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Hassell  
October 2021

# Pymont Peninsula Place Strategy

Urban Design Report

Vol. 3 Sub-precinct Master Planning

Prepared for  
NSW Department of Planning, Industry & 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:



**Planning,  
Industry &  
Environment**

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Figure 1.0.1 / Aerial view of Pyrmont Bridge and Jacksons Landing with the Sydney CBD behind, (DPIE)



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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 historic 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:

- 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



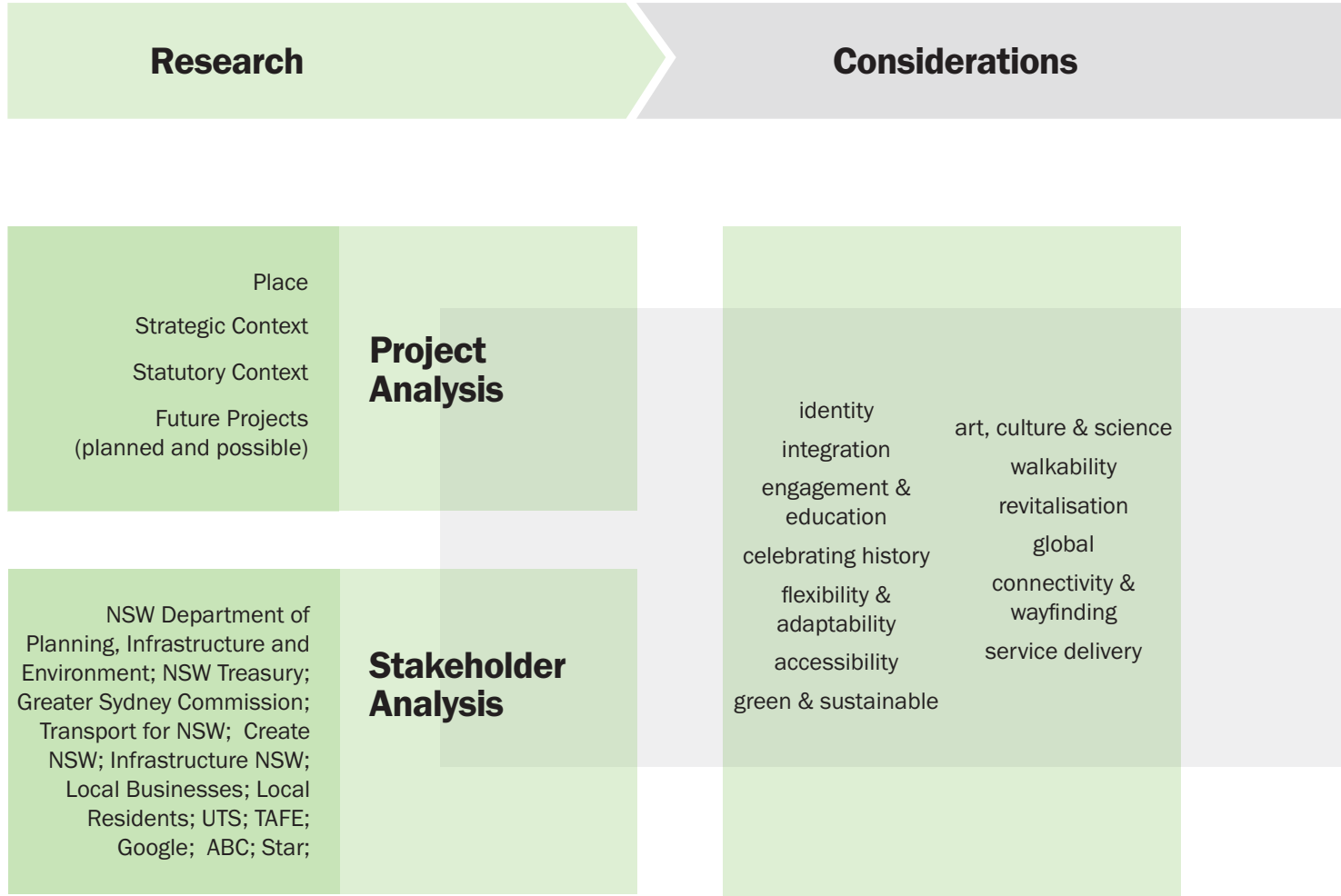




# 1.2 PROCESS

## PLACE STRATEGY STRUCTURE

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



*A thorough background analysis of the existing place, strategic plans and statutory context as they relate to the peninsula has been undertaken. Further input from a range of key stakeholders in the peninsula has identified key issues and opportunities that have informed the framework.*

*The background research is synthesised into a collection of key considerations which when combined, begin to reveal common emerging opportunities and issues facing the future of the peninsula.*



## VOLUME 02 STRATEGIC FRAMEWORK

## VOLUME 03 URBAN DESIGN REPORT

### Strategic Framework

### Built form and open space testing

#### 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

B

A

C

*The strategic framework clarifies and specifies what is important and what needs to be fixed to deliver the future amenity and outcomes.*

*The master plan scenario help define and validate a set of criteria will be defined against which future projects and opportunities within the precinct can be more objectively assessed by the government.*

# 1.3 BACKGROUND, SCOPE AND PURPOSE



**Figure 1.3.1 / Pyrmont Peninsula Place Strategy Area**

## Background

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

- Pyrmont Peninsula Place Strategy (Place Strategy)
- Pyrmont Peninsula Economic Development Strategy (EDS)
- Pyrmont Peninsula Urban Design Strategic Framework
- Pyrmont Peninsula Place Based Transport Strategy
- Pyrmont Peninsula Social Infrastructure Analysis
- Pyrmont Peninsula Sustainability Scoping Report
- Pyrmont Peninsula 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.

In giving effect to the place strategy, an understanding of where and how this demand and associated infrastructure can be accommodated is necessary



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## Scope

This framework is focused on the review area defined by the Greater Sydney Commission under the 'Western Harbour Precinct including the Pyrmont Peninsula Planning Framework Review'.

It explores potential renewal on sites within the precinct and immediately adjacent to the study area which are integral to realisation of the place strategy vision and structure plan.

## Purpose

The project purpose is to develop a vision and plan 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.

This document compliments 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.

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

## Role of the document

The framework is a strategic level document that identifies an overall vision, set of objectives and guiding themes for the Pyrmont Peninsula, its context and the city more broadly.

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

To enable this vision, this master plan report consolidates the strategic and spatial understanding of the peninsula and informs how future development could be configured to see it realised.

There are a number of key considerations impacting its preparation including:

- Recognising that the future metro station at Pyrmont is integral to enabling growth north of William-Henry Street.
- 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 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 being prepared by Infrastructure NSW (INSW) on Blackwattle Bay.

# 1.4 STRUCTURE PLAN

The Structure Plan sets out a framework for the future of the Pyrmont Peninsula: with movement and open space networks linking distinct neighbourhoods and places. This plan describes the key elements that will support the ongoing transformation of the peninsula.



Figure 1.4.1 / Pyrmont Peninsula Structure Plan - December 2020



# 1.5 MASTER PLAN OVERVIEW

The sub-precinct master plans refine and expand upon the peninsula structure through clarify the open space, land use and movement hierarchy.









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# 2

# PENINSULA WIDE OUTCOMES

# 2.1 PYRMONT PENINSULA

## FIVE BIG MOVES

The Pyrmont Peninsula Place Strategy proposes 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.



Figure 2.1.1 / Metcalfe Park



Figure 2.1.4 / Anzac Bridge

### A WORLD-CLASS HARBOUR FORESHORE WALK

- Connecting with the broader harbour-edge walk from the city centre to the Bays precinct.
- A continuous, accessible walk along the length of the Peninsula foreshore with spaces for larger gatherings and events as well as everyday recreation and relaxation.
- Secure the final links of the foreshore link walk at Blackwattle Bay and Darling Island.
- Acknowledge and celebrate Aboriginal cultural heritage by including the Pyrmont Peninsula harbour foreshore in the City of Sydney's Eora Journey, Harbour Walk project 'Yananurala'.
- Acknowledge and celebrate the working harbour history of the Peninsula in new and upgraded sections of the harbour foreshore link.
- Investigate the repurposing of Glebe Island Bridge to link Pyrmont Peninsula with Bays West.

### A VIBRANT 24-HOUR CULTURAL AND ENTERTAINMENT DESTINATION

- Event precincts to cluster and support destination anchors with high pedestrian amenity, public open space and supportive uses.
- 24hr event precincts in Tumbalong Park, Darling Island and Blackwattle Bay, connected through safe and active links.
- Careful integration of diverse uses including residential, commercial, community and cultural uses.
- Investigate the opportunity for new entertainment, events and cultural space in the Peninsula on key sites.
- Enable a diversity of night-time experiences in line with the City of Sydney's 'An Open and Creative City' and the NSW Government's 24-Hour Economy Strategy.





Figure 2.1.3 / Union Square Pyrmont



Figure 2.1.5 / 100 Harris Street



Figure 2.1.2 / Goods Line Ultimo,

## CONNECT TO METRO

- Build a Sydney Metro station in the Pyrmont Peninsula as an anchor for new development and connectivity.
- Legible and convenient pedestrian and cyclist access to new Metro station entries.
- A clear hierarchy of streets and spaces to connect Metro to key destinations.

## A LOW CARBON, HIGH PERFORMANCE URBAN PRECINCT

- Enable the Place Strategy Net-zero Carbon strategy.
- Investigate the delivery of multi-utility hubs and integrated models of car parking.

## MORE AND BETTER ACTIVATED PUBLIC SPACES

- Facilitate the return of Wentworth Park to the community as public open space.
- Investigate the temporary (pilot) or permanent use of land underneath the Western Distributor for a range of compatible uses.
- Investigate the re-utilisation of land on Darling Drive through redevelopment.
- Investigate the ongoing trial of temporary COVID-19 active transport measures beyond current Government guidelines.
- Prepare a plan of management for recreational water use in Blackwattle Bay.

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## 2.2 MOVEMENT

### Objectives

1. Establish a hierarchy of movement that clarifies the role of key streets and connections.
2. Provide safe, convenient and legible movement between public transport, local services and metropolitan and local destinations for workers, residents, students and visitors.
3. Maximise the benefit of investment in public transport infrastructure by prioritising walking, cycling and minimising private vehicle use and associated car parking provided within the Peninsula.
4. Provide uninterrupted access to the foreshore with a continuous pedestrian and cycling route that also provides clear access to water transport.
5. Deliver a clear and connected Walking and Cycling Loop in the Peninsula that enables convenient links between destinations in the Innovation Corridor and connects to the regional cycling network.
6. Ensure road space allocation and design of public spaces within streets strengthens their place role as spaces for the community alongside their movement function.
7. Calm local streets providing an improvement to street amenity and enabling safer lower speed spaces for community enjoyment.
8. Provide and enable dedicated public transport routes connected to the network that facilitate both north-south and east-west movement.
9. Integrate public transport stops (light rail, buses and ferry terminals) with the public domain and key destinations including Pyrmont Metro Station to create accessible, safe and inviting stops.
10. Within street blocks and larger sites, deliver generous and attractive through links that facilitate safe and direct movement of pedestrians that are open to the sky, have a direct line of sight from one end to the other and active frontages at their interface.
11. Integrate services and conceal servicing infrastructure in streets to minimise impacts on the public domain.
12. Within streetscapes, reduce urban heat through material selection, tree canopy, understorey planting and integration of WSUD consistent with City of Sydney guidelines.
13. Ensure streetscapes have a human scale, high amenity and quality character with landscape, furniture, material selection and detailing in accordance with the City of Sydney's Landscape Code.
14. Support the delivery of the Green Grid network through key streets and spaces.
15. Implement the seven principles of universal design as complementary objectives to sustainability and inclusion objectives.

