

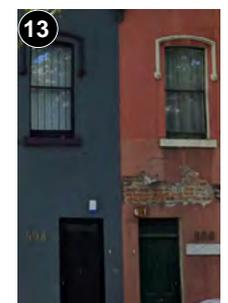
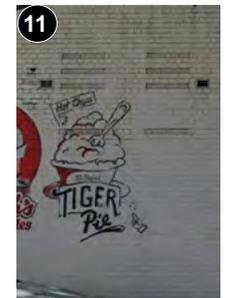
→ Ultimo has a number of heritage items and conservation areas, such as the old wool stores, which can be adapted to house creative industries and cultural uses.



- 5. 400 Wattle St
- 6. 400 Wattle St
- 7. UTS
- 8. TAFE NSW

## Materiality

→ The Ultimo sub-precinct is characterised by heritage materials and built form styles, in addition to contemporary architectural developments that accentuate the Peninsula's rich history.



- 9. Arched Windows and Red Brickwork
- 10. Render
- 11. Public Art
- 12. Arched Windows and Red Brickwork
- 13. Low-Rise Built Form

Figure 4.6.5 / Ultimo Character and Experience (Hassell)

## Character Areas

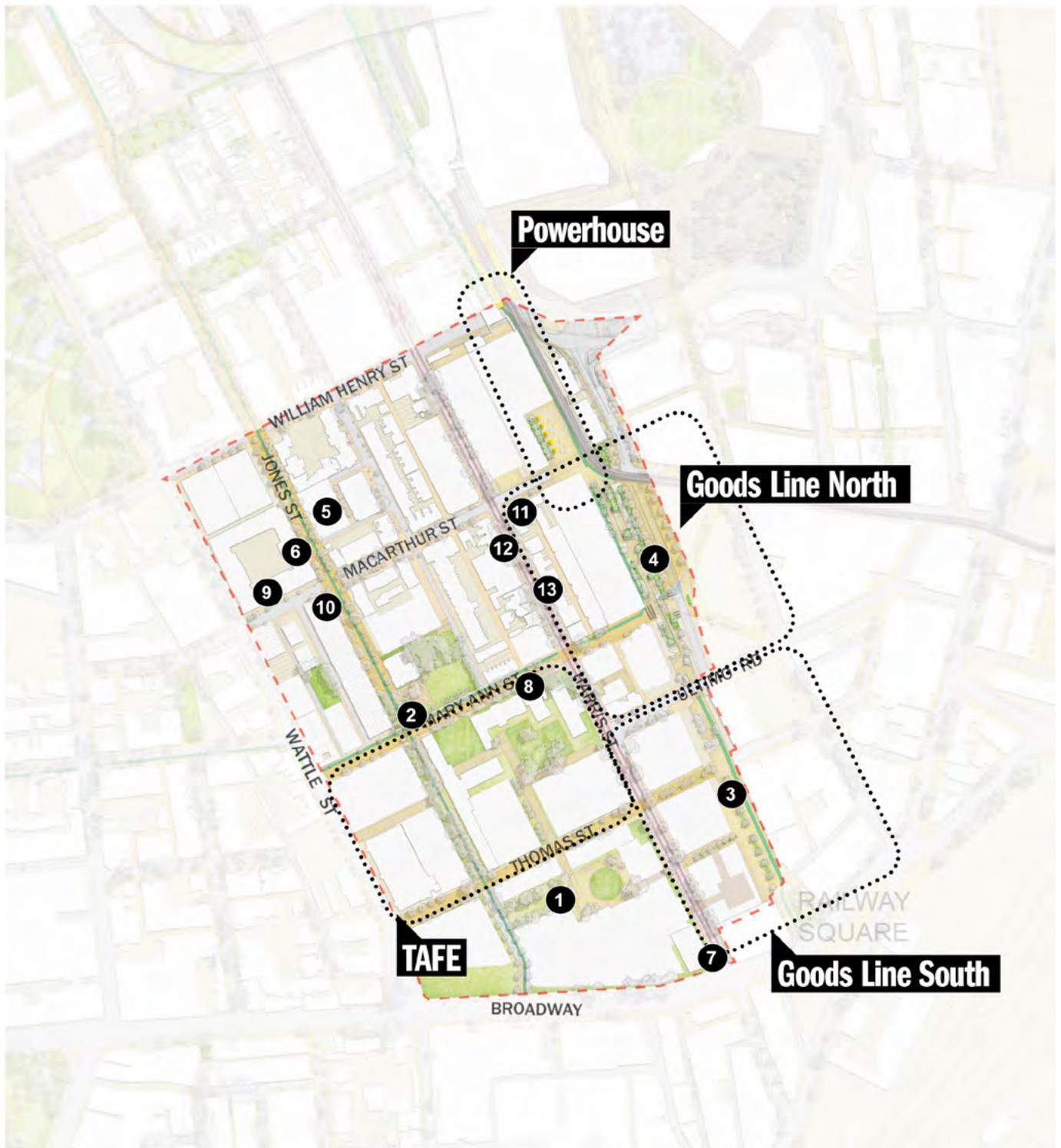


Figure 4.6.5 / Ultimo Sub-Precinct Character Elements (Hassell)

# ULTIMO CHARACTER AREAS

## Goods Line South

The Goods Line is both a green space for people to spend time and a key connector.

## Objectives:

1. Improve direct access to Railway Square and Central Station.
2. Provide dedicated cycling lanes as part of the walking and cycling loop.
3. Provide through site link aligned to UTS Alumni Green with new at-grade crossing over Harris Street.
4. Provide through site link the ABC site between Ultimo and Haymarket along the Thomas Street alignment.
5. Enhance access to the existing disused rail tunnel below George Street to improve access to Railway Square and with extension to the Eveleigh Activity Node.
6. Expand the public realm where possible as sites redevelop and increase soft landscaping.



Figure 4.6.7 / Potential Goods Line South Experience (Hassell)



Figure 4.6.8 / Sovereign Square, Leeds (re-form landscape architecture)



Figure 4.6.9 / New Academic Street (TCL)



Figure 4.6.10 / The Goods Line (ASPECT Studios)

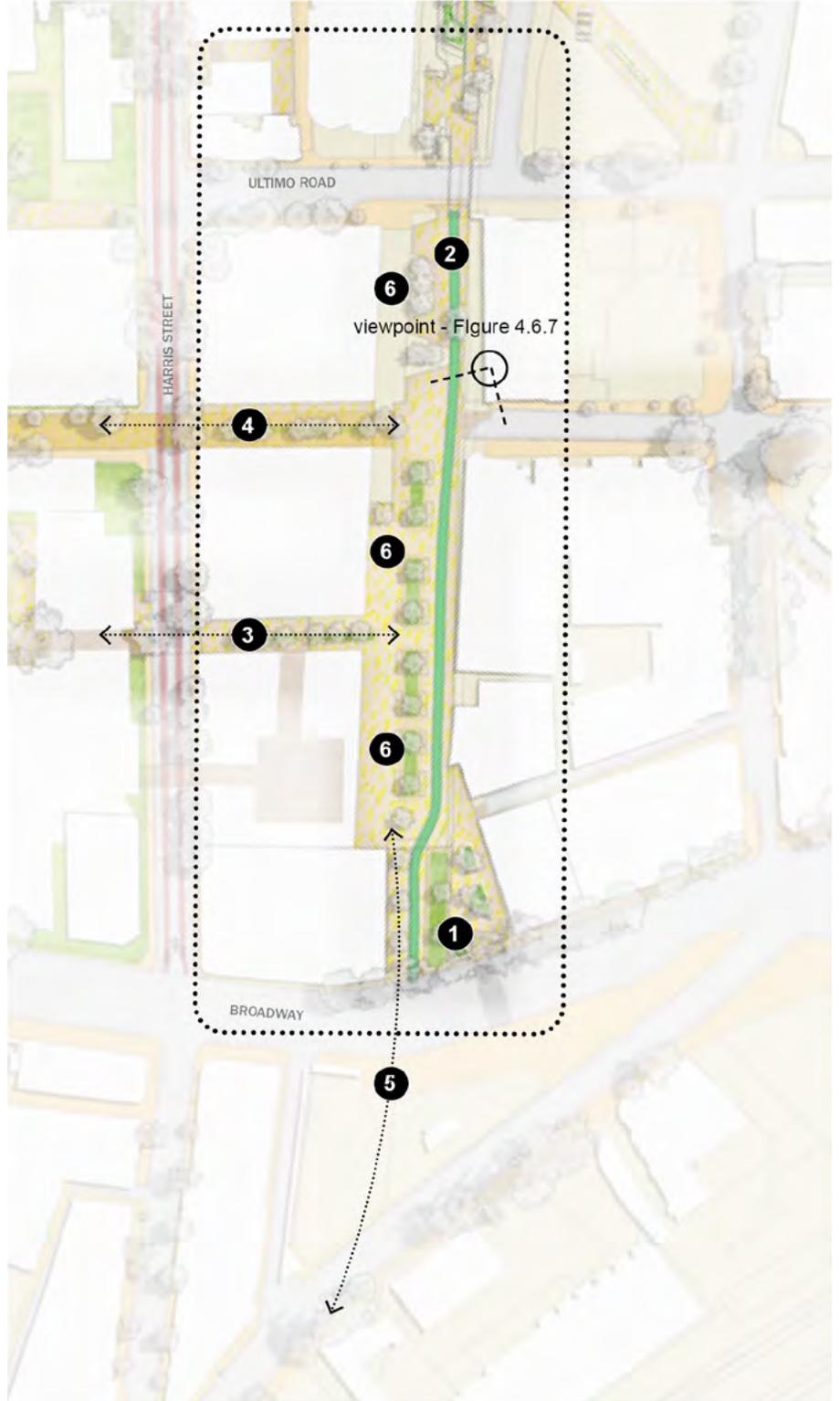


Figure 4.6.11 / Plan of Goods Line South Character Area (Hassell)

## Goods Line North

The Goods Line North is a potential continuation of the Goods Line which will allow for better connection to Darling Harbour and an additional green space.

### Objectives:

Future planning and development of the Goods Line North could:

1. Extend the Goods Line north to further improve pedestrian connections to and from the original Goods Line to the surrounding Peninsula.
2. Further extend the Goods Line into the Peninsula to facilitate a walking and cycling loop.
3. Consider opportunities to integrate the Goods Line North with the Powerhouse Museum site with potential connections underneath Pier Street to Pyrmont Street and north to Murray Street.
4. Form at-grade connection between Mary Ann Street and Darling Drive, under the Goods Line.

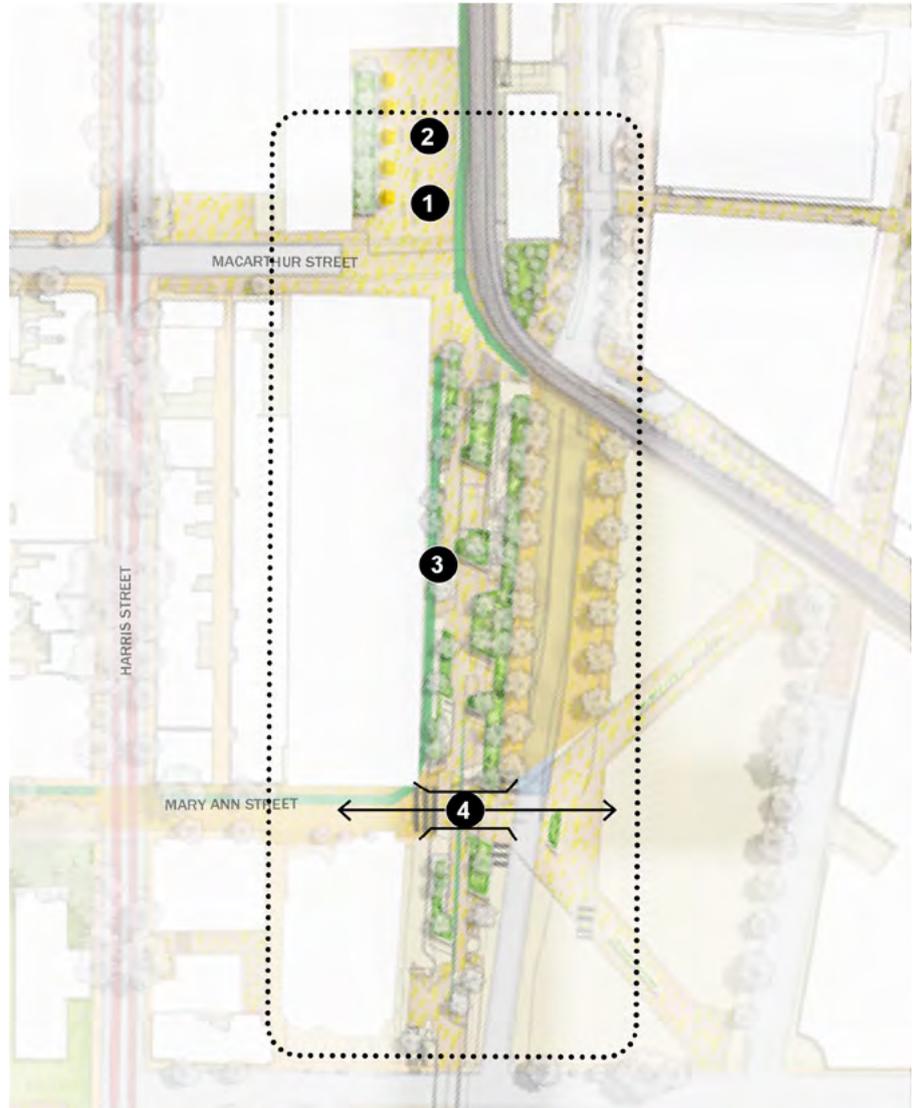


Figure 4.6.12 / Plan of Goods Line North Character Area (Hassell)



Figure 4.6.13 / Sub Base Platypus (Lahznimmo Architects and ASPECT Studios)



Figure 4.6.14 / Plan of TAFE Character Area and images (Hassell)

## TAFE

The TAFE NSW Ultimo Campus is a major educational institution and anchor of the Ultimo sub-precinct.