### Key Connections

The Place Strategy identifies a number of key connections in the Peninsula, including its central ridgeline street (Harris Street), the foreshore walk and a potential active corridor that links the Peninsula with the broader city context. These are described on the following pages.

#### 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.

#### 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.

#### 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 an 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.

#### Civic Link

A pedestrian link from the 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.



## Movement Network

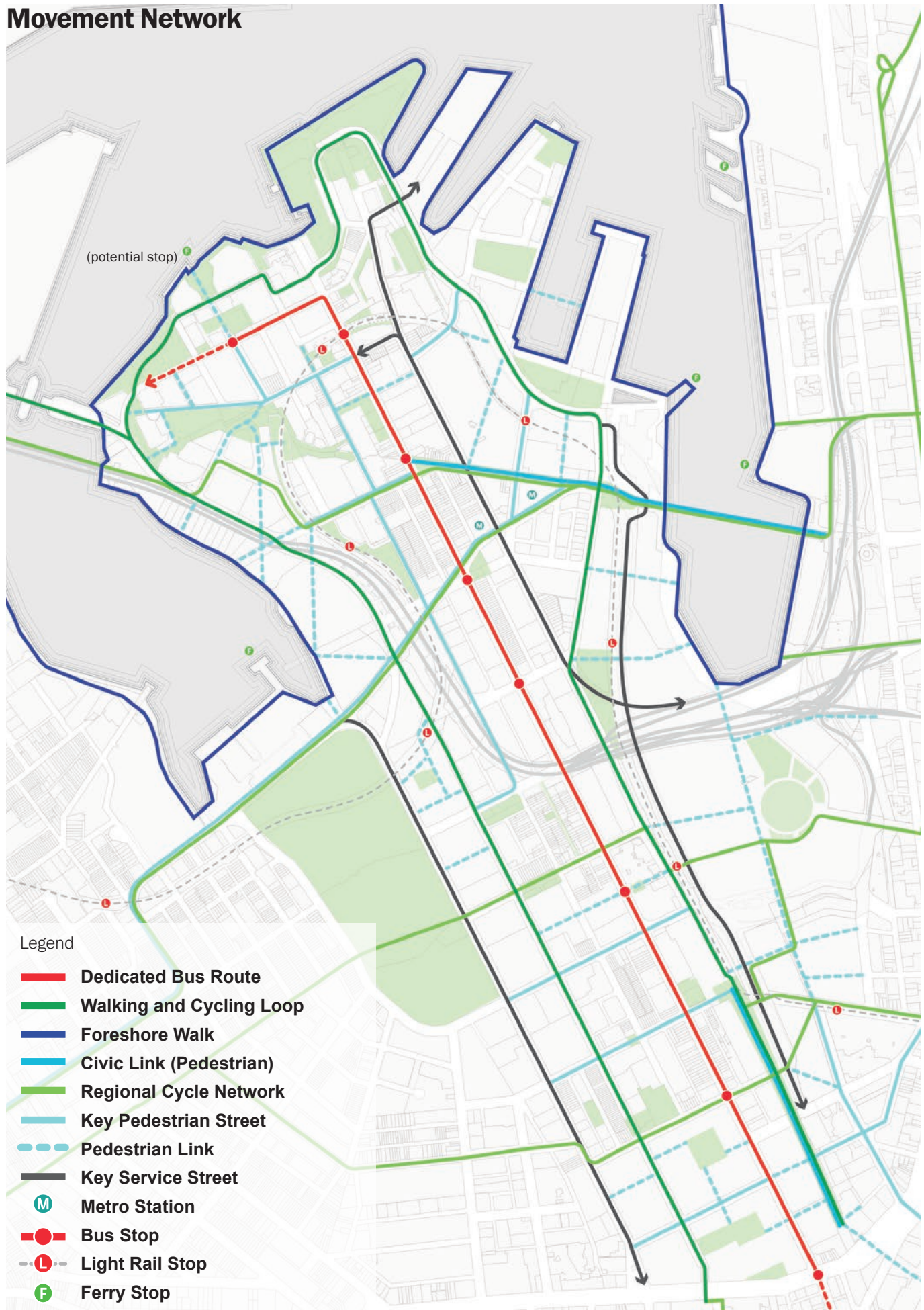


Figure 2.2.1 Movement network diagram (Hassell)

## 2.3 FORESHORE WALK

A continuous harbour-edge walk is a strategic objective of NSW Government that has and will continue to be progressively improved or realised over time to connect key public spaces, cultural and entertainment destinations, catering to a diversity of users and functions, and allowing 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.

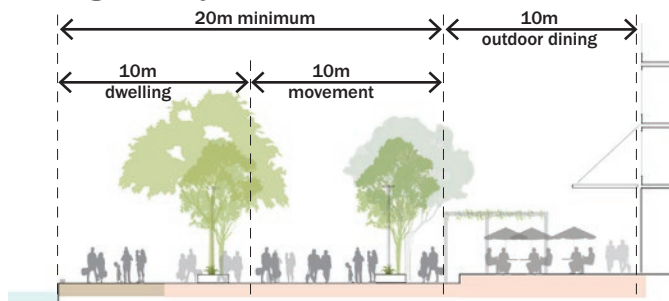


Figure 2.3.1 Indicative dining interface (Hassell)

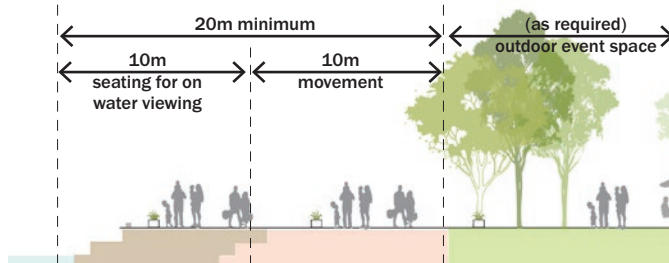


Figure 2.3.2 Indicative event interface (Hassell)

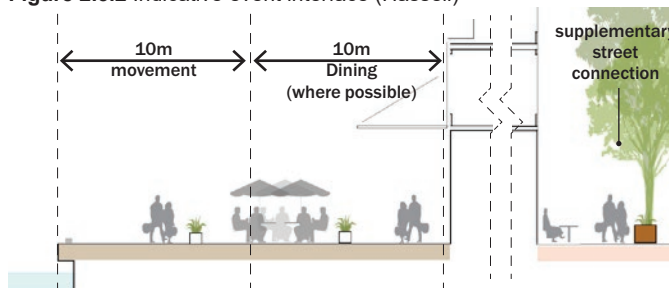


Figure 2.3.3 Indicative wharf interface (Hassell)

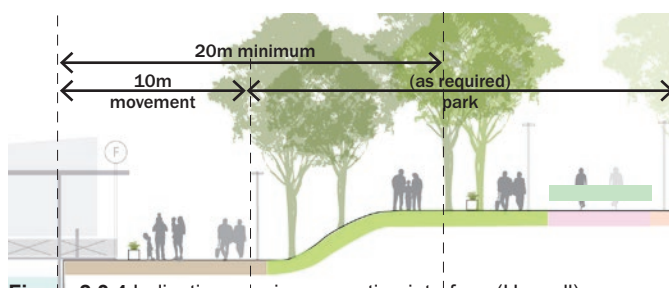


Figure 2.3.4 Indicative passive recreation interface (Hassell)

### GENERAL OBJECTIVES

- 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.

### DINING INTERFACE CHARACTER

- An urban character, primarily edged by retail, commercial and community buildings
- A consistent promenade allowing for movement of pedestrians and cyclists, as well as spaces for outdoor dining, seating, shade, landscape and public art
- Can accommodate smaller events and performances

### 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

### 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

### 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

### 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



## Harbour Foreshore Walk

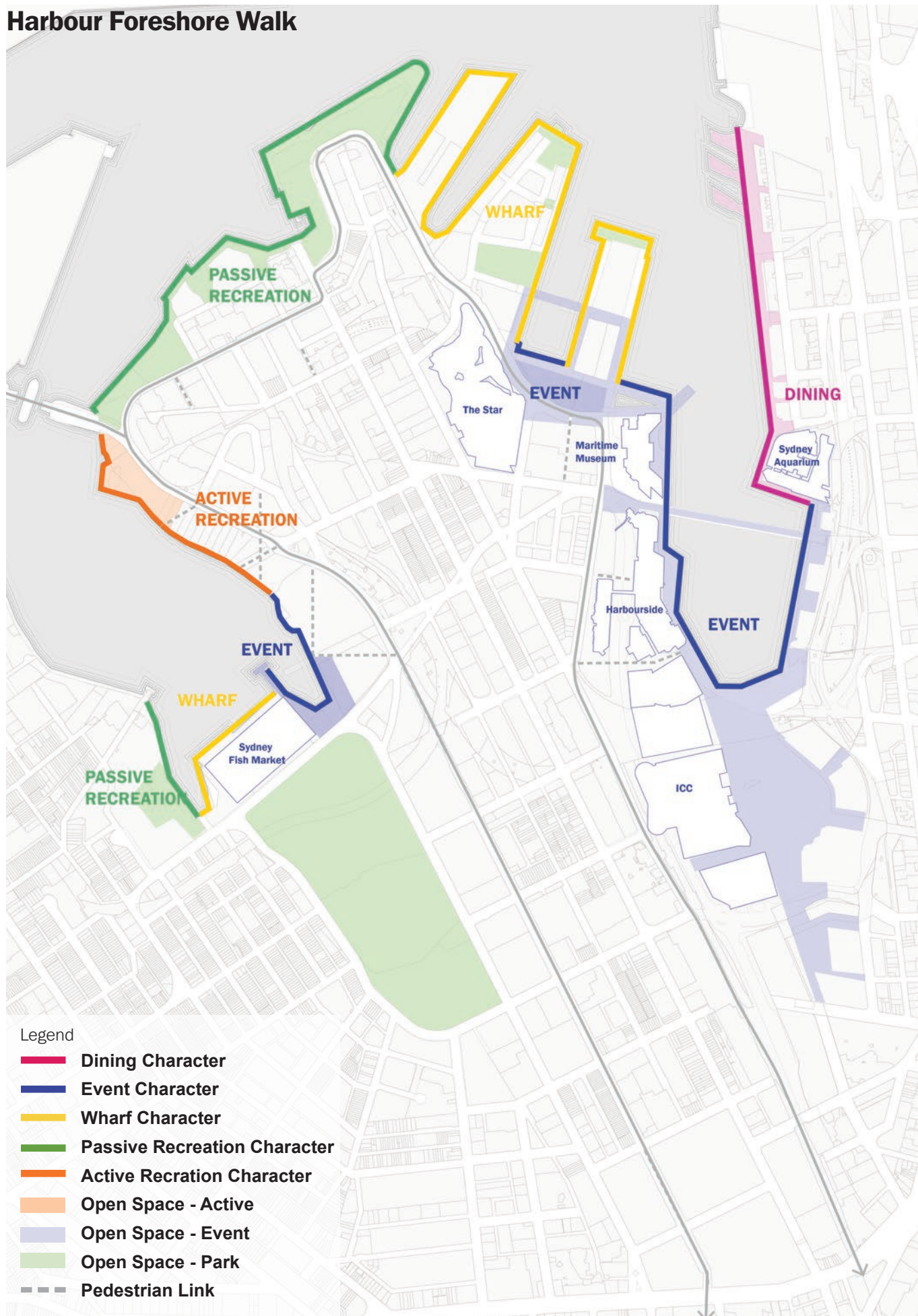
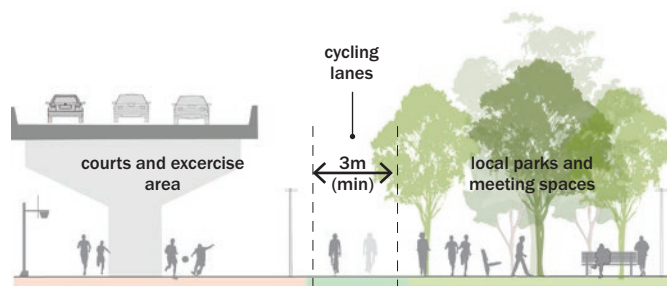


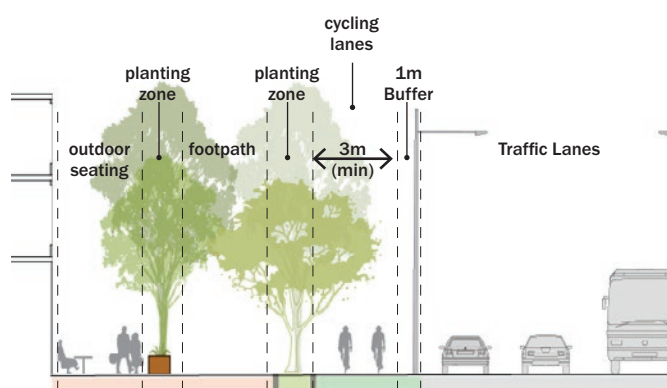
Figure 2.3.5 Harbour foreshore walk diagram (Hassell)

# 2.4 WALKING AND CYCLING LOOP

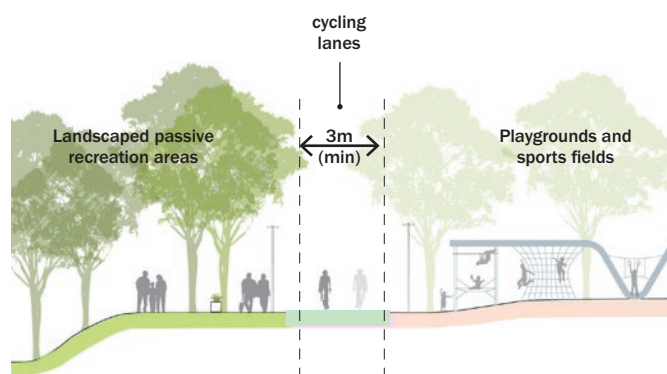
**The Walking and Cycling Loop would provide infrastructure for safe and easy movement of pedestrians and cyclists throughout the Peninsula and to surrounding destinations and transport systems. The Walking and Cycling Loop has significant social and ecological benefits - reducing traffic congestion, 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:**



**Figure 2.4.1** Section 1 - Indicative education and Innovation character (Hassell)



**Figure 2.4.2** Section 2 - Indicative events and commercial character (Hassell)



**Figure 2.4.3** Section 3 - Indicative community character (Hassell)

## GENERAL OBJECTIVES

- A separated 3m two way bicycle path with 1m buffer to one side of the identified street 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

## 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

## 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



## Walking and Cycling Loop

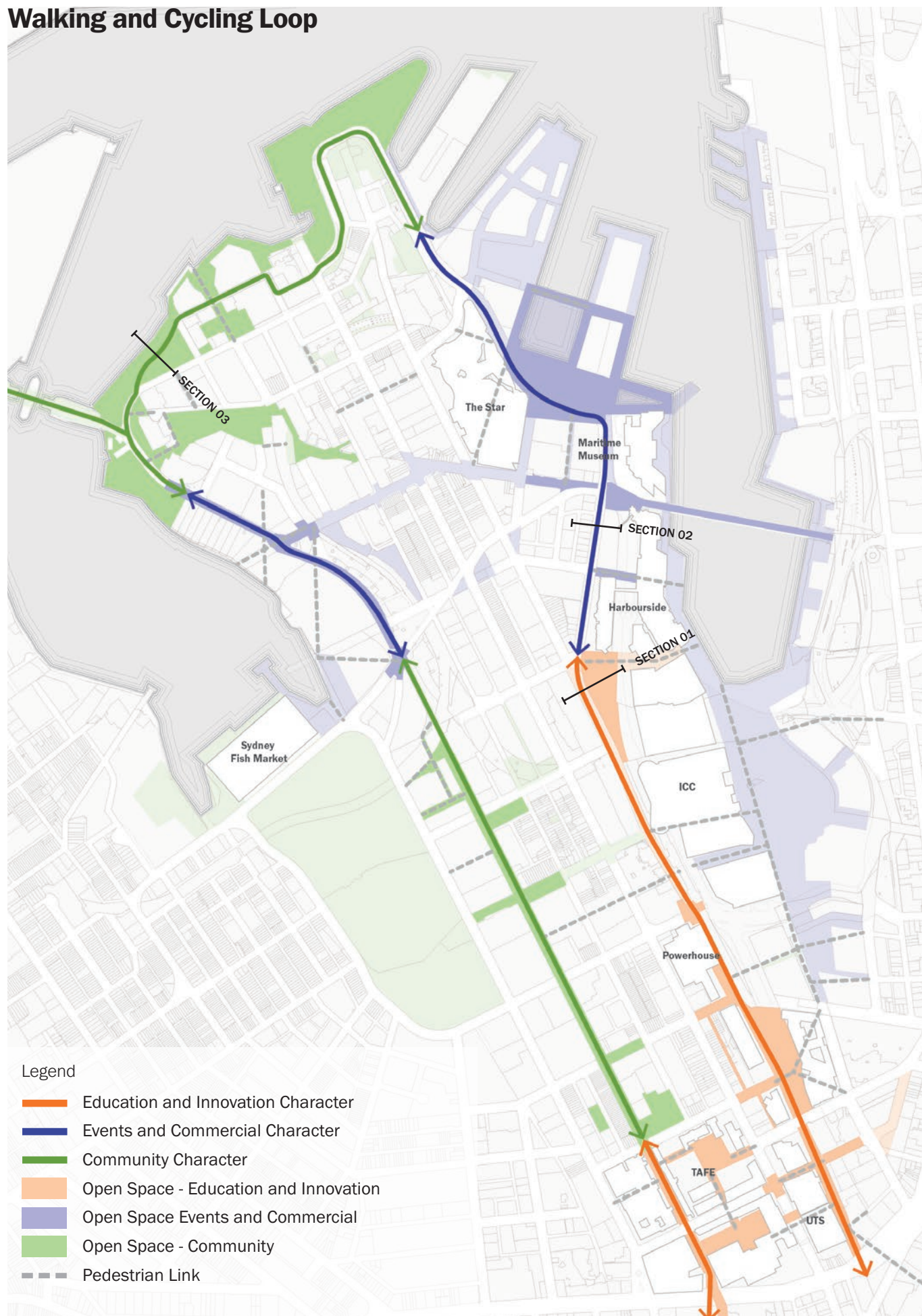


Figure 2.4.4 Walking and Cycling Loop (Hassell)

# 2.5 HARRIS ST DEDICATED BUS ROUTE



**Figure 2.5.1**  
Existing corridor view (Hassell)



**Figure 2.5.2**  
Potential corridor view (Hassell)

There is potential for a revitalised local high street and dedicated bus route that, over time, creates a consistent, generous public realm which supports local retail within heritage buildings and ground floor. It will connect the Peninsula with surrounding precincts, integrate with active transport links and will reinforce Harris Street as the high street of the Peninsula, through prioritisation of public transport and pedestrian movement with enhanced streetscapes, pedestrian amenity, accessibility improvements 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.

## 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.

## POTENTIAL

- Reclassification of Harris Street as a local road with pedestrian and public transport priority.
- Transition to a single lane in each direction along the entire length of the corridor, with bus priority providing rapid connection between Railway Square and Pyrmont
- Investigate opportunities for Glebe Island Bridge to provide connection between Banks Street/Bowman Street and Bays West.
- Intermediate transport nodes which connect to transport (Metro, light rail, bus and ferry) interchanges and key anchors including UTS, TAFE, the Powerhouse Museum, Ian Thorpe Aquatic Centre, Union Square and John Street Square.
- Widen footpaths through reallocation of parking and traffic lanes.
- Streetscape upgrade including street trees, furniture, lighting, active retail frontages and street dining.
- Future opportunities to extend the dedicated bus route to connect into the Innovation Corridor.