### Objectives:

Future planning and development of the TAFE NSW Ultimo Campus could:

1. Enable diverse non-residential uses alongside education facilities supporting the tech central innovation eco-system.
2. Consider a central publicly accessible open space within the TAFE site.
3. Improve green and open space connections.
4. Provide additional east-west through site links
5. Extend the walking and cycling loop along Jones Street between Thomas and Mary Ann Street.

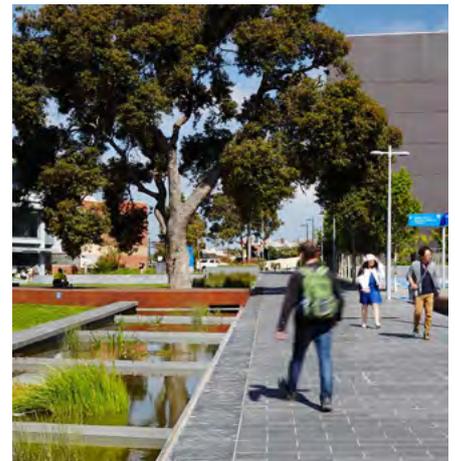


Figure 4.6.15 / Monash University Caulfield Campus Green (TCL)

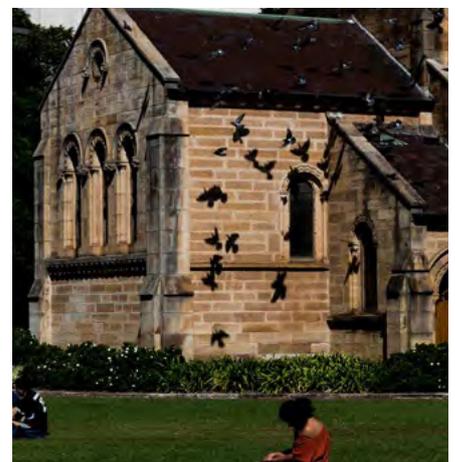


Figure 4.6.16 / Centenary Square, Parramatta (JMD Design)

## Powerhouse

The Powerhouse Museum holds a diverse collection of artworks that span Australia's social history, science/technology, design/decorative arts, transport and space exploration.

### Objectives:

A contemporary museum and creative industries precinct focused on design and fashion. Future planning and development of the Powerhouse Museum could:

1. Continue to leverage the industrial heritage history of the area to tell the story of the relationship between industry and the city's development.
2. Explore ways to support and connect to adjacent education, creative and knowledge industries.
3. Consider opportunities to improve community access to the museum and connectivity to public transport, facilities and open spaces.
4. Give consideration to improving the relationship between the museum and the Goods Line, reorientating the museum towards the city.
5. Create cultural, creative and commercial opportunities to support innovative, entrepreneurial and knowledge-based jobs and create a 12, 18 and 24 hour precinct.
6. Investigate opportunities to improve access to Powerhouse spaces for community use.
7. Build on existing through-site links to improve connectivity between the Goods Line and Pymont Street.

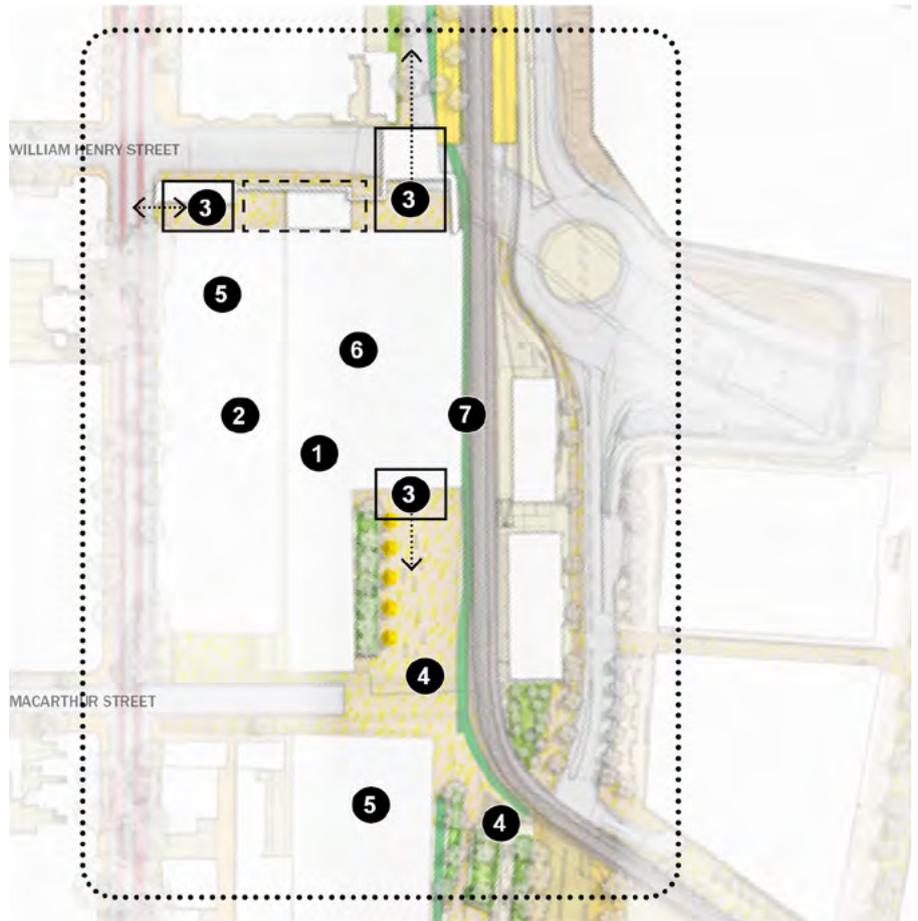


Figure 4.6.17 / Plan of Powerhouse Character Area (Hassell)



Figure 4.6.18 / Brookfield Place (Hassell)



Figure 4.6.19 / New Academic Street (TCL)



Figure 4.6.20 / Monash University Caulfield Campus Green (TCL)



Figure 4.6.21 / Rambla de Sants (Ana Molino + Sergi Godia)

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# 4.7 WENTWORTH PARK SUB-PRECINCT

**Wentworth Park is a park-side community of historic warehouses and terraces that builds upon the scale and experience of the Ultimo heritage conservation zone and local heart of Quarry Green.**

## Green links connecting the high street to park



Figure 4.7.1 / Sketch noting existing and future expanded public open space linking Harris Street to Wentworth Park (Hassell)

## Walking and cycling at the heart

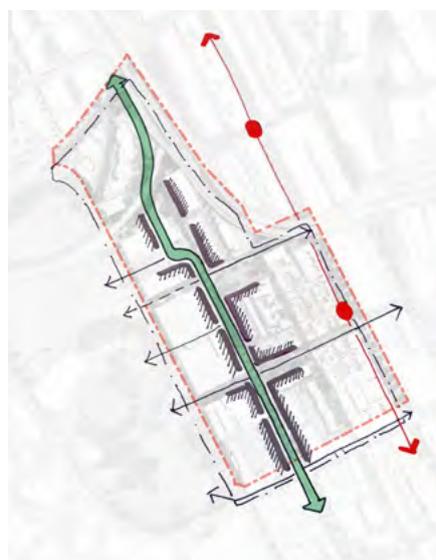


Figure 4.7.2 / Sketch highlighting the walking and cycling corridor of Jones Street (Hassell)

## Enhance mixed use character

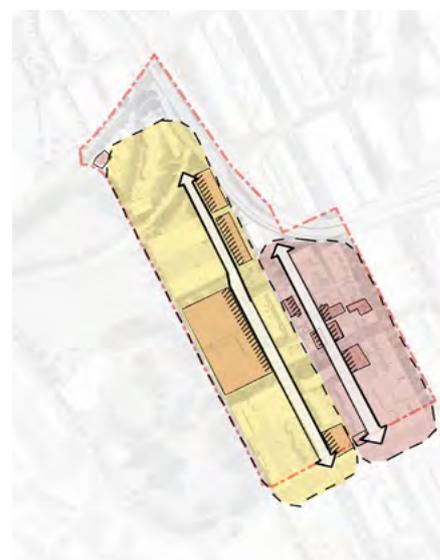


Figure 4.7.3 / Sketch highlighting the two character zones of Wentworth Park defined by residential terraces and commercial warehouses (Hassell)

- Enhance and extend the landscape of Fig Street and Quarry street as green links between Harris Street and Wentworth Park.
- Provide new public open space and community facilities as part of future development of Saunders Quarry which celebrates the sandstone cutting and links the walking and cycling transport loop between Jones Street and Wentworth Park Light Rail Station.
- Pursue long term relocation of the Greyhound Track and creation of a consolidated and expanded Wentworth Park.

- Improve pedestrian connectivity to Wentworth Park Light Rail Stop.
- Proposed walking and cycling corridor connecting north to Blackwattle Bay and south to Ultimo.
- Improve pedestrian connectivity along key east west links to connect with future intermediate transport corridor.

- Enhance and protect ridgeline heritage residential character anchors by Bulwara Road.
- Enhance and protect heritage warehouse character along Jones Street.
- Provide for a variety of smaller commercial spaces within the warehouse precinct to support the creative arts.
- Provide for a multi-utility hub to enable the net-zero strategy with precinct infrastructure, removal of on-street parking and increased street planting.

# Wentworth Park Sub-precinct Master Plan



Figure 4.7.4 / Wentworth Park Sub-Precinct Structure Plan (Hassell)

## Legend

- |                                   |                        |                   |
|-----------------------------------|------------------------|-------------------|
| Foreshore Walk                    | Civic Place / Corridor | Future Metro      |
| Walking and Cycling Loop          | District Open Space    | Proposed Bus Stop |
| Regional Walking/Cycling Route    | Local Parks            | Light Rail Stop   |
| Local Routes / Through Site Links | Community Facilities   |                   |
| Key intersection                  |                        |                   |

# WENTWORTH PARK CHARACTER AND EXPERIENCE

## Landscape

→ Wentworth Park encompasses the large scale open space but has a disconnected landscape character due to the bisected and 'privatised' experience along sections of its sloping topography from the ridgeline to Wattle Street.



1. Wentworth Park
2. Fig Lane Park
3. Quarry Green
4. Quarry Green Mid-Rise Built Form

## Heritage

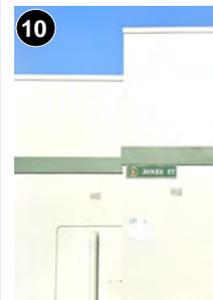
→ Much like other sub-precincts in the Peninsula, Wentworth Park has a heritage character that is influenced by the Ultimo Heritage Conservation Area (west of Bulwara Road) which interfaces with Fig Lane Park and Quarry Green.



5. 28-48 Wattle St
6. 310 Jones St
7. 288 Jones St
8. Low-Rise Built Form

## Materiality

→ Wentworth Park's materials are characterised by Victorian style developments that add to the heritage character of the Peninsula.