## Dedicated Bus Route

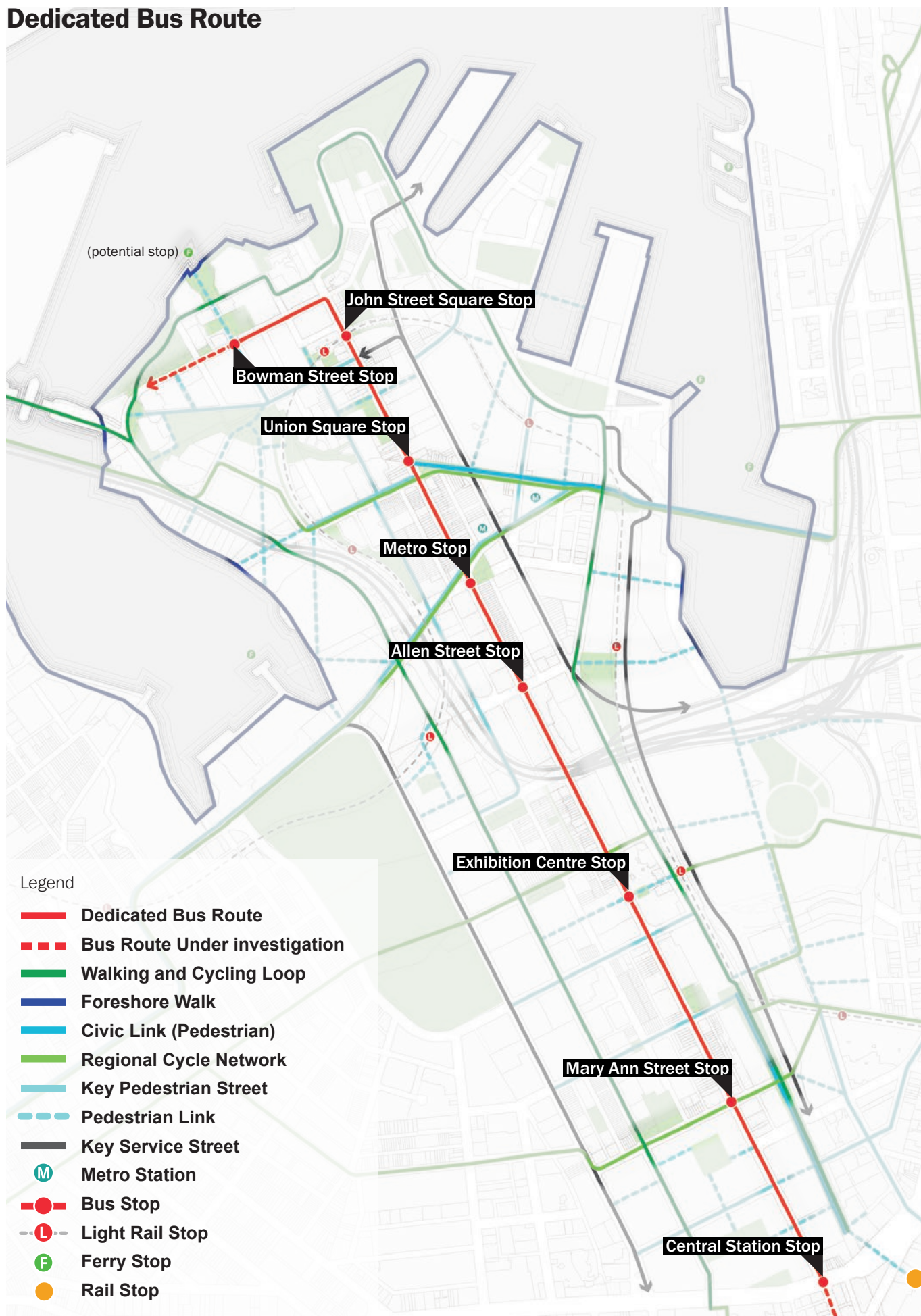


Figure 2.5.3 Possible Transport Corridor diagram (Hassell)

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# 2.6 OPEN SPACE NETWORK

## Objectives

1. Establish and maintain a network of high quality, diverse and restorative public open spaces which enhance the overall experience of the Peninsula, are inclusive, accessible and safe, and cater for active and passive recreation and social interaction.
2. Protect existing public open space from encroachment and adverse impacts ensuring solar access to public open spaces is maintained.
3. Ensure publicly accessible open spaces (including those on privately owned sites and within institutional sites such as the UTS and TAFE) are easily accessed and integrated with the surrounding urban fabric.
4. Provide opportunities for the expansion of existing public open space on larger renewal sites.
5. Support connectivity between public open spaces, walking and cycling infrastructure with well designed, high quality streets and green links for people and cyclists.
6. Create a continuous and publicly accessible harbour-edge promenade (the Foreshore Walk) providing welcoming places for public gathering and events, recreation and relaxation, waterfront vistas and an experience of the water.
7. Ensure public open space is designed and delivered in accordance with Connection with Country principles.
8. Ensure implementation of the Premier's Priorities for a better environment including Greener Public spaces and Greening our city.
9. Improve the local micro-climate and optimise environmental performance of public open space to enhance the urban environment and improve human comfort.
10. Reduce urban heat in public and private open spaces by retaining, increasing and connecting tree canopy and green cover, as part of the Premier's Priority of Greening our city, 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 delivery of an overall Urban Tree Canopy to meet a 40% target on public and private land or to City of Sydney provision.
12. 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.
13. Protect, conserve, restore and enhance biodiversity and connected urban ecologies to increase greening of the urban environments and connect people to nature.
14. Ensure the design of public open spaces create visual interest, reflect the character of the area through materials, public art and urban elements and provides for a range of public space types and experiences.
15. Ensure public open spaces are fit-for-purpose, including size and shape requirements suitable to hold events during day and night for designated spaces, which are flexible and support multiple configurations.
16. 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.
17. Maximise access to public and private community facilities and ensure public facilities are collocated with public open space to support events.



## Open Space Network

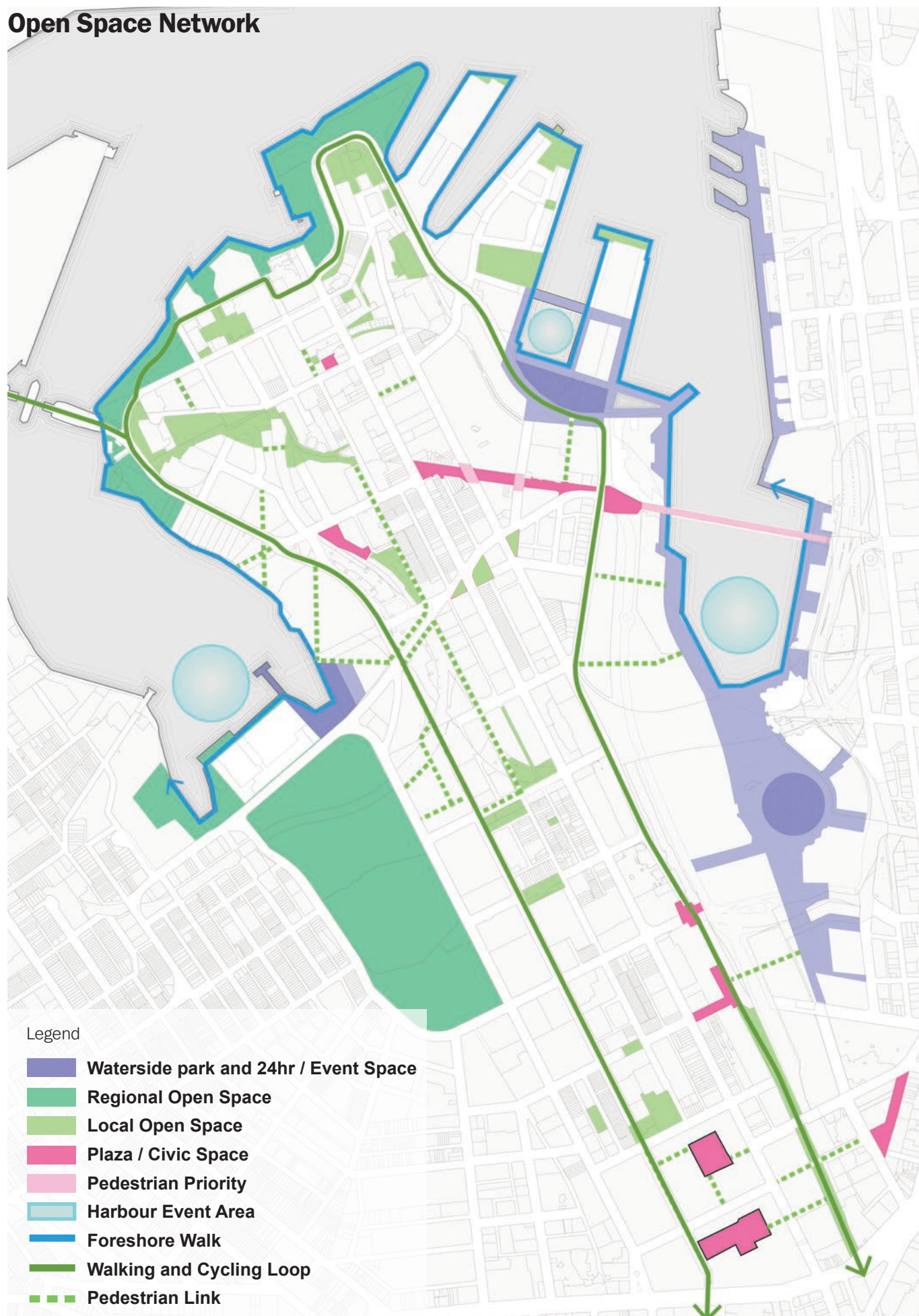


Figure 2.6.1 Open Space Network diagram (Hassell)

**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:**

### 24 HR / EVENT SPACE

- Generous waterfront spaces that can be used for larger events and gatherings at different times of the day
- 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

### REGIONAL OPEN SPACE

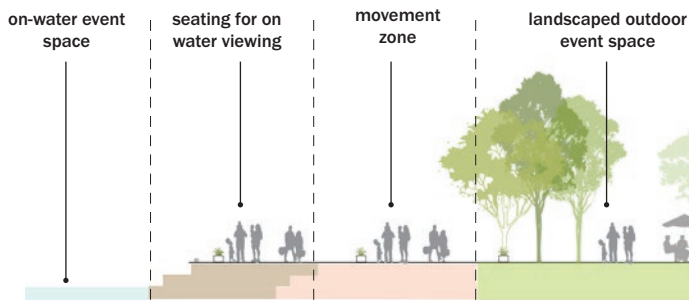
- Generous waterfront spaces that are used primarily for sport, exercise, recreation and relaxation, as well as larger events and community gatherings
- Potential for clustering of sporting and other uses to fulfil regional function
- Public amenities, shade and seating, trees and landscape to be provided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

### 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

### PLAZA / CIVIC SPACE

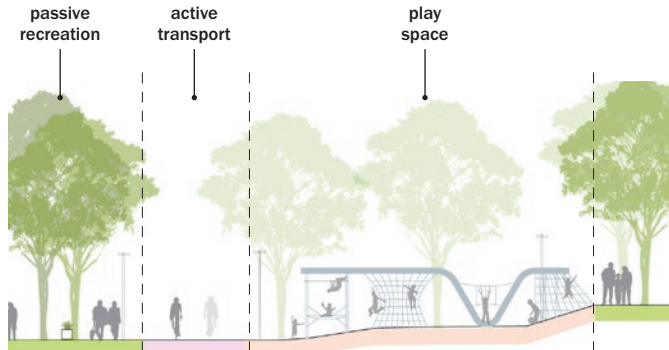
- Smaller spaces located within commercial, educational and community sites
- Surrounding buildings edge and activate spaces with retail and other uses
- Materiality, landscape and urban elements designed to allow for flexibility of use including smaller gatherings, events and performances
- Shade, landscape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