9. 45 Jones St
10. 14-26 Wattle St
11. 314 Jones St
12. Ultimo Public School
13. William Henry Street Materiality

Figure 4.7.5 / Wentworth Park Character and Experience (Hassell)

## Character Areas

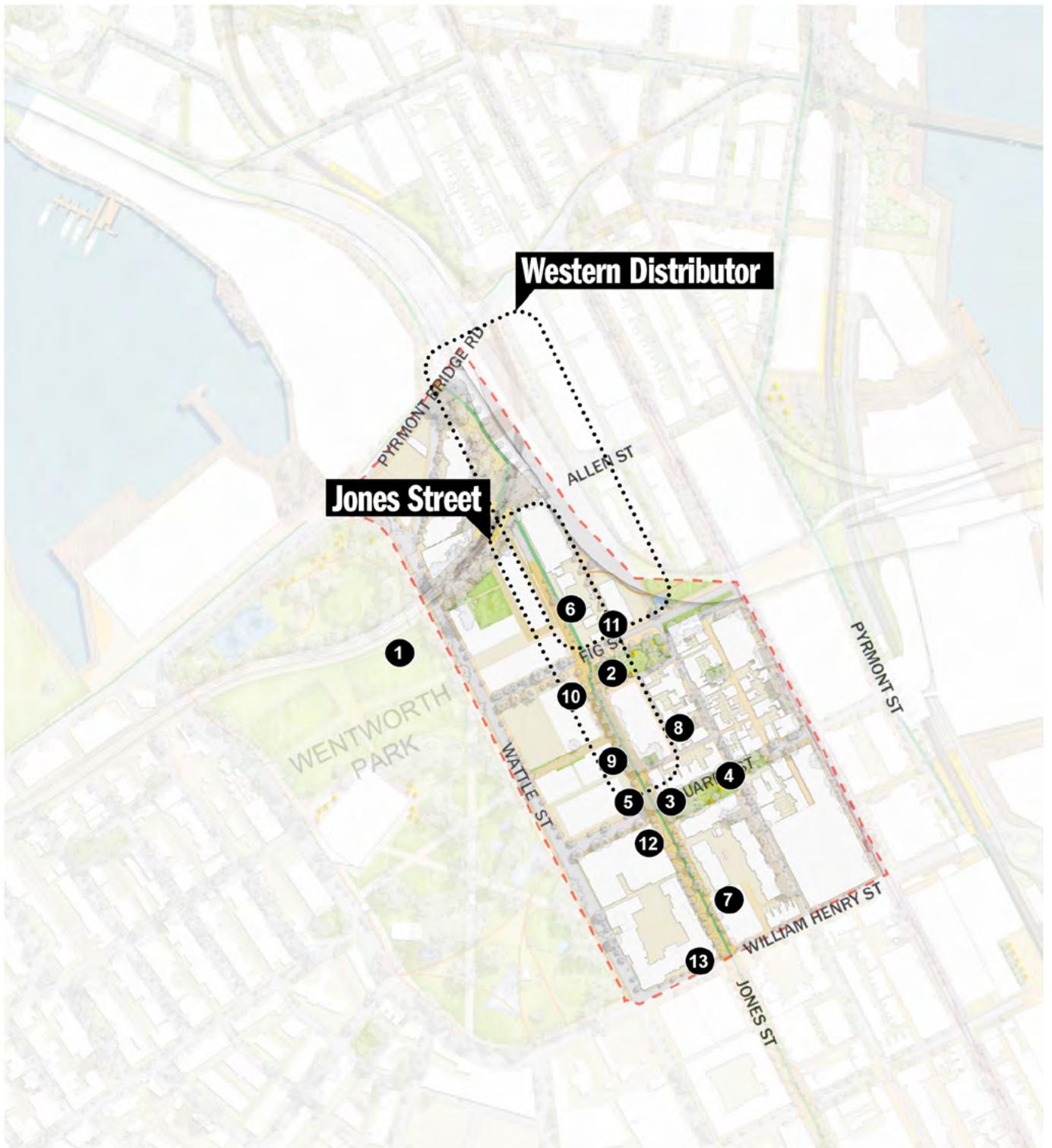


Figure 4.7.6 / Plan of Wentworth Park Character Area (Hassell)

## Western Distributor

The Western Distributor is a grade-separated motorway that connects White Bay to the Sydney CBD, through the Peninsula.

### Objectives:

Future planning and development of the Western Distributor could contribute to:

1. Investigate land under the Western Distributor between Pyrmont Bridge and Allen Street for community uses.
2. Integrate community-related land uses under the motorway and new play spaces with climbing elements, sensory gardens, playful public art and a safe pavement treatment to encourage jumping and play along the Jones Street walking and cycling route.

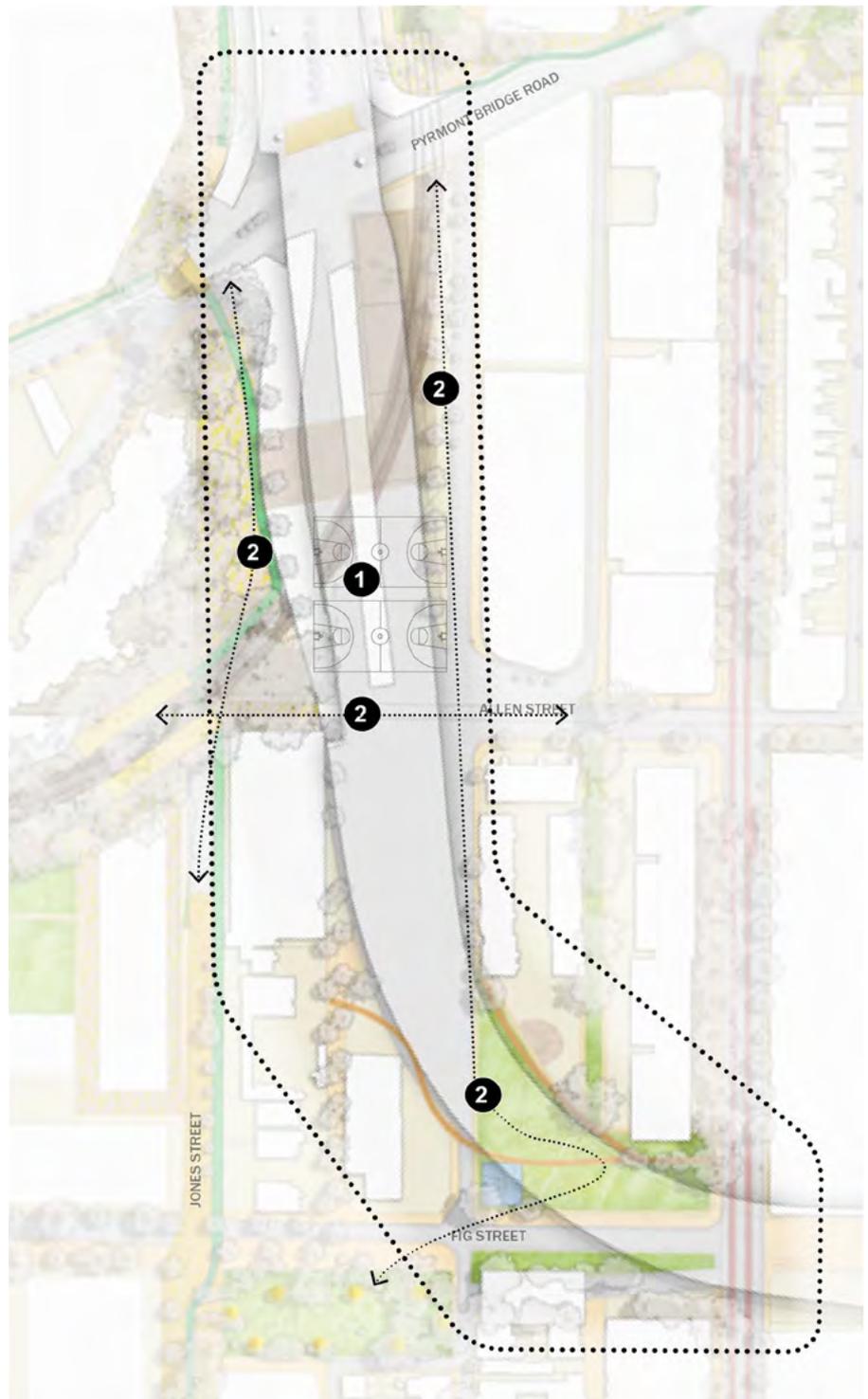


Figure 4.7.7 / Plan of Western Distributor Character Area (Hassell)



Figure 4.7.8 / The Bentway, Toronto (Public Work)



Figure 4.7.9 / Caulfield to Dandenong Level Crossing Removal Project (ASPECT Studios)

## Jones Street

Jones Street is a key Peninsula connector that spans both the northern and southern ends of the Peninsula - while running through the Ultimo sub-precinct.

### Objectives:

Future planning and development of Jones Street could:

1. Support expansion of employment uses targeting innovation and creative industries, including affordable employment and creative live/work spaces.
2. Extend the Jones Street cycleway north to Pyrmont Bridge Road.
3. Provide new play spaces with climbing elements, sensory gardens, playful public art and a safe pavement treatment to encourage jumping and playing along the Jones Street walking and cycling route.



Figure 4.7.10 / Plan of Jones Street Character Area (Hassell)



Figure 4.7.11 / Bourke St, Surry Hills



Figure 4.7.12 / Bourke St, Surry Hills

# 4.8 BLACKWATTLE BAY SUB-PRECINCT

**Blackwattle Bay is a media hub, tourist destination and future mixed use quarter.**

## Open space that connects



Figure 4.8.1 / Sketch noting future key opens spaces highlighting their role in linking between destinations and routes (Hassell)

- Locate future key open spaces to reconcile multiple key routes and connect between destinations.
- Orientate central public open space between Miller Street and Sydney Fish Markets to maximise solar access throughout the day.
- Link transport interchange to harbour foreshore walk, potential future ferry stop and pedestrian link to Elizabeth Healey Reserve.
- Increase connections and permeability across sites and blocked roads.
- Regional parks and gathering spaces connected by continuous foreshore walk.
- Reinforce Sydney's peninsula street character of streets extending to the water's edge.

## Integrated into broader movement network

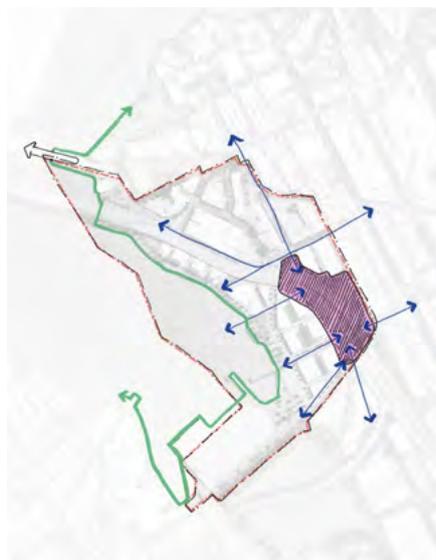


Figure 4.8.2 / Sketch highlighting the integrated hub and key routes (Hassell)

- Provide high amenity and pedestrian connections to the new metro station along Miller Street and Pyrmont Bridge Road.
- Provide through site links that connect the foreshore walk with the pedestrian movement network.
- Integration of key routes with interchanges to maximise access to and from public transport and walking and cycling facilities.

## Activated and connected harbour foreshore walk

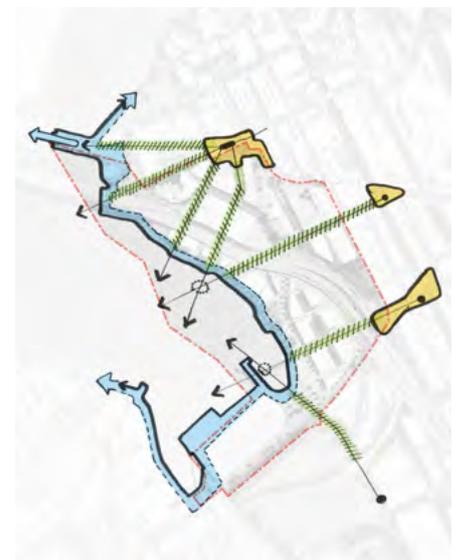


Figure 4.8.3 / Sketch highlighting the future foreshore walk and key links from open space at topographic high points (Hassell)

- Deliver a continuous connected foreshore that expands to facilitate gathering and recreation on the water's edge linking open space, local communities and regional destinations.
- Extend street corridors to the water's edge, enhancing a uniquely harbour city experience of streets terminating at the harbour.