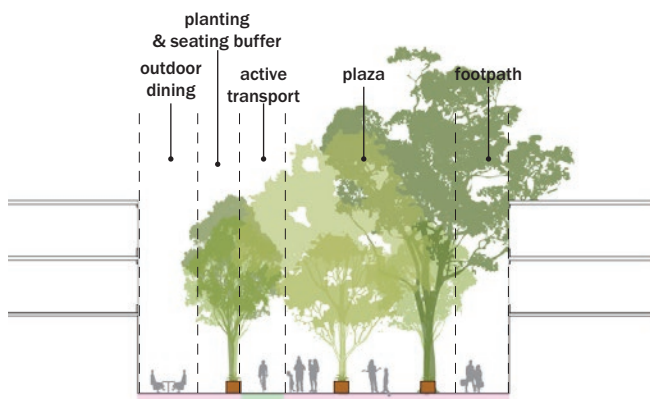
**Figure 2.6.2** Indicative event space section (Hassell)



**Figure 2.6.3** Indicative regional open space section (Hassell)



**Figure 2.6.4** Indicative local open space section (Hassell)



**Figure 2.6.5** Indicative civic space condition (Hassell)



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# 2.7 VIEWS

## Objectives

- 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
- Views from key intersections are to support wayfinding within and across the Peninsula
- Views to landmarks and major public facilities are to be protected including the Anzac Bridge Pylons and suspension Wires, ICC, Sydney Fish Markets.
- Built form to protect and enhance the existing view corridor from Martin Place as defined within the Central Sydney Planning Framework.
- 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.
- 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.
- 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

- Giba Park  
Existing Views north and west over the escarpment edge to the harbour
- 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
- 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
- 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
- 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
- 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
- Gipps Street  
\_Future view west across Pyrmont Bridge Road through new waterfront space to the harbour edge  
\_Existing view east to Pyrmont Street and intersection with Bunn Street
- Bunn Street  
\_Future view east across waterfront space to the harbour edge
- Wattle street  
\_existing view to Anzac Bridge along foreshore from termination of Wattle Street
- Quarry Street  
\_existing view east to ICC Sydney and pedestrian connection to Tumbalong Park  
\_Existing view west to pedestrian bridge to Wentworth Park
- Quay Street  
\_Existing view north along boulevard through Darling Harbour and to harbour beyond  
\_Existing View south along Quay Street to Central Station
- 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
- 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
- UTS Link  
\_Future views between the Goods Line and Alumni Green
- Goods Line  
\_Future views north and south along Goods Line to Railway Square and Powerhouse Musuem



# Primary Views

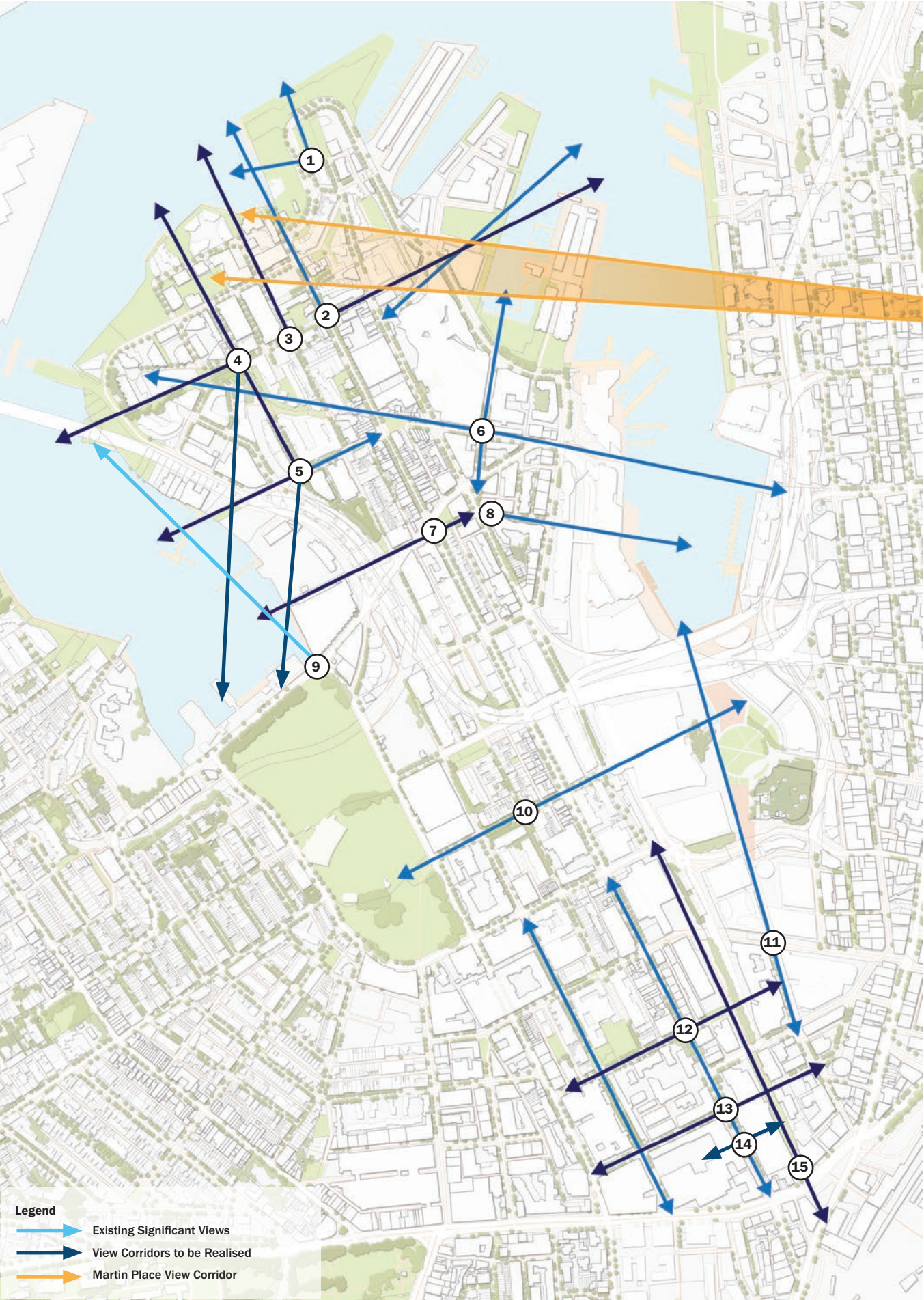
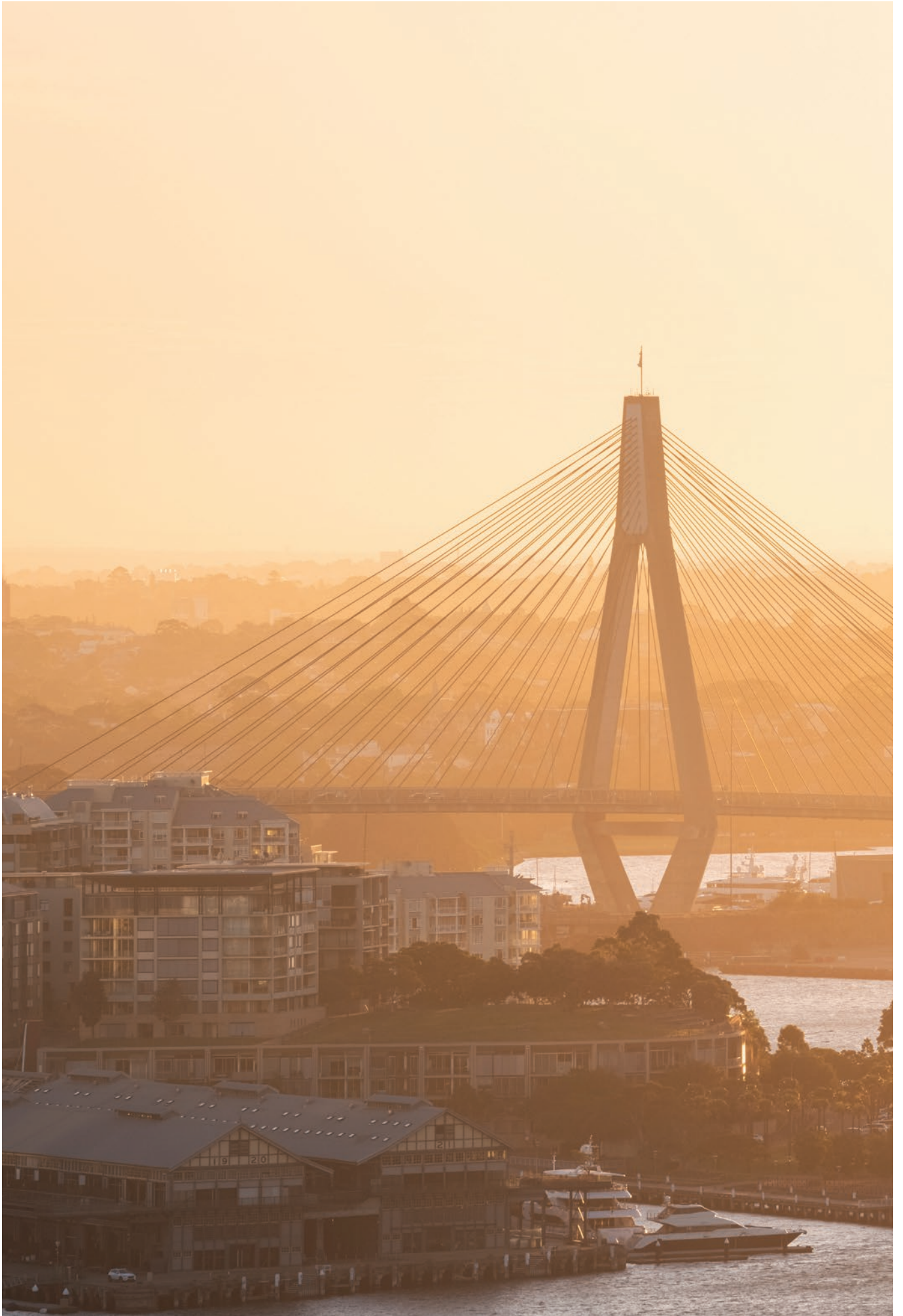


Figure 2.7.1 Primary Views diagram (Hassell)







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# **3**

# **PENINSULA HEIGHT STRATEGY**

# 3.1 HEIGHT STRATEGY

An approach to the location, form and height of new buildings has been developed to ensure that the Pyrmont 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 neighbourhoods, streets and open spaces
- Opportunities for sustainable design outcomes
- Public views to and from the water, open spaces and landmarks including the Anzac Bridge Pylons and suspension wires, Sydney Fish Markets and ICC.
- Existing planning studies, guidelines and controls that apply to the Peninsula and surrounding areas such as the Pyrmont Urban Design Strategy (1995), the Sydney Regional Environmental Plan (Sydney Harbour Catchment 2005) and Central Sydney Planning Strategy
- Limits set by the Civil Aviation Authority

Four distinct zones have been identified for this height strategy:

## HARBOUR INTERFACE

Reflecting the lower scale historic scale at the north of the Peninsula, including its harbour edge and sandstone escarpments, heritage industrial and residential buildings. Preserving the unique natural and urban character of this place, aligned with the same approach of 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 due to its unique contribution to the visitor economy, as outlined in Chapter 10 'Framework for key sites' of the Pyrmont Peninsula Place Strategy (DPIE 2020) .

## OPEN SPACE SUN ACCESS CONTROL ZONE

Critical to supporting dense urban environments is high amenity open space. The majority of the Peninsula is subject to a sun access provisions including sun access planes (SAP), and no additional overshadowing similar to that applied to the city centre articulated in the Central Sydney Planning Strategy. This approach enables taller buildings, subject to ensuring protections for the public realm and certain streets, including overshadowing, wind impacts and access to sky views.

## TRANSITION ZONE

This zone provides mediates heights between the Foreshore Area and Sun Access Plane Control Zone. Centred on Union Street, it allows for a consistency in heights along this street. The extents of this zone are governed by existing towers at Distillery Hill to the West and the street block depths between Union Street and Pirrama Road to the east.

## BAY INTERFACE ZONE

Located at the bay edges of former dockland sites (Darling Harbour and Blackwattle Bay) that are undergoing renewal for commercial, cultural and entertainment uses. These zones allow for a more intensified urban experience of the harbour edge that engages with the existing character and reinterprets the historic working harbour, while providing where feasible a continuous foreshore walk of 20 metres, with an additional 10 metres for retailing and outdoor seating where appropriate.

*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, the acceptability of any development outcome is subject to understanding:*

- Local topography and heritage
- Wind impacts
- View impacts
- Open space amenity
- Street amenity (sun and enclosure)
- Streetscape 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.*



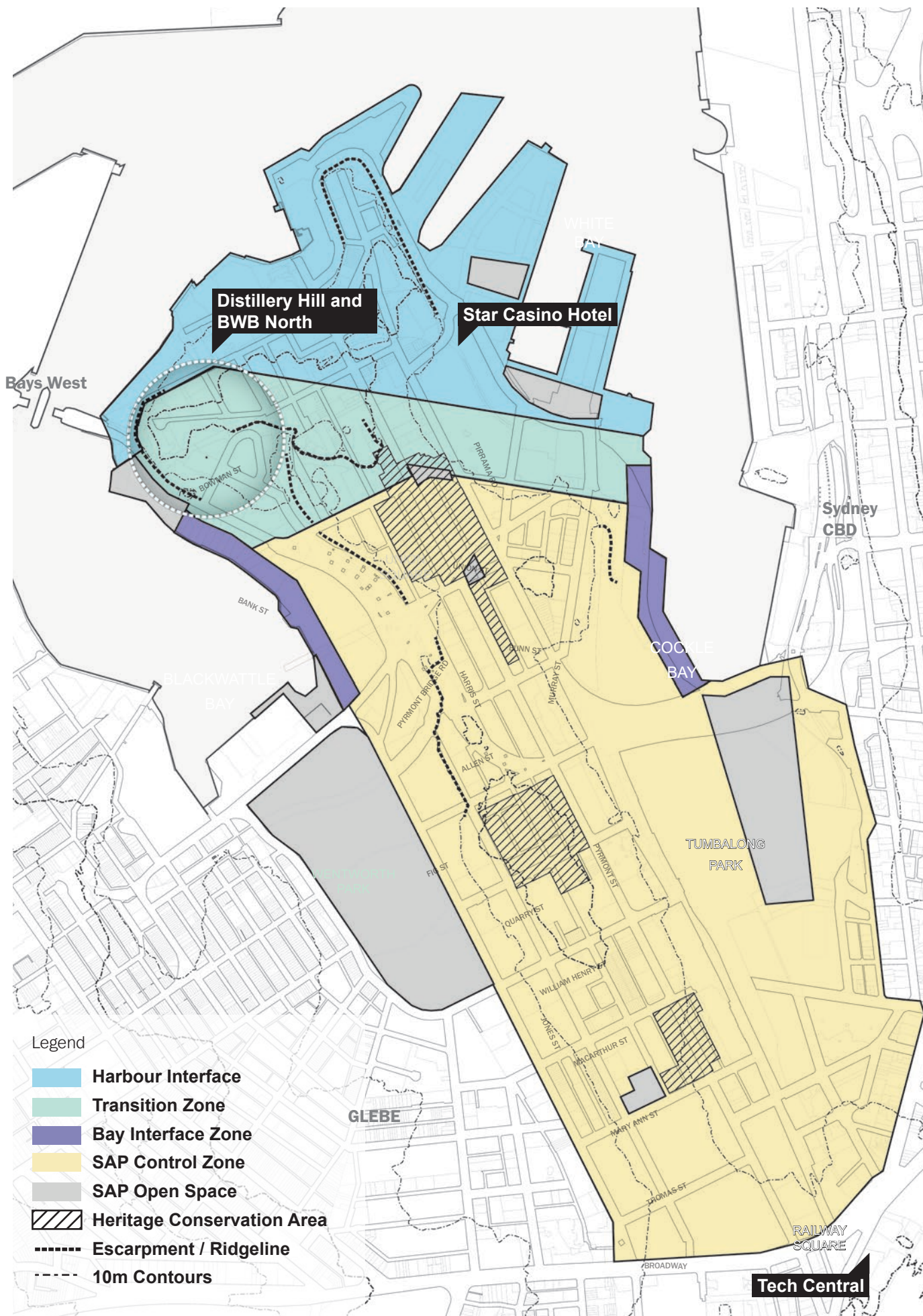


Figure 3.1.1 / Heights strategy diagram (Hassell)

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## 3.2 HEIGHT OBJECTIVES

1. Building heights are to be in accordance with the zones indicated in Figure 3.1.1.
2. Parameters for Key Sites are as outlined under Chapter 10 'Framework for key sites' of the Pyrmont Peninsula Place Strategy (DPIE 2020).  
Ensure that increases to existing building height do not compromise the amenity of public open spaces identified as areas to be protected from additional overshadowing in the Peninsula. Solar access planes are applied to Elizabeth Healey Reserve, Mary Anne Street Park, Union Square, Wentworth Park and Darling Harbour Foreshore.
3. Building setbacks above the street wall are to mitigate wind impacts as per the City of Sydney's guidelines to improve amenity for pedestrians and cyclists at the street level.
4. Street wall heights are to maximise sunlight and daylight to streets to encourage active use, support plant growth and provide amenity for workers, residents, students and visitors.
5. 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. This applies to Pirrama, Blackwattle Bay, Tumbalong Park and Darling Island sub-precincts.

6. New development is to respect and respond to the consistent building height that has been established along the 'ridgeline' and stepping down to the 'valley' in an east west direction across the length of the Peninsula. The change in ground level has resulted in additional height towards the low point of the valley (smaller buildings at the ridge and taller buildings at the valley) and is a defining character of existing built form.
7. Development is to enhance and respond to the existing scale and character of the street enclosure across the Peninsula, taking into consideration the change in street wall height resulting from the sloping ground levels across the Peninsula and heritage buildings.

### Within the Harbour Interface Zone:

8. New buildings are to reinforce the high quality public domain and landscape, heritage fabric, topography and low built form scale of this area.

### Within the Open Space Sun Access Control Zone:

9. New buildings provide the opportunity for taller forms, subject to demonstrating design excellence and amenity protection controls.
10. Demonstration of sensitive response to the existing context, scale and street environment.

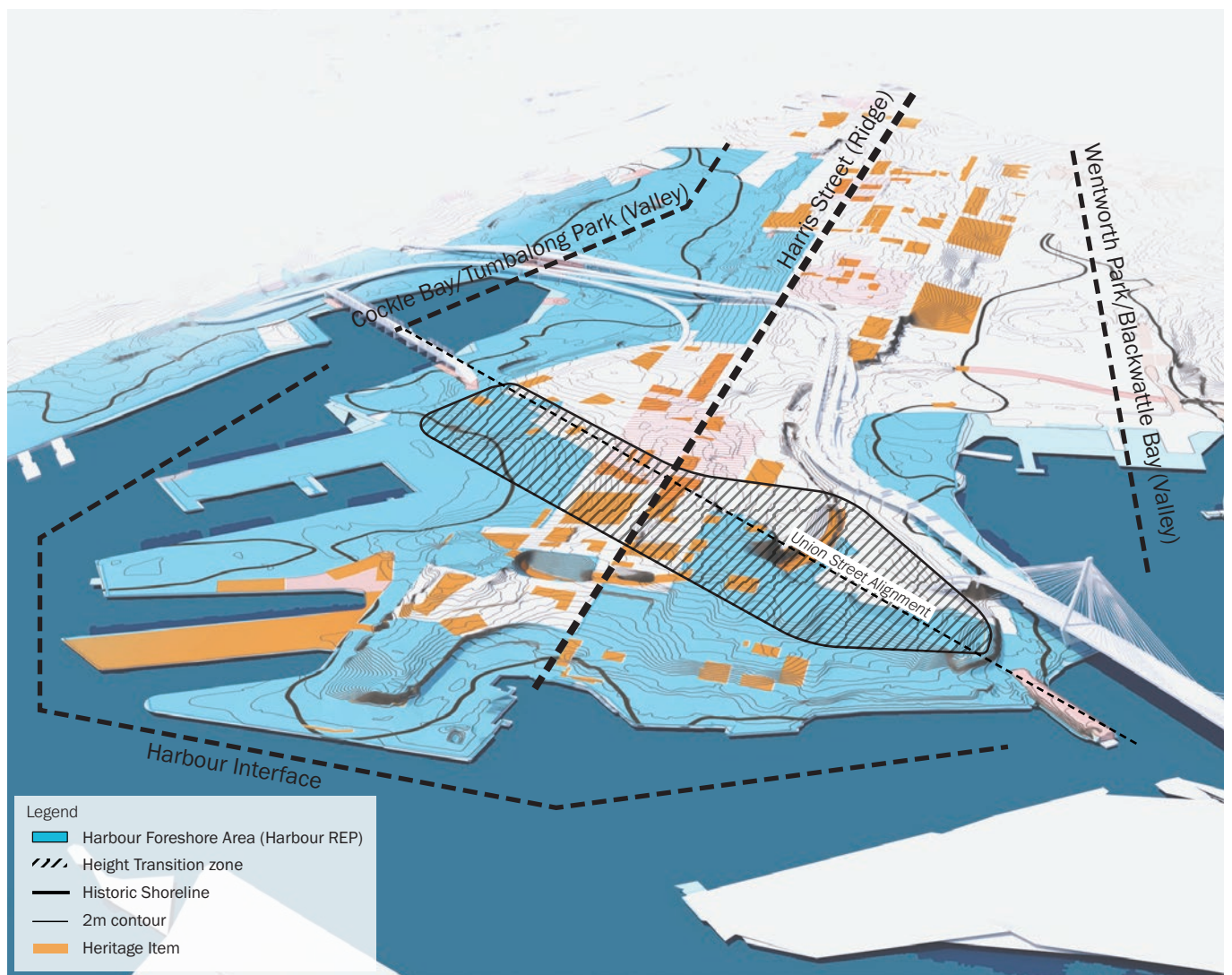
### Within the Transition Zone:

11. This zone extends approximately 120m north of and parallel to the centreline of Union Street.
12. A consistent street wall height defined by existing heritage buildings will be provided along Union Street with appropriate setbacks above consistent with central Sydney setback principles.
13. a maximum height of RL90 along the northern boundary of the Transition zone parallel with Union Street
14. a maximum height of RL90 along Bowman Street reflecting the existing built heights at Distillery Hill
15. a maximum height of RL90 along Banks Street between Bowman Street and Quarry Master Drive
16. a progressive increase in height up to the Open Space Sun Access Control as the distance from Union Street and Miller Street reduces.