### NOTE:

**Blackwattle Bay is a State Significant Precinct. The final planning and design controls, movement network, open space, configuration and infrastructure will be determined at the completion of the State Significant Precinct assessment process. This will include evaluation of the integration of INSW's renewal plans for Blackwattle Bay under the place strategy and sub-precinct master plans.**

# Blackwattle Bay Sub-precinct Master Plan

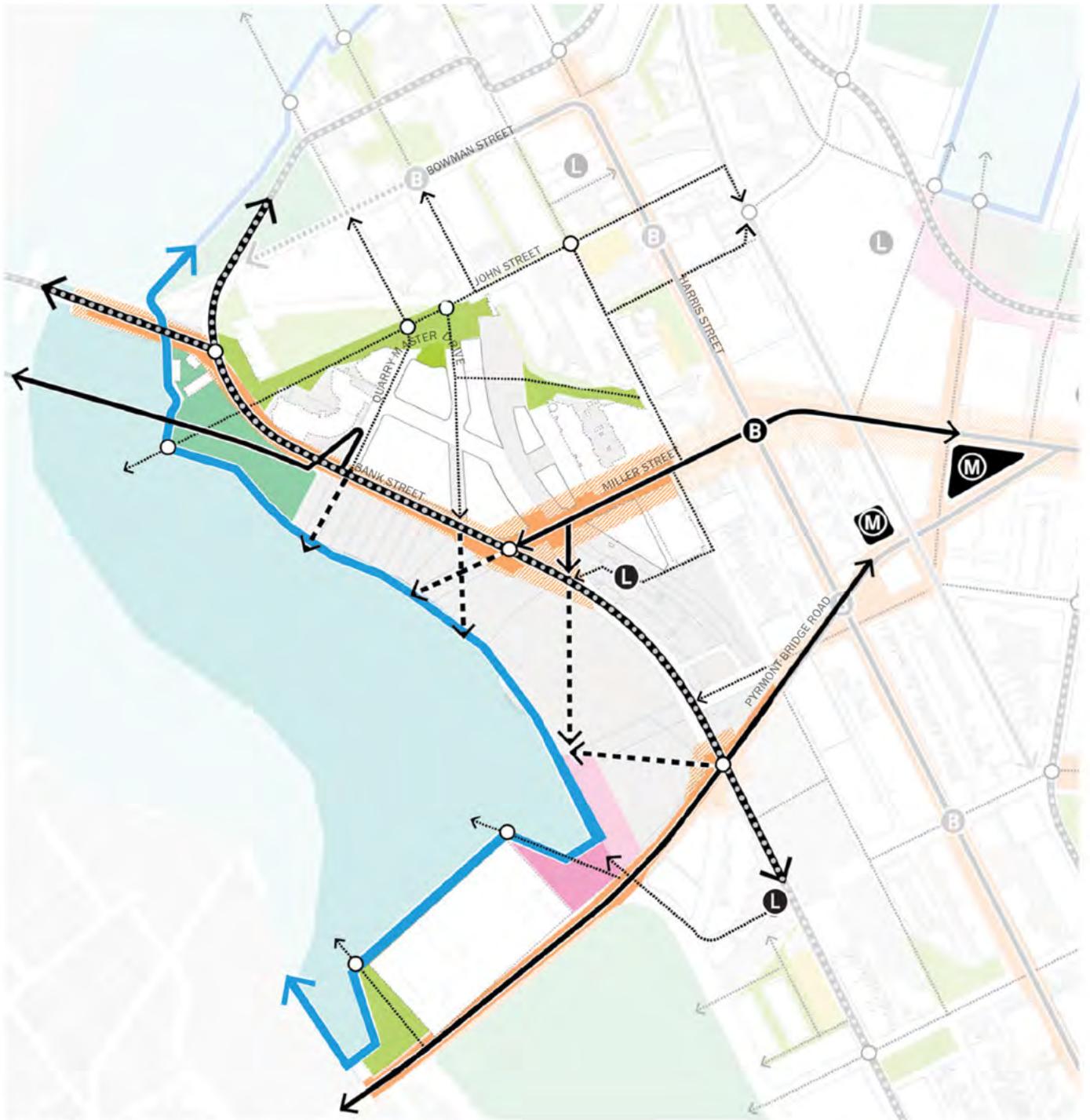


Figure 4.8.4 / Blackwattle Bay Sub-Precinct Structure Plan (Hassell)

## Legend

- Foreshore Walk
- Walking and Cycling Loop
- Regional Walking/Cycling Route
- Potential Walking/Cycling Route (alignment TBC)
- Vehicle Access and Servicing Route
- Local Routes / Links
- Key intersection
- Entertainment Precinct
- Civic Place / Corridor
- District Open Space
- Local Parks
- Future Metro
- Proposed Bus Stop
- Light Rail Stop

# BLACKWATTLE BAY CHARACTER AND EXPERIENCE

## Landscape

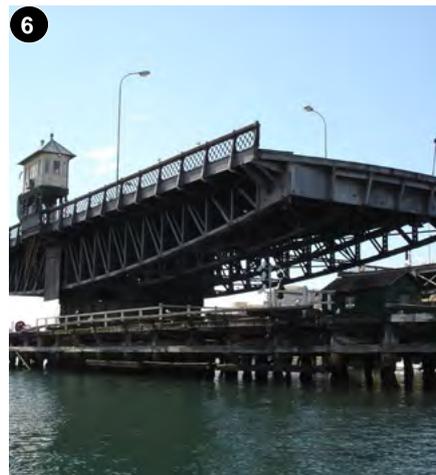
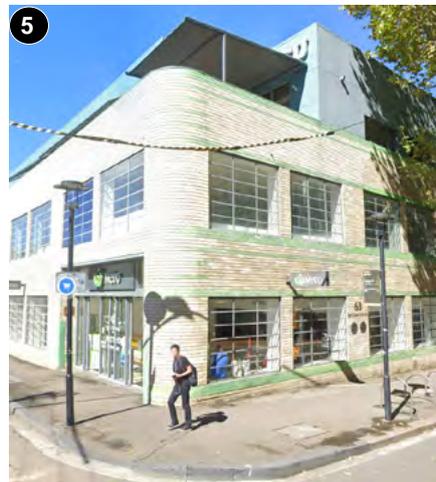
→ Blackwattle Bay has a unique landscape character that is influenced by the water, sloping topography and quarry-face which all contribute to the surrounding landscape amenity of the Peninsula.



1. Carmichael Park
2. The Knoll
3. Bridge Rd
4. Saunders St

## Heritage

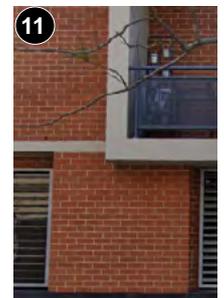
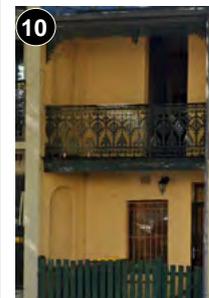
→ Blackwattle Bay has a rich and diverse history; it's a place of sustenance for Aboriginal people who fished in the bay, then becoming the source of the sandstone that characterises many of Sydney's early buildings.



5. 63 Miller St
6. Glebe Island Bridge

## Materiality

→ The Blackwattle Bay sub-precinct has a distinguishing set of materials which inform the unique waterside character of the place.



7. Sandstone Cliff
8. Low-Rise Built Form
9. Western Distributor Concrete Pillar
10. Low-Rise Built Form
11. Mid-Rise Built Form

Figure 4.8.5 / Blackwattle Bay Character and Experience (Hassell)

## Character Areas

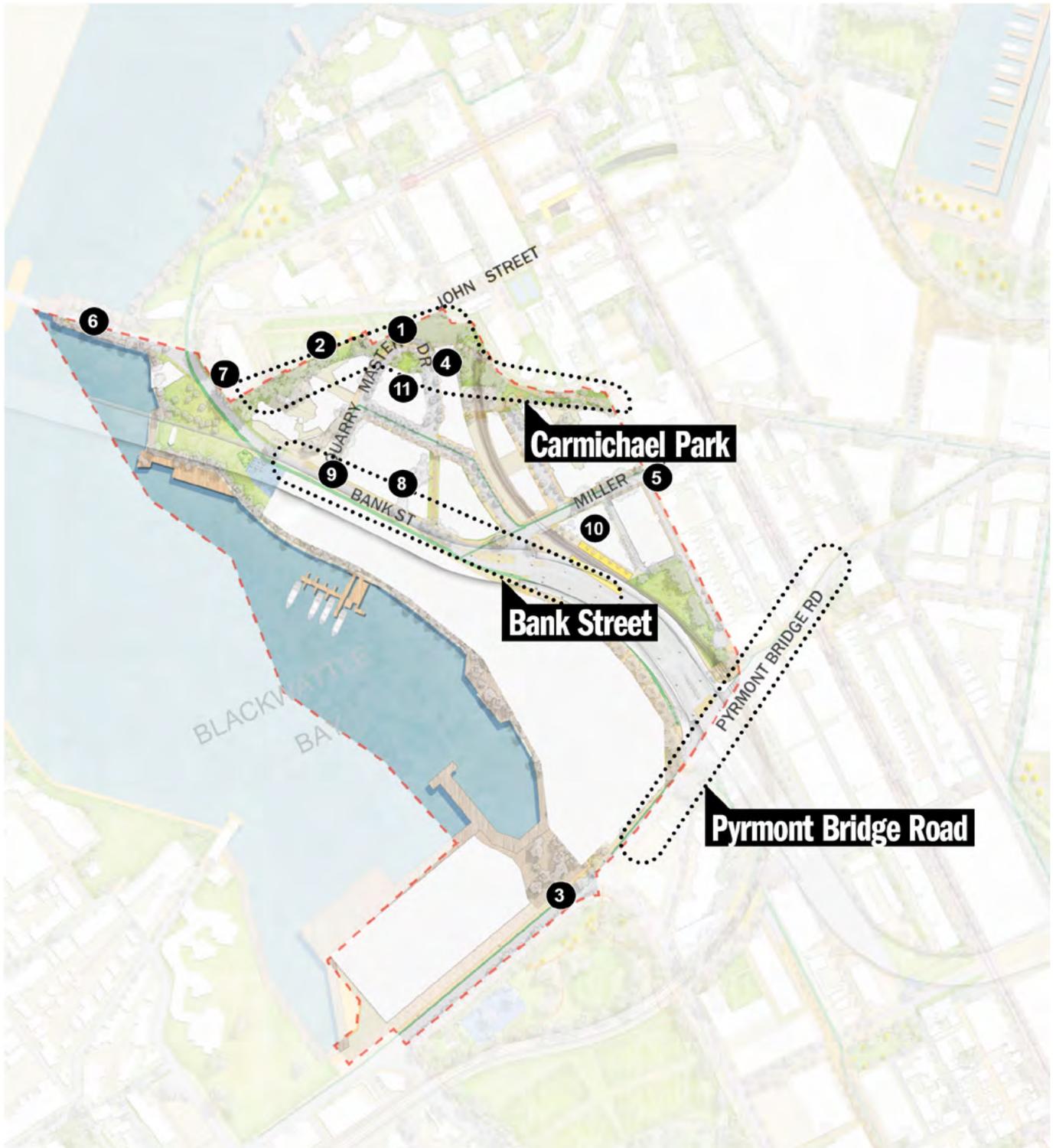


Figure 4.8.6 / Plan of Blackwattle Bay Character Area (Hassell)

# BLACKWATTLE BAY CHARACTER AREAS

## Pymont Bridge Road

Pymont Bridge Road is an integral movement network for the Peninsula that connects Pymont Bridge to Blackwattle Bay. Recent development along Pymont Bridge Road has included townhouses, medium rise apartments and commercial buildings.

### Objectives:

Future planning and development of Pymont Bridge Road could contribute to:

1. Providing a separated cycling lane between Sydney CBD and Glebe.
2. Improving the pedestrian environment between Sydney Fish Markets, Blackwattle Bay and the Metro Station to support its important role as a primary pedestrian movement route through widened footpaths, increased tree canopy, greater amenity at intersections and a calmer traffic environment.
3. Extending the Jones Street cycleway north to Banks Street and provide a crossing between the light rail corridor and Pymont Bridge Road.
4. Provide a clear and comfortable connection between the walking/cycling loop crossing to the future primary open space of Blackwattle Bay SSP
5. Provide for a new bus route along Bridge Road and Pymont Bridge Road.
6. Co-ordinating and collaborating with key government agencies (inc. City of Sydney, Sydney Metro and Transport for NSW) to identify and action opportunities that deliver a high-quality pedestrian network linking Blackwattle Bay with Pymont Metro Station.

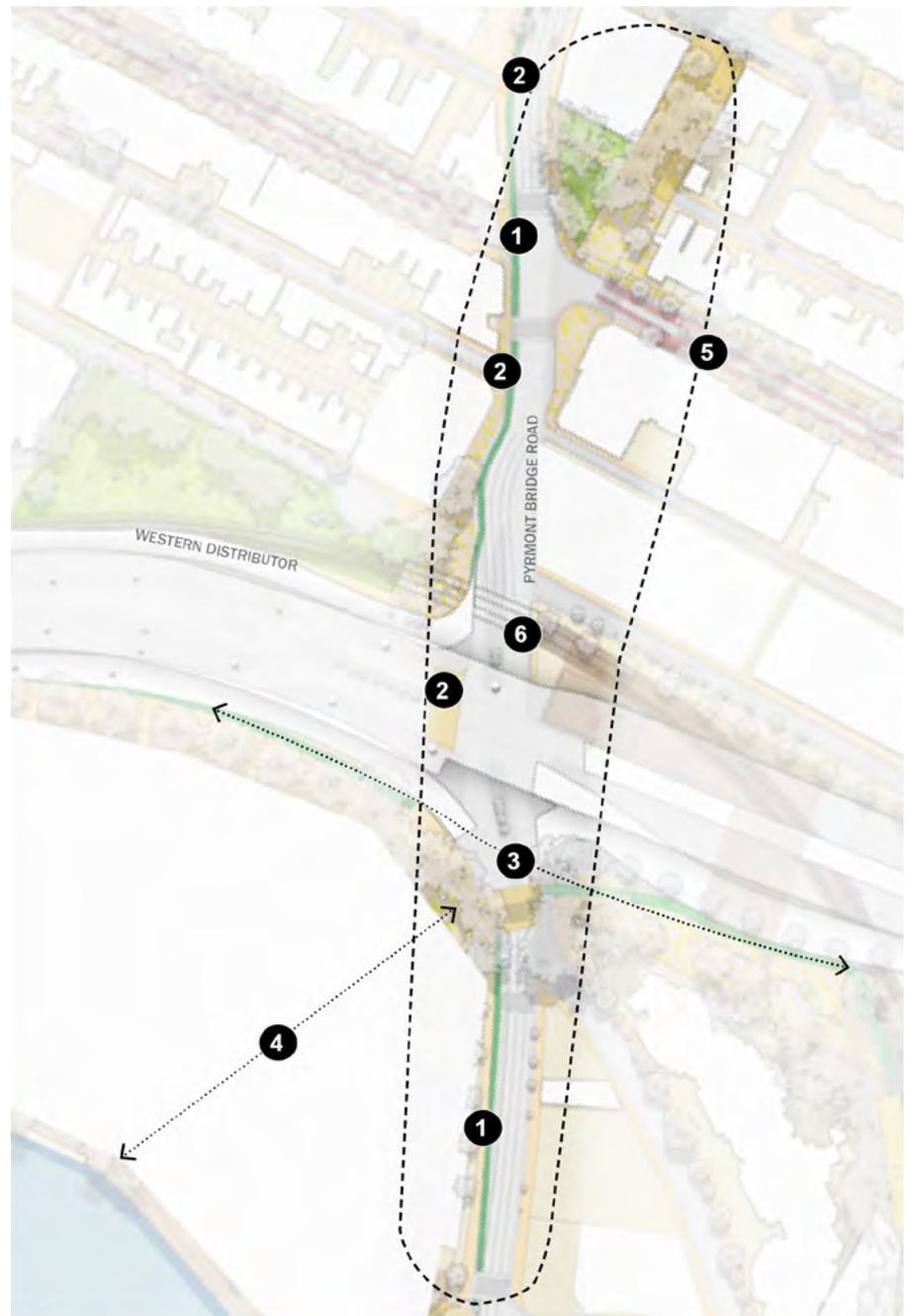


Figure 4.8.7 / Pymont Bridge Road Character Area (Hassell)



Figure 4.8.8 / Central One-Way Streets

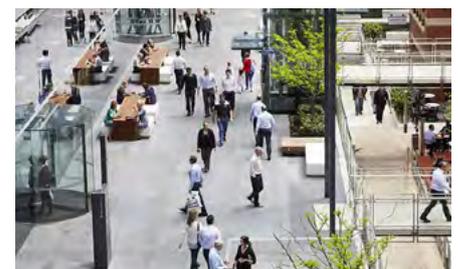


Figure 4.8.9 / Brookfield Place (Hassell)

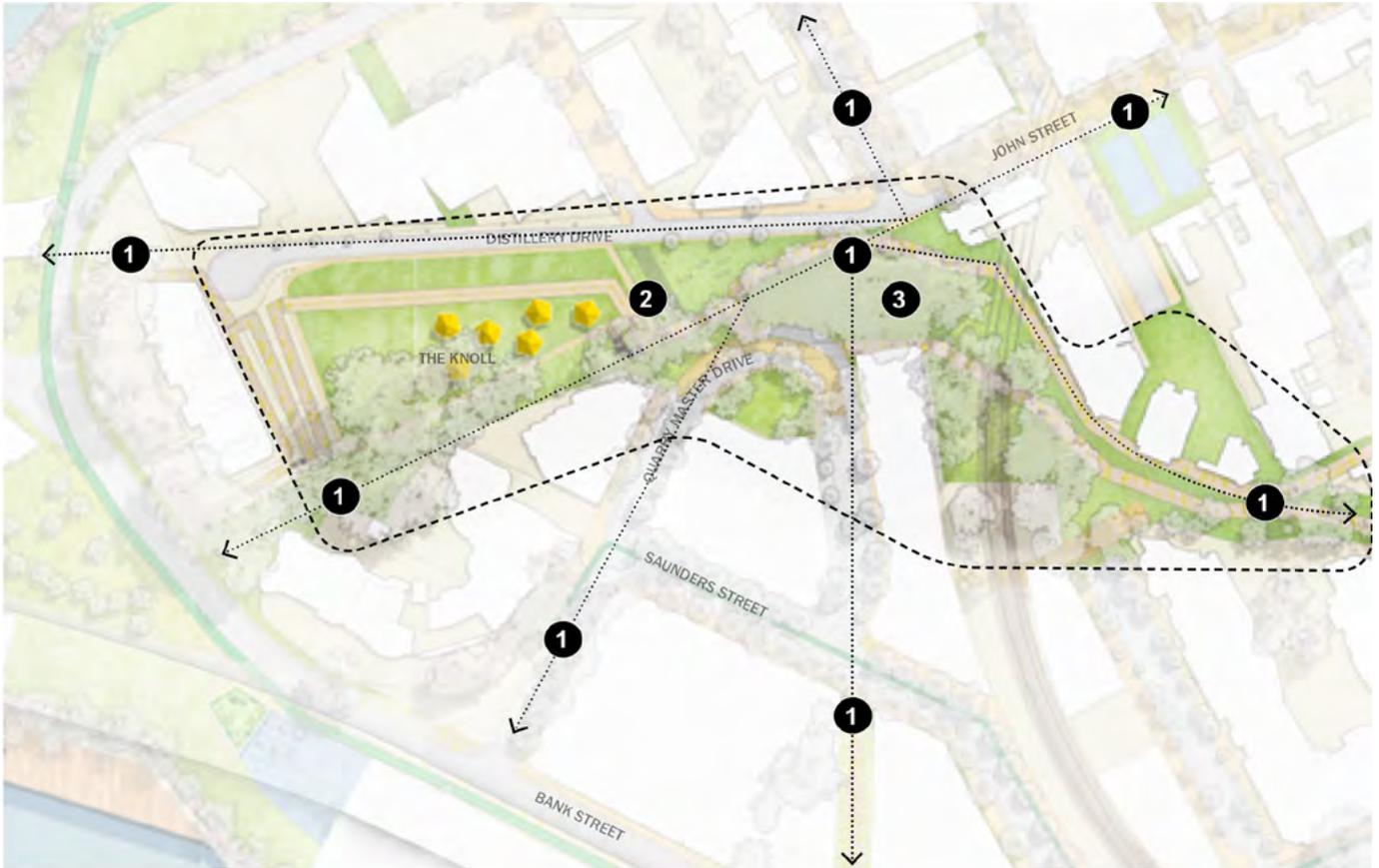


Figure 4.8.10 / Carmichael Park Character Area (Hassell)

## Carmichael Park

Carmichael Park is a grassy strip beside Distillery Drive, flanked by Jones Street and natural vegetation at the crest of the old Paradise quarry.

### Objectives:

Future planning and development of Carmichael Park could contribute to:

1. Upgrading Carmichael Park and improving its operation as a safe and convenient connection point between surrounding streets and to wider destinations.
2. Improving access to The Knoll
3. Enhancing its biodiversity function.



Figure 4.8.11 / Sub Base Platypus (Lahznimmo Architects and ASPECT Studios)



Figure 4.8.12 / Sub Base Platypus (Lahznimmo Architects and ASPECT Studios)



Figure 4.8.13 / Sub Base Platypus (Lahznimmo Architects and ASPECT Studios)



Figure 4.8.14 / Sovereign Square, Leeds (re-form landscape architecture)

## Bank Street

Bank Street is a waterfront road that currently borders the Sydney Fish Market and spans Bowman Street to Pyrmont Bridge Road.

### Objectives:

Future planning and development of Bank Street could contribute to:

1. Creating a new district park near Bank Street of approximately 1 hectare in size identified as Bank Street Open Space in the Blackwattle Bay State Significant Precinct Study, July 2021 (INSW).
2. Enhancing Miller Street Intersection as a key moment linking the walking and cycling loop, Bays West, Sydney CBD, Fish Markets and Light Rail through high quality pedestrian focused public realm.
3. Enhancing Bank Street as a pleasant walkable street that supports the local business and media cluster linking the employment zones of Blackwattle Bay to Bays West including the extension of the walking and cycling loop between Jones Street and Bowman Street.
4. Investigating opportunities for a Glebe Island Bridge Crossing.
5. Formalising the public boating facilities at Bank Street through a consolidated approach to built form and harbour planning.
6. Providing a new through site link between Carmichael Park and the waterfront along the Qaury Master Drive alignment.
7. Providing convenient and pleasant links from key intersections, views and public spaces to the water through renewal zones and redevelopment sites.