### Within the Bay Interface Zone:

17. New buildings are to ensure protection of the harbourside experience for public gatherings, pedestrian and cycle movement and enjoyment of the water as set out under the peninsula wide objectives.
18. New buildings will provide an appropriate response to the character of Pyrmont's foreshore in a reinterpretation of the working harbour.





**Figure 3.2.1 /** Aerial view of Pyrmont Peninsula highlighting topography, historic shoreline, harbour foreshore area and heritage (Hassell)

# 3.4 PROTECTING SUNLIGHT TO PUBLIC AND OPEN SPACES

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

1. Sun Access Planes (SAP)
2. Overshadowing of Certain Public Places (No Additional Overshadowing - NAO)

Sun Access Planes (SAPs) guide the protection of sunlight to some public and open spaces throughout the Peninsula, with a no additional overshadowing control recognising some areas are already affected by overshadowing or the can follow a merit based approach.

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 alongside if other considerations, including solar access to existing residential dwellings, supporting infrastructure, street amenity, sub-precinct character and public benefit are met.

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.

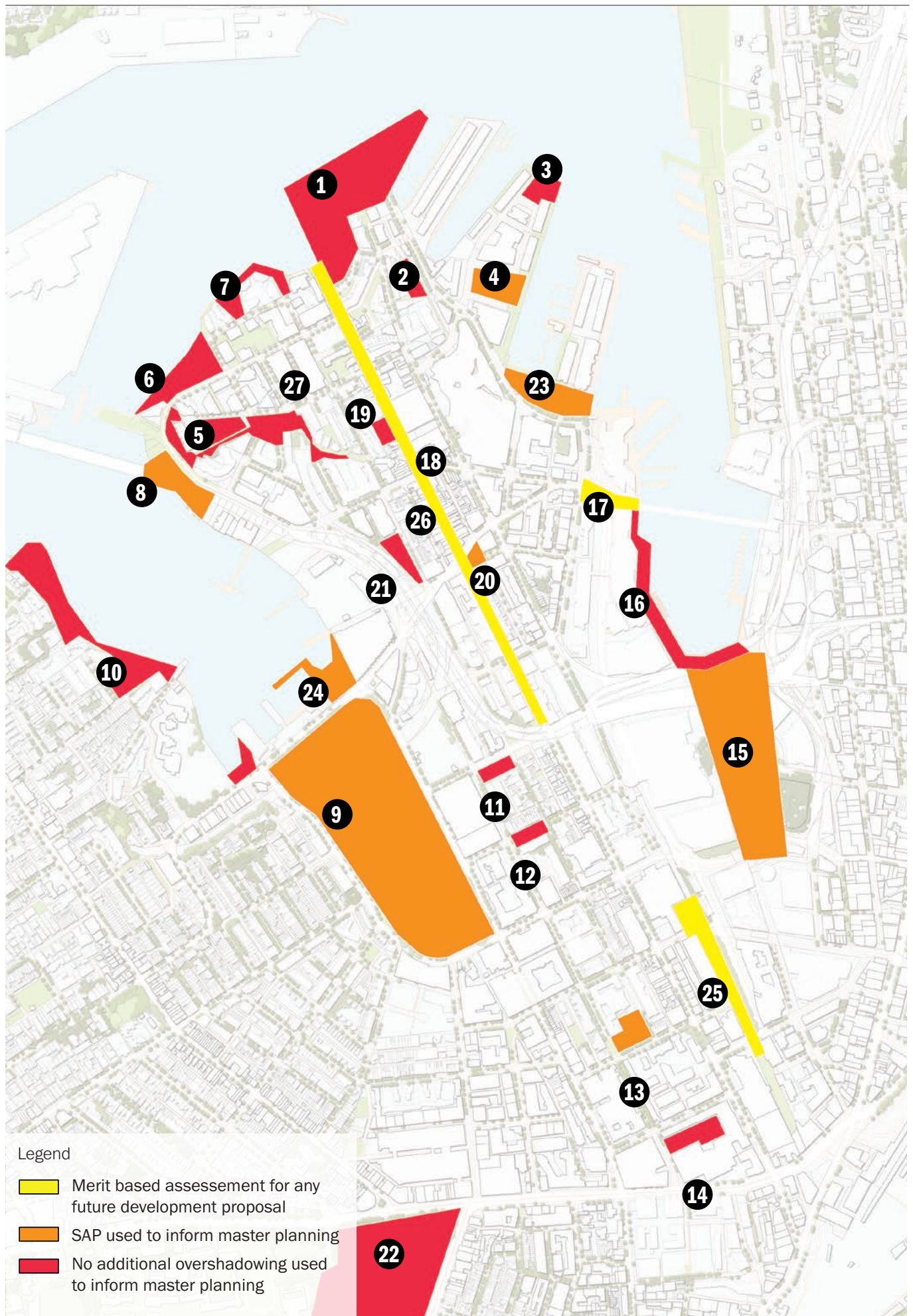
## Solar Protection 10am-2pm based upon existing overshadowing or SAP:

SUN ACCESS CONSIDERATION		Name	Approximate Average RL at ground
NAO	1	Pirrama Park and Gibbs Park	RL10.08
NAO	2	James Watkinson Reserve	RL21.56
NAO	3	Ballaarat Park	RL2.0
SAP	4	Metcaalfe Park	RL3.67
NAO	5	Distillery Drive Park/The Knoll	RL36.0
NAO	6	Waterfront Park	RL9.81
NAO	7	Cadi Park	RL5.04
SAP	8	Banks Street Park	RL4.27
SAP	9	Wentworth Park	RL3.73
NAO	10	Blackwattle Bay Park	RL4.32
NAO	11	Fig Lane Park	RL20.77
NAO	12	Quarry Green	RL20.43
SAP	13	Marry Ann Street Park	RL14.45
NAO	14	Alumni Green	RL12
SAP (Defined under CSPS by City of Sydney)	15	Tumbalong Park	RL2.2
NAO	16	Darling Harbour Foreshore	RL1.73
Merit based assessment	17	Pymont Bridge Forecourt	RL7.01
SAP	18	Union Square	RL15.17
NAO	19	Maybanke Park	RL23.75
SAP	20	Elizabeth Healey Reserve	RL15.12
NAO	21	Paradise Reserve	RL9.13
NAO	22	Victoria Park	RL22.99
SAP	23	Pymont Park	RL1.5
NAO	27	Carmichael Park	RL23.6

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

SUN ACCESS CONSIDERATION		Name	Approximate Average RL at ground
SAP	24	Sydney Fish Markets Square	RL1.73
Merit based assessment	25	Goods Line	RL6.5
Merit based assessment	26	Harris Street	RL12.07





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

## Metcalfe Park

### Proposed SAP Control

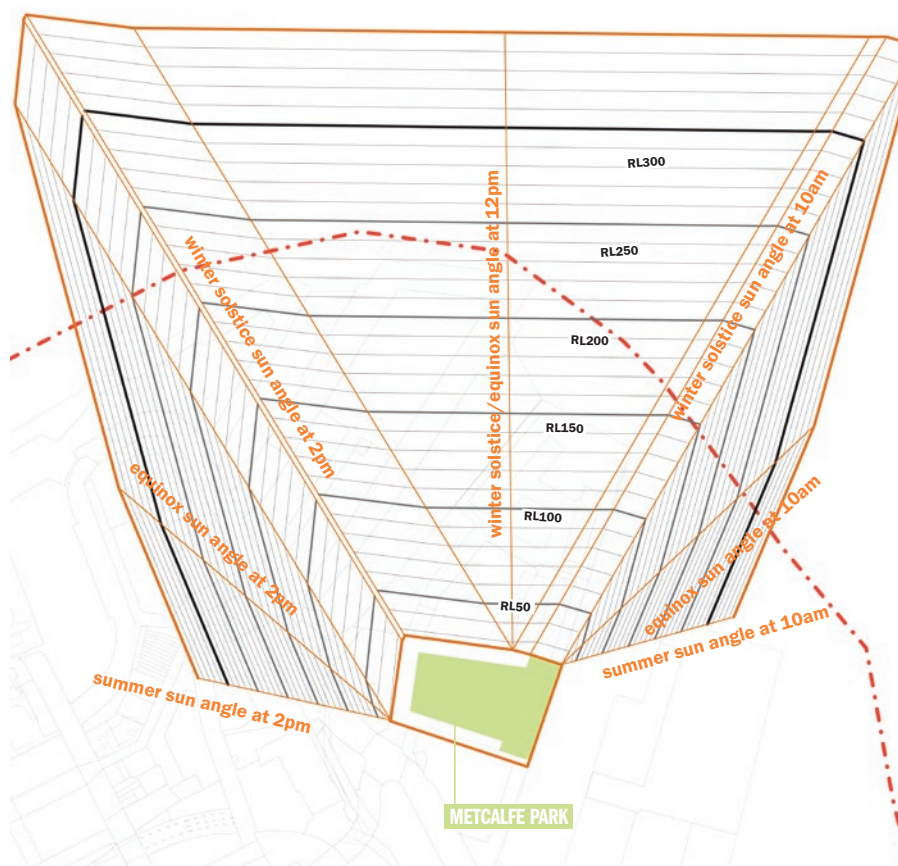
Type	Sun Access Plane
Intended Period of Protection	10am - 2pm, all year
Primary Plane Date	21 June
Primary Plane Time	10, 12, 14.00
Legal description	Area
102/DP1130308	9022.40 m <sup>2</sup>

#### Notes:

Existing open space

### Description

Local open space at the heart of a tech innovation cluster. It can be flexibly used for a variety of uses throughout the day and evening in support of the innovation cluster.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	333204.81	6251276.5	RL 0.96	22m
B	333175.73	6251285.9	RL 1.38	22m
C	333159.62	6251290.13	RL 1.82	24m
D	333059.63	6251303.62	RL 1.57	25m
E	333057.32	6251298.5	RL 1.54	25m
F	333046.79	6251225.27	RL 3.76	25m

Based upon DPIE 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°
Equinox - 23 Sept	10am	46.60°	45.48°
Winter Equinox - 21 June	10am	29.98°	26.34°
Winter Equinox - 21 June	12pm	359.16°	32.72°
Winter Equinox - 21 June	2pm	328.63°	25.69°
Equinox - 23 Sept	2pm	310.49°	44.16°
Summer Solstice - 22 Dec	2pm	282.25°	60.44°

All to be confirmed by survey.