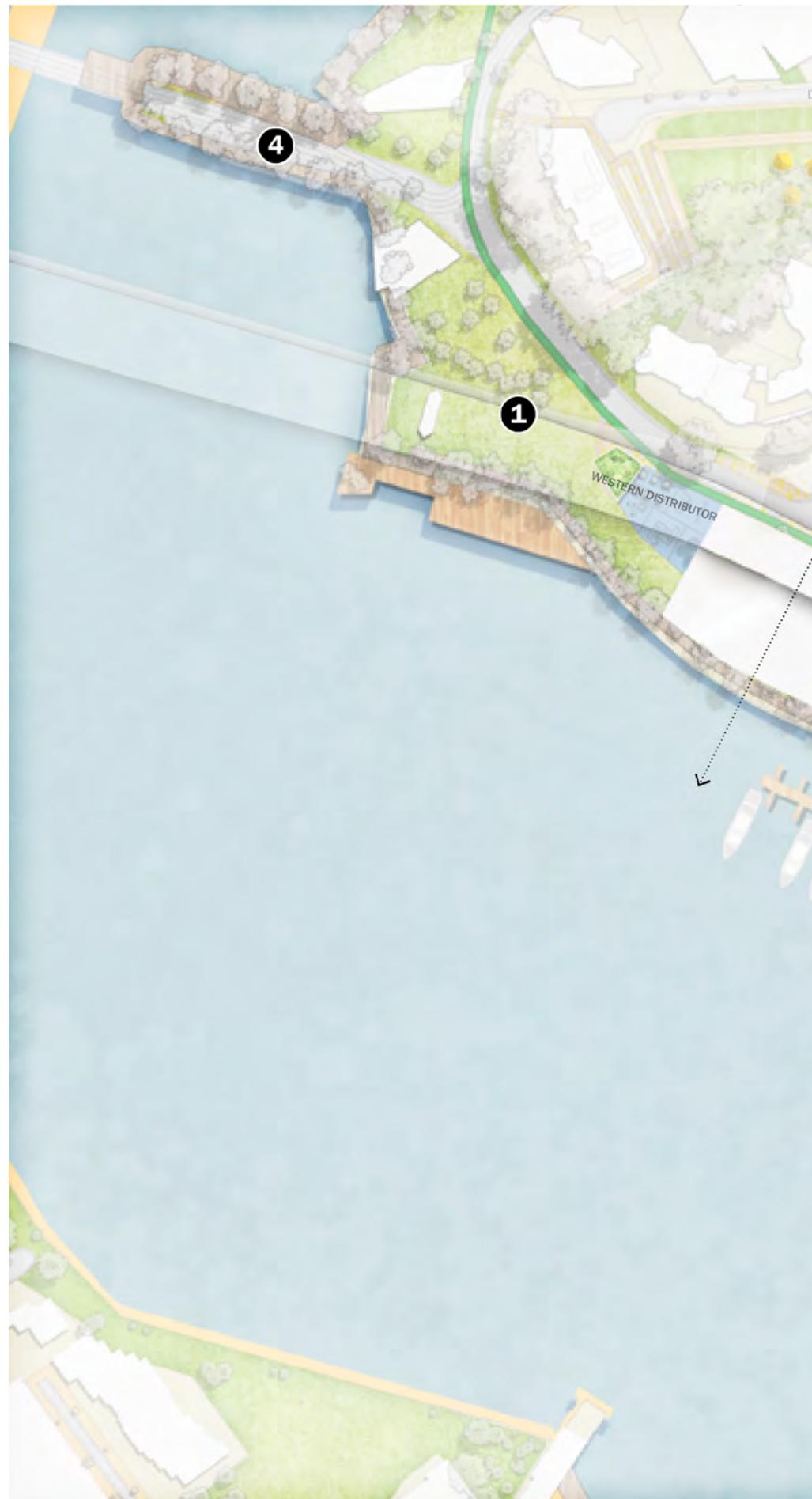
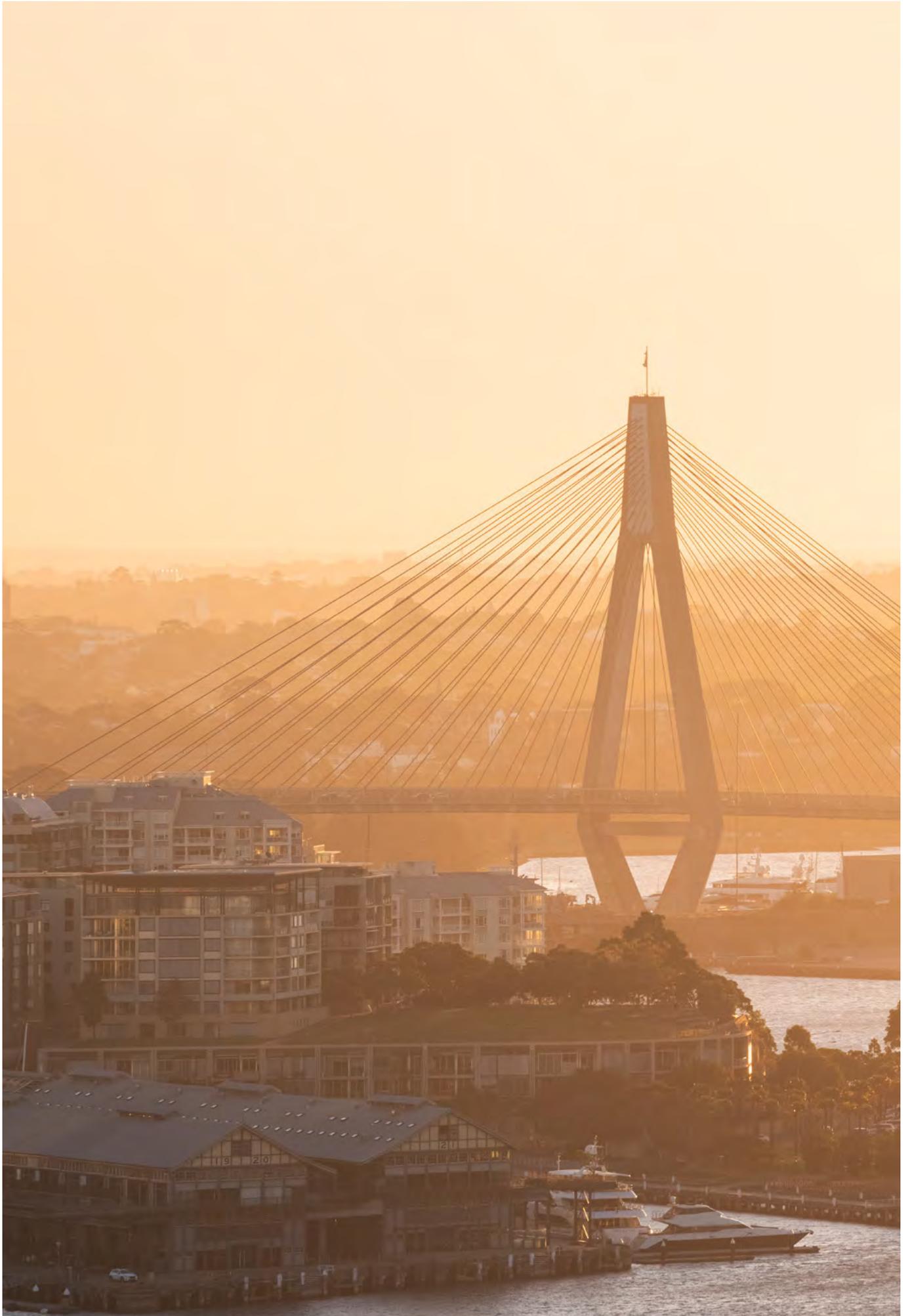


Figure 4.8.15 / Bank Street Character Area (Hassell)





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# A

# SUN ACCESS PLANE

# DIAGRAMS

Figure A.0.1 / Anzac Bridge, Sydney (Destination NSW)

# A.1 PROTECTING SUNLIGHT TO PUBLIC AND OPEN SPACES

Commencing in the 1980's, the City of Sydney commissioned a range of studies that would inform Sydney's first Local Environment Plan and update the 1971 Planning Scheme Ordinance.

The 'City Form Study: The Protection of Public Spaces from Overshadowing by Tall Buildings' authored by Conybeare Morrison & Partners (March 1988) prepared the first iteration of 'Sun Access Planes' (SAP) which was required to:

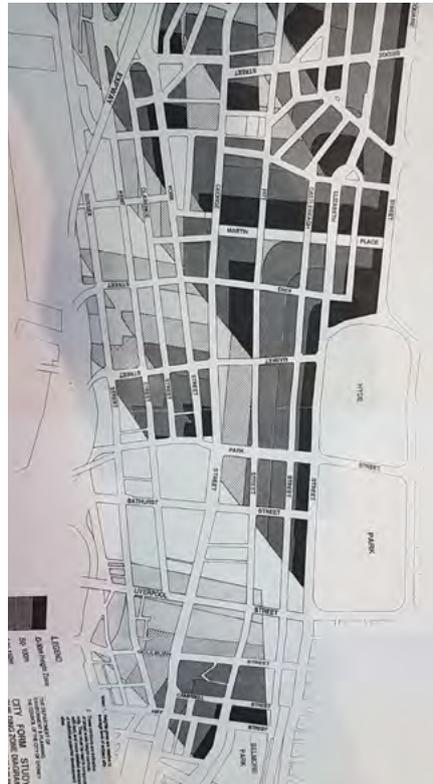
- Prepare a plan showing existing overshadowing within the City centre at the time of the winter solstice, 12-2pm;
- Assess the implication, in terms of building form and development potential of implementing overshadowing controls on specific sites within the study area;
- Develop strategic objectives and policies in relation to the protection of public spaces in Central Sydney from overshadowing.

This study developed the first version of future SAP extents documenting:

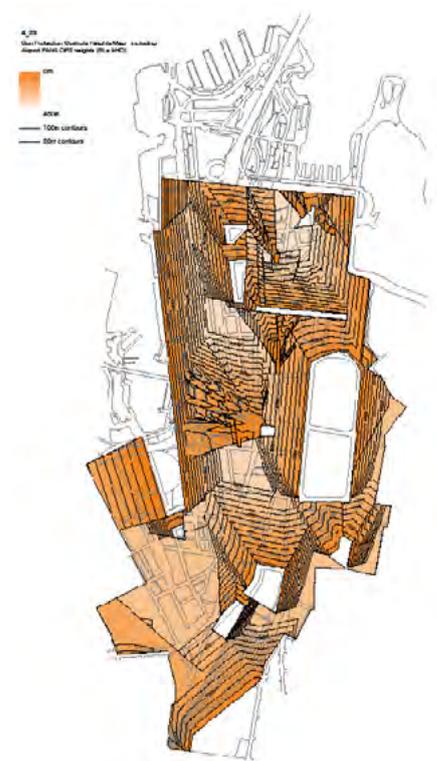
- Open space study areas within central Sydney;
- Hourly shadow diagrams of existing buildings within the CBD between 12-2pm on the winter solstice;
- Public space solar fans (now known as Sun Access Planes) for identified open spaces;
- Building zone diagrams showing acceptable height ranges for future developments.

Certain key parameters in defining height controls over open space that were documented through successive Sydney LEP's and DCP's including:

- The extent of areas to be protected are generally defined by the lot boundary of the nominated open spaces;
- The solar fans commence from the nearest boundary line where private or public development not associated with the open space could occur;
- A four hour window generally between 10am-2pm is protected to support plant growth as well as provide amenity to residents, workers and visitors;
- The date of longest shadows cast by built form is the winter solstice (21 June);
- The date of greatest shadows impact is the equinox.



A.1.1 Plan of 1983 building height zone diagrams (Conybeare Morrison and Partners)



A.1.2 CSPPS 2016 Sun Protection Controls Height Map (City of Sydney)

The Place Strategy identified the importance of protecting sunlight to public and open spaces as part of balancing growth and change with character, heritage and amenity.

In line with Direction 2 of the Place Strategy, the Department has undertaken further work to refine the parameters for protecting sunlight within the Peninsula.

This has been based on two types of controls currently used within central Sydney:

1. SAP; and
2. Overshadowing of Certain Public Places (No Additional Overshadowing - NAO).

SAPs guide the protection of sunlight to some public and open spaces throughout the Peninsula, with a NAO control recognising some areas are already affected by overshadowing.

This approach has been tested further with sub-precinct master planning, to ensure that there can be an acceptable balance between growth and change and the desired character and amenity of the Peninsula. Development proposals will need to demonstrate how new buildings are located and scaled to protect public amenity.

The following categorisation has guided the Peninsula capacity analysis to understand where height may be appropriately increased.

It is critical to recognise open space amenity is only one of a range of other considerations, including solar access to existing residential dwellings, supporting infrastructure, street amenity, sub-precinct character and public benefit.

#### Solar Protection 10am-2pm based upon existing overshadowing or SAP:

SUN ACCESS CONSIDERATION	Name
NAO	1 Pirrama Park and Gibs Park
NAO	2 James Watkinson Reserve
NAO	3 Ballarat Park
SAP	4 Metcalfe Park
NAO	5 Distillery Drive Park/The Knoll
NAO	6 Waterfront Park
NAO	7 Cadi Park
SAP	8 Banks Street Park
SAP	9 Wentworth Park
NAO	10 Blackwattle Bay Park
NAO	11 Fig Lane Park
NAO	12 Quarry Green
SAP	13 Marry Ann Street Park
NAO	14 Alumni Green
SAP	15 Tumbalong Park
NAO	16 Darling Harbour Foreshore
Merit based assessment	17 Pyrmont Bridge Forecourt
SAP	18 Union Square
NAO	19 Maybanke Park
SAP	20 Elizabeth Healey Reserve
NAO	21 Paradise Reserve
NAO	22 Victoria Park
SAP	23 Pyrmont Park
NAO	27 Carmichael Park

#### Solar Protection 12-2pm based upon existing overshadowing or SAP:

SUN ACCESS CONSIDERATION	Name
Merit based assessment	24 Sydney Fish Markets Square
Merit based assessment	25 Goods Line
Merit based assessment	26 Harris Street

#### NOTE:

A merit based assessment is required for new development near Pyrmont Bridge Forecourt, the Goods Line, Blackwattle Bay and Harris Street.

This should involve a detailed review of potential overshadowing impacts to ensure an appropriate balance is achieved between enabling renewal that is consistent with the Place Strategy and sub-precinct master plans and local amenity and retail activity.

The future harbour foreshore to Blackwattle Bay will require further analysis and refinement for solar access controls once a preferred open space configuration has been developed.

## Metcalfe Park

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
102/DP1130308	9022.40 m <sup>2</sup>

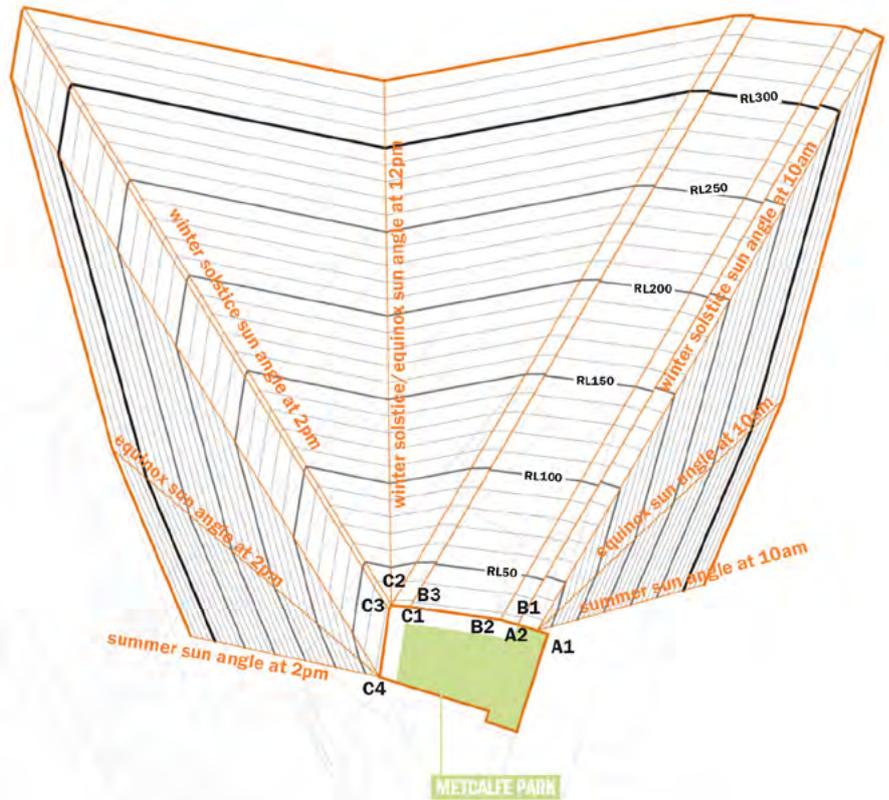
#### Notes:

Existing open space

### Description

Local open space at the heart of a tech innovation cluster.

The park is largely open grass with good sunlight access through out the day and will support a variety of uses throughout the day and evening for workers to connect and local residents to relax including informal sports, working and meeting.



A.1.4 Metcalfe Park sun access plane (Hassell)

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333193.8	6251280.1	2.5	22
A2	333175.7	6251285.9	2.5	22
B1	333175.7	6251285.9	2.5	24
B2	333159.6	6251290.1	2.5	24
B3	333076.7	6251302.1	2.5	24
C1	333076.7	6251302.1	2.5	25
C2	333059.6	6251303.6	2.5	25
C3	333057.3	6251298.5	2.5	25
C4	333048.5	6251237.2	2	25

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour

## Bank Street Park

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
19/-/DP803159	1597 m <sup>2</sup>
20/-/DP803159	5623 m <sup>2</sup>
5/6/-/DP803160	1869 m <sup>2</sup>

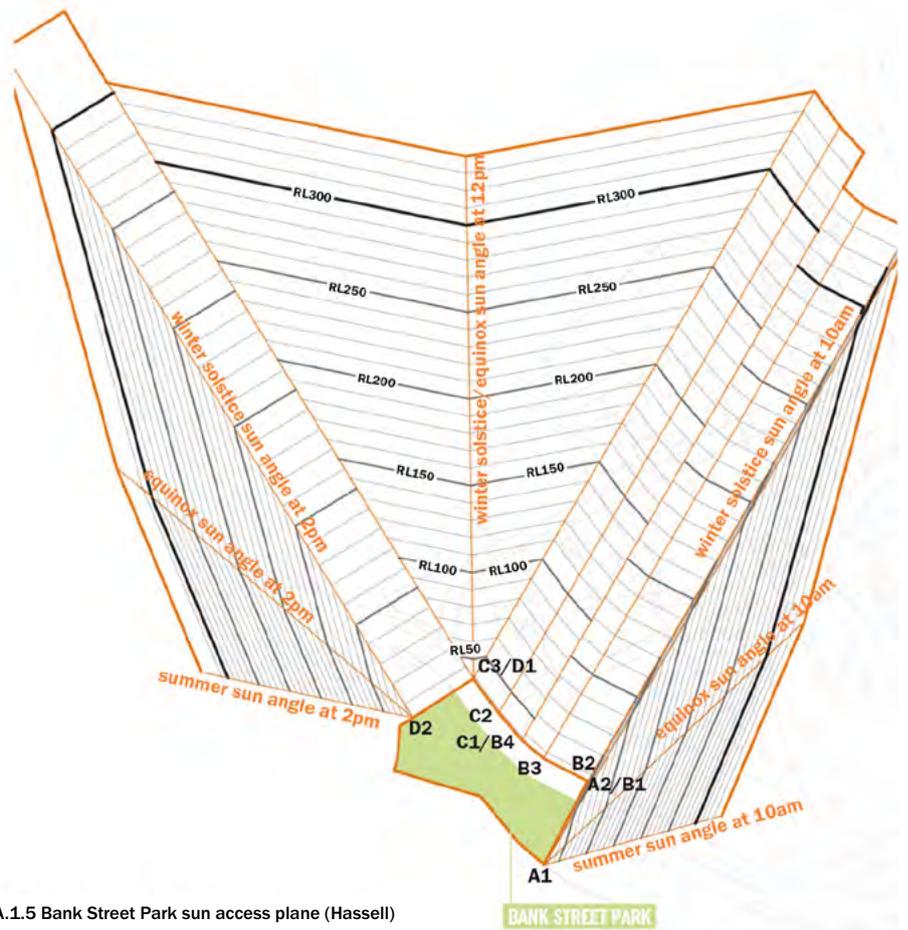
#### Notes:

Existing jetty, boat storage and undeveloped open space under and around the Western Distributor and Pymont Bridge pylon.

### Description

An important local open space that will facilitate on-water activities for the local community alongside outdoor sporting facilities.

The Park is partially covered by the Western Distributor however it still receives good amenity due to the significant height between the natural ground and motorway deck.



A.1.5 Bank Street Park sun access plane (Hassell)

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	332463.0	6250722.0	2	22
A2	332492.3	6250779.7	5	22
B1	332492.4	6250779.7	5	45
B2	332502.8	6250796.9	12	45
B3	332462.3	6250817.5	12	45
B4	332443.1	6250834.1	12	45
C1	332443.1	6250834.1	12	27
C2	332422.3	6250858.1	12	27
C3	332399.8	6250889.3	12	27
D1	332399.8	6250889.3	4	0
D2	332346.1	6250853.8	3	3

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

#### Solar Protection Rays

Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour

## Wentworth Park

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
677-/DP729635	57,216.22 m <sup>2</sup>
8-/DP1033151	5,688.70 m <sup>2</sup>
678-/DP729635	39,446.93 m <sup>2</sup>
679-/DP729635	29,574.07 m <sup>2</sup>

#### Notes:

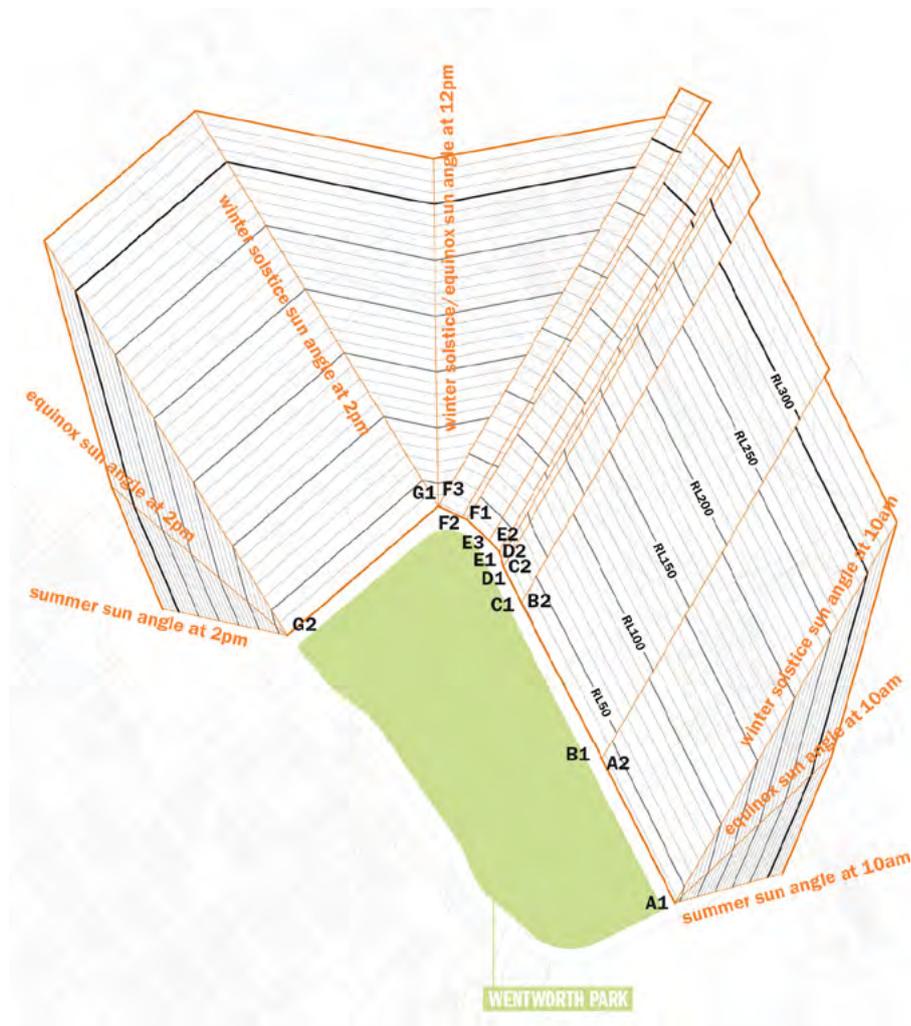
Existing open space, light rail viaduct and greyhound race track

### Description

Regional open space for sporting, active and passive recreation and events.

The eastern edge is defined by large format heritage warehouses which set the dominant street wall height and existing overshadowing to the park.

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



A.1.6 Wentworth Park sun access plane (Hassell)

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour

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

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

## Mary Ann Street Park

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
3/DP576037	763.73 m <sup>2</sup>
SP50164	425.31 m <sup>2</sup>
11/DP835835	3681.49 m <sup>2</sup>
N/A	790.83 m <sup>2</sup>

#### Notes:

Existing local park

### Description

Local open space at the interface between the education campuses of TAFE /UTS, and predominantly residential zones of Ultimo.

It is one of the few larger parks within the Peninsula and important for the community's respite and relaxation.



A.1.7. Mary Anne Street Park sun access plane (Hassell)

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333478.2	6249569.5	13.5	9
A2	333469.2	6249587.5	14	9
B1	333469.2	6249587.5	14	6
B2	333461.9	6249602.0	14.5	6
C1	333461.9	6249602.0	14.5	15
C2	333448.4	6249629.0	15	15
C3	333434.1	6249622.3	15	15
D1	333434.1	6249622.3	15	18
D2	333416.1	6249613.2	15	18
D3	333412.1	6249620.4	15	18
D4	333398.2	6249613.5	15	18
D5	333390.2	6249609.4	14.5	18
D6	333406.6	6249577.3	14	18
D7	333379.3	6249563.9	12.5	18
E1	333379.3	6249563.9	12.5	9
E2	333361.6	6249555.2	11.5	9
E3	333379.5	6249519.3	11	9

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

## Union Square

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00

Legal description	Area
N/A**	332.96 m <sup>2</sup>
N/A*	1793.71 m <sup>2</sup>

\* Existing plaza

\*\* existing shared space and road corridor

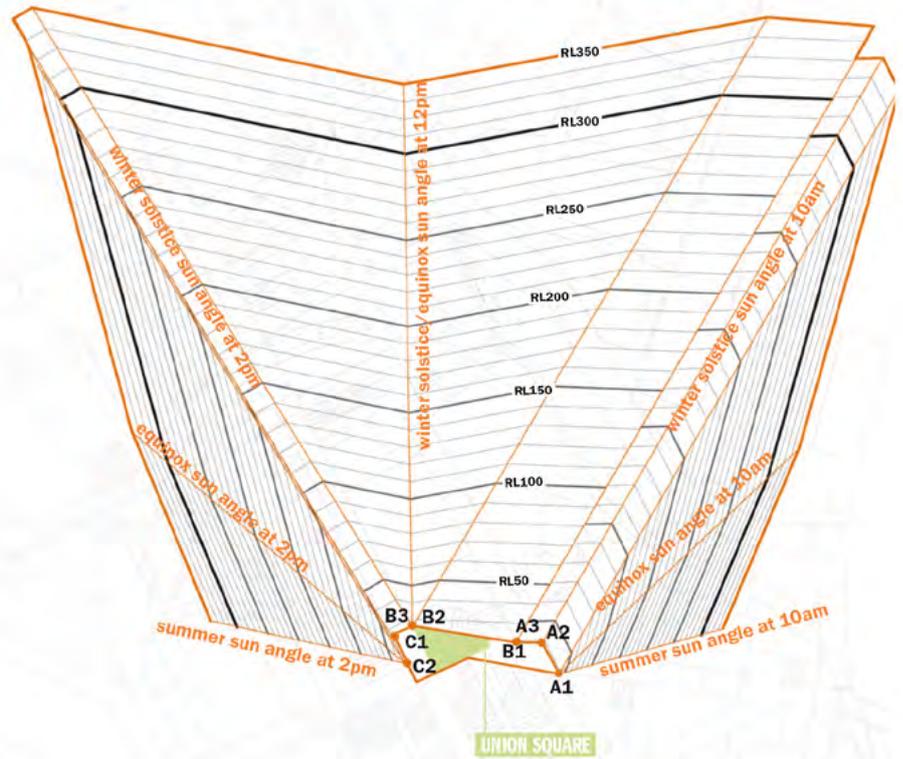
Notes:

Existing open space

### Description

Civic square surrounded by significant heritage fabric. It is located at the meeting point of regional routes within the peninsula and site of the local war memorial.

It is an important destination for meeting, local services and local events alongside its importance to the historic identity of the Peninsula.



A.1.8 Union Square sun access plane (Hassell)

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333071.3	6250819.2	11	28
A2	333056.4	6250847.2	10.5	28
A3	333033.3	6250848.2	11.5	28
B1	333033.3	6250848.2	11.5	9
B2	332940.4	6250861.6	17	9
B3	332922.8	6250851.1	17	9
C1	332922.8	6250851.1	17	12
C2	332933.8	6250828.7	17	12

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

### Legend

**A1** Ray ascending edge

— 300m Contour

— 50m Contour

— 10m Contour

(ii)

## Elizabeth Healey Reserve

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
1/DP173041	683.05 m <sup>2</sup>
1/DP1010011	361.99 m <sup>2</sup>
n/a*	107.4 m <sup>2</sup>
n/a**	284.65 m <sup>2</sup>

#### Notes:

Existing local park and road reserve to be converted to park

\*existing outdoor seating area

\*\* existing road reserve converted to park

## Description

Locally significant public open space near the ridge of the Peninsula and intersection of key local and regional routes across the Peninsula. As a relatively small open space, the park has excellent sun access from midday throughout the afternoon and supports dog exercise, lunchtime relaxation, passive recreation and outdoor seating associated with the adjacent cafe.

The reserve is bordered by a heritage warehouse which causes overshadowing through the early to mid-morning. The potential for increased building heights on Union Street, Darling Island and to a lesser degree the Blackwattle Bay sub-precinct should not breach this sun access plane to protect sunlight to the existing and future planned reserve extent.

A future metro station entrance will be located to the north of the park and is expected to increase the significance of this local open space as a meeting point, for resident and visitor amenity and the character and quality of Pyrmont.

#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour



A.1.9 Elizabeth Healey Reserve sun access plane (Hassell)

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333102.8	6250654.2	17.5	22
A2	333091.6	6250648.7	16	22
A3	333077.9	6250675.5	14.5	22
B1	333077.9	6250675.5	14.5	15
B2	333071.6	6250696.4	14.5	15
B3	333062.7	6250688.2	14	15
C1	333062.7	6250688.2	14	12
C2	333044.7	6250660.6	13	12
C3	333029.5	6250639.2	12.5	12
C4	333045.6	6250603.6	13.5	12

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
Winter Solstice - 21 June	2pm	328.63°	25.69°
Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

## Pymont Bay Park

### Proposed SAP Control

Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00

Legal description	Area
7/-/DP1093225	394.15 m <sup>2</sup>
7/-/DP876763	5190 m <sup>2</sup>
101/-/DP1091132	2406 m <sup>2</sup>
100/-/DP1091132	3654 m <sup>2</sup>
1/-/DP876763	844.27 m <sup>2</sup>

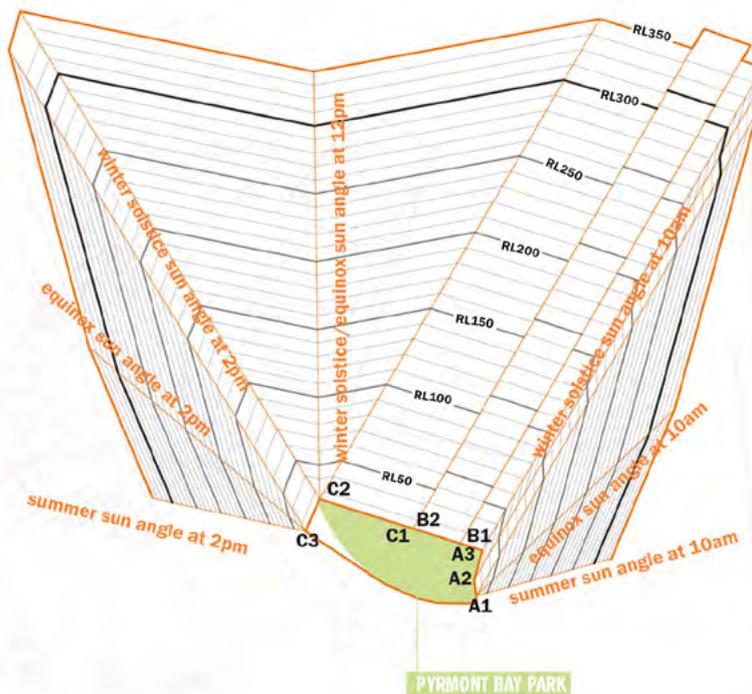
#### Notes:

Existing open space

### Description

A local open space projected to support 24hr events and activated by the adjacent metropolitan attractors of the Australian National Maritime Museum and Star Casino.

It is connected to the adjacent water spaces and supports passive recreation for the local community alongside its event role.



A.1.1.10 Pymont Bay Park sun access plane (Hassell)

Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A1	333315.5	6250963.1	1.5	22
A2	333314.1	6250982.3	1	22
A3	333322.6	6251015.7	1	22
B1	333297.8	6251023.6	1	12
B2	333297.8	6251023.6	1	12
C1	333244.4	6251041.3	1	24
C2	333137.9	6251074.4	1	24
C3	333122.4	6251037.1	1.5	24

Based upon DPE cadaster and City of Sydney 1m contour model. All to be confirmed by survey.

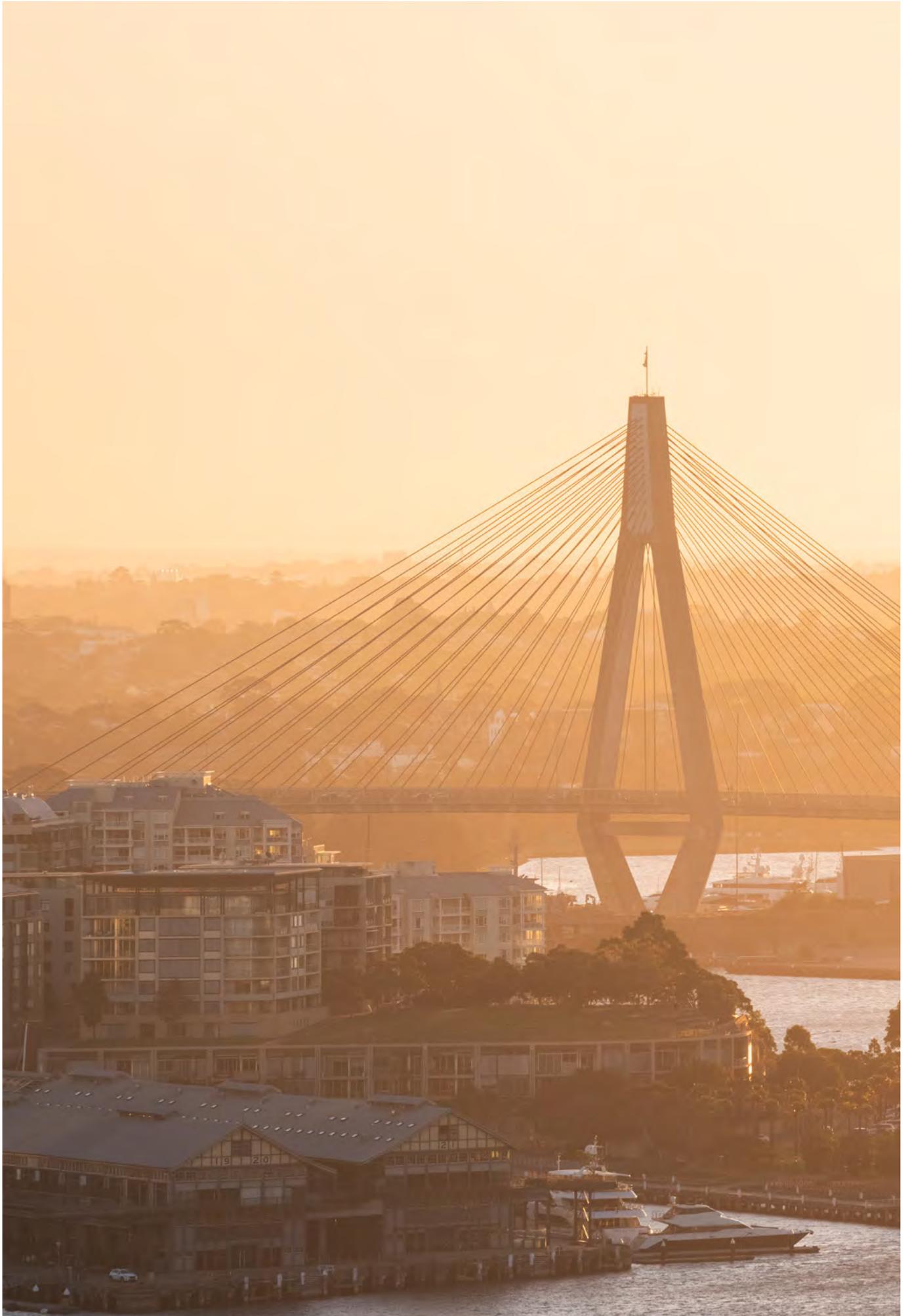
#### Legend

- Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour

Solar Protection Rays			
Date	Time	Sun Location	
		Azimuth	Altitude
Summer Solstice - 22 Dec	10am	74.55°	63.21°
Autumn Equinox - 21 Mar	10am	46.60°	45.48°
Winter Solstice - 21 June	10am	29.98°	26.34°
Winter Solstice - 21 June	12pm	359.16°	32.72°
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Spring Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

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# B GLOSSARY

Figure B.0.1 / Anzac Bridge, Sydney (Destination NSW)

<b>Term</b>	<b>Definition</b>
<b>1.4 Structure Plan</b>	
Possible transport corridor	An existing street or alignment to be investigated for public transport services (metro, bus or light rail)
Transport interchange	Streets and public open spaces which support movement of pedestrians between different types of public transport including metro, bus and light rail.
<b>1.5 Master Plan</b>	
Areas capable of change	Sites which under the right economic conditions are likely to be redeveloped within the life of the Place Strategy.
Regional walking and cycling loop	A continuous connected sequence of streets with generous footpaths, separated cycleways and street trees to create a comfortable environment for pedestrian and cycle movement through the Peninsula and between precincts and destinations.
Vehicle access and servicing route	A route along which site servicing and vehicle access should be located to enable expansion of footpaths and street tree planting on other frontages.
Local routes/ through site links	Streets and mid-block connections through developments which provide access to local services, open space and other destinations.
Key intersection	A street intersection at which multiple local or regional routes meet for access to destinations within and around the Peninsula.
Entertainment precinct	An area focused on the entertainment, culture and visitor economy which supports realisation of the NSW Government's 24 Hour Economy Strategy through 12, 18 and 24hr economic activity.
Civic place/corridor	A key route or open space which embodies the identity and character of a location for local, metropolitan, national or international audience.
Regional open Space	A park that provides passive and active recreation to a city-wide/metropolitan catchment, typically up to 30 minutes travel time.
District open space	A park that provides passive and active recreation for multiple neighbourhoods that may extend beyond local government area boundaries.
Local open space	A park that provide passive and active recreation for a single neighbourhood located close to or within residential areas.
Community facilities	A building or place owned or controlled by a public authority or non-profit community organisation, and used for community purposes, but does not include educational establishments, hospital, retail premises, places of public workshop or residential accommodation.
<b>2.2 Movement</b>	
Dedicated bus route	An existing street along which a high frequency bus route should be investigated to provide public transport between local destinations and heavy rail/metro stations.
Civic link (pedestrian)	A key route or open space which embodies the identity and character of a location and a primary movement path for pedestrians across the Peninsula.
Regional cycle network	Priority cycling routes catering for higher levels of cycling demand across and between regions.
Pedestrian streets and link	A street, or mid-block connection between streets, that does not permit vehicle access.
Key Service Street	A route along which site servicing and vehicle access should be located to enable expansion of footpaths and street tree planting on other streets.
<b>Open Space Network</b>	
Event Zone	An area for the staging of public events and festivals within streets and open spaces.
Plaza/ Civic Space	A primarily paved open space for use by the local community to gather and stage events.
Harbour Event Area	An on-water area for the staging of events which are viewed from the adjacent foreshore area.

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