#### Legend

- A1** Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour
- (ii) Plane numbers



## 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>

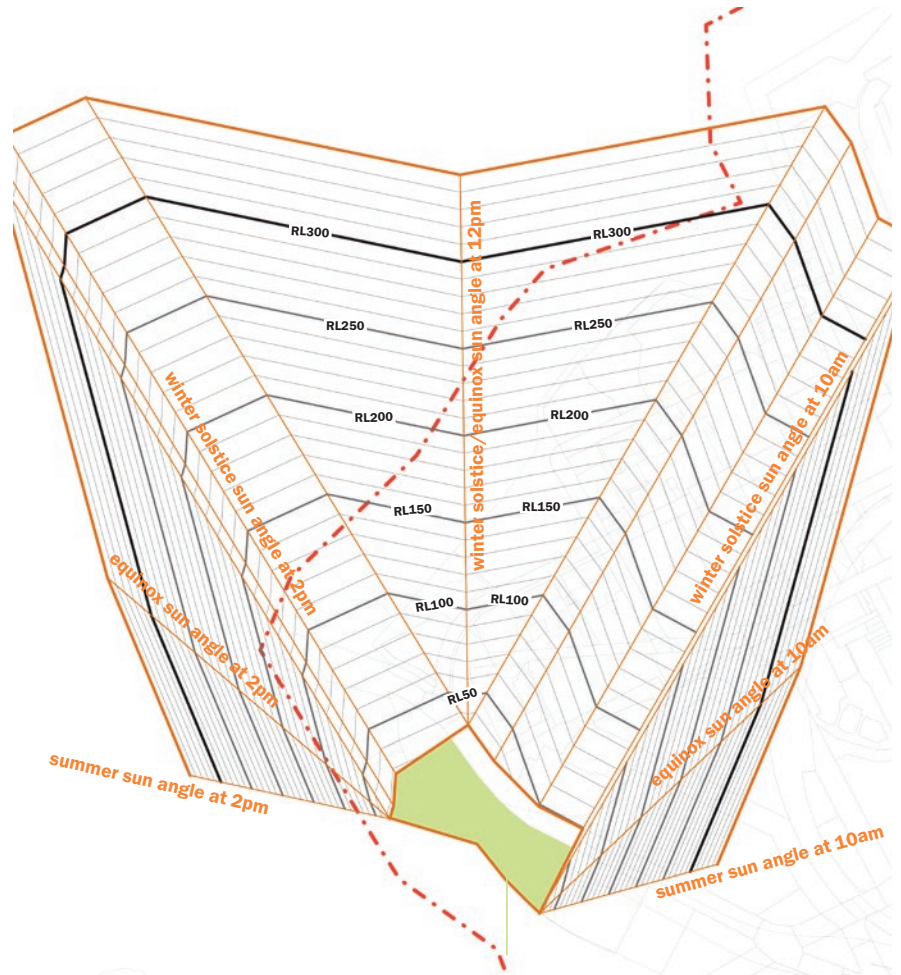
#### Notes:

Existing jetty, boar storage and undeveloped open space under and around the Western Distributor and Pyrmont 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.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	332329.05	6250806.44	RL 0.66	27m
B	332332.47	6250818.05	RL 0.71	27m
C	332334.45	6250846.65	RL 0.51	27m
D	332399.15	6250890.33	RL 5.59	27m
E	332422.35	6250858.07	RL 6.46	27m
F	332462.33	6250817.48	RL 4	45m
G	332501.75	6250797.49	RL 4.49	45m
H	332462.88	6250721.65	RL 0.65	22m

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

#### Legend

- A1 Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour
- (ii) Plane numbers

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

## 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:

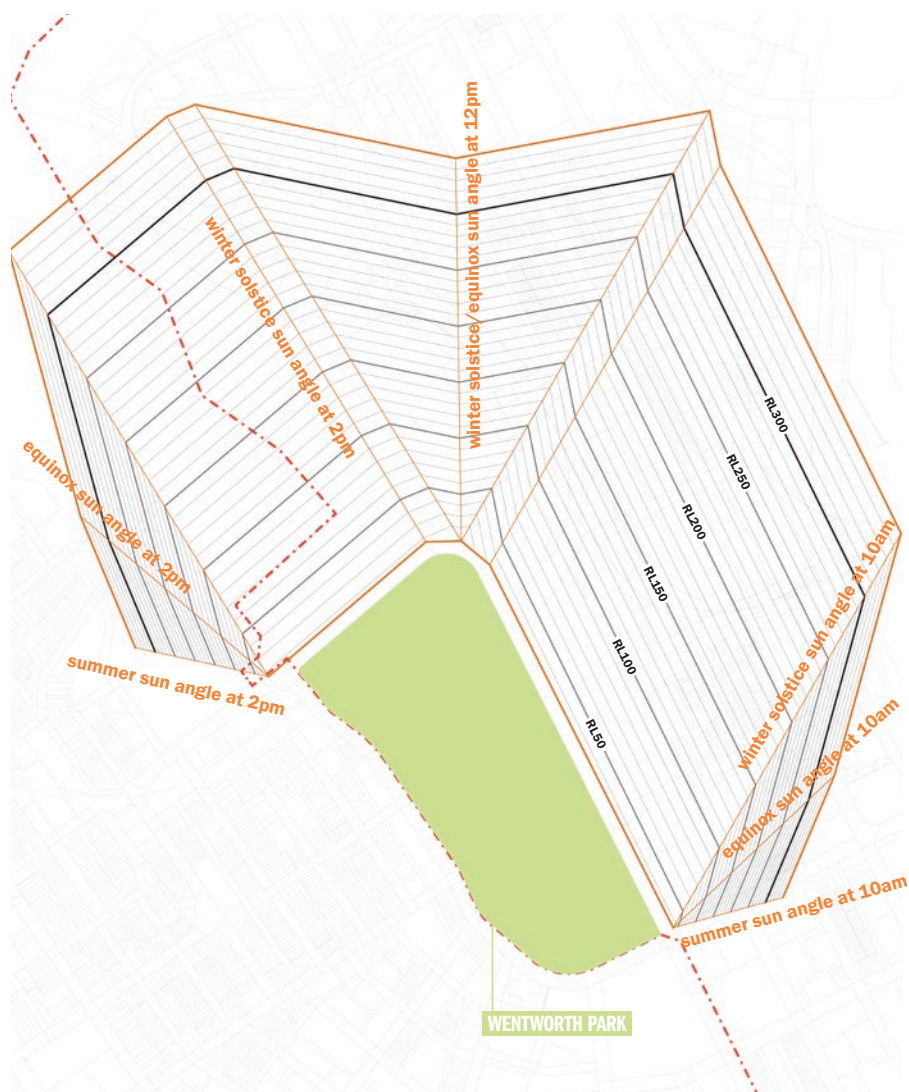
Existing open space, light rail viaduct and greyhound race track

### 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 SSP which forms its northern border.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	332760.9	6251216.29	RL 8.74	15m
B	332748.15	6251241.29	RL 6.89	15m
C	332725.71	6251285.26	RL 1.81	6m
D	332725.12	6251294.27	RI 1.34	30m
E	332659.7	6251469.59	RL 0.86	27m
F	332940.39	6251635.63	N/A	33m

Based upon DPIE 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°
Equinox - 23 Sept	10am	46.60°	45.48°
Winter Equinox - 21 June	10am	29.98°	26.34°
Winter Equinox - 21 June	12pm	359.16°	32.72°
Winter Equinox - 21 June	2pm	328.63°	25.69°
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) Plane numbers



## Mary Anne 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>

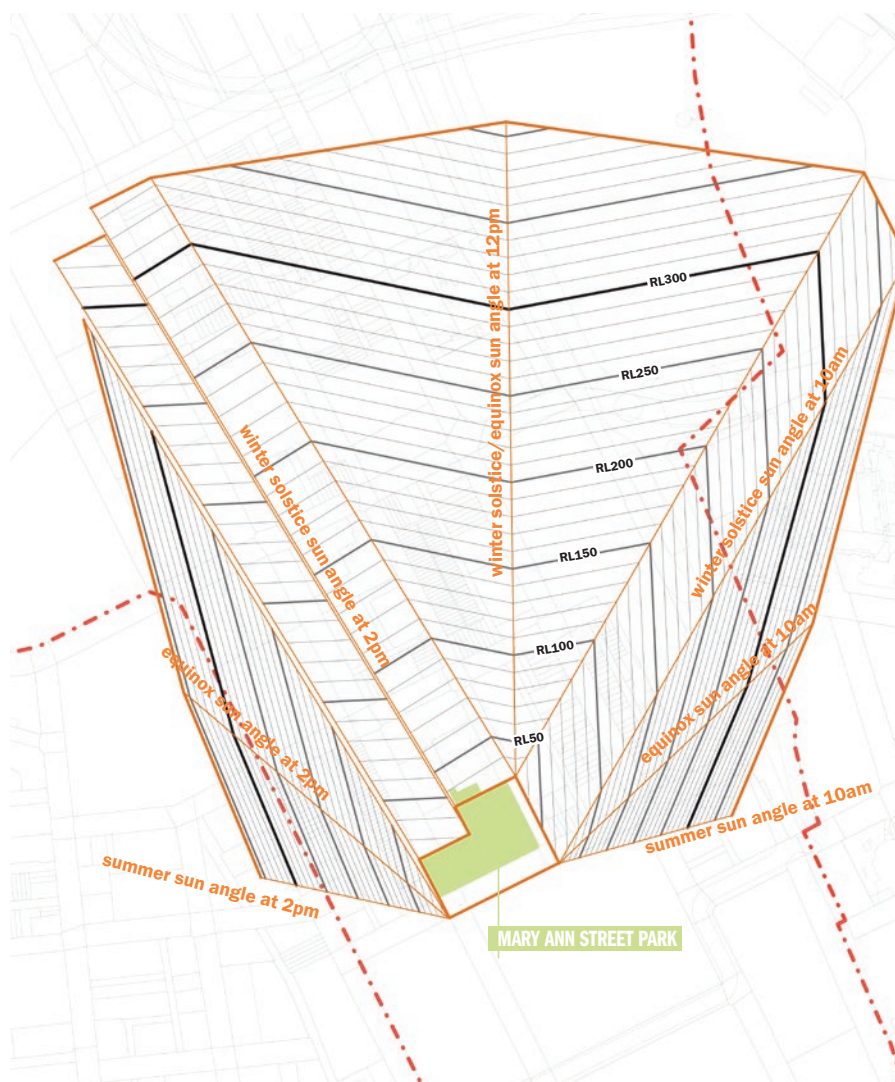
Notes:

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.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	333488.15	6249550.86	RL 12.63	42m
B	333448.84	6249629.04	RL 14.94	15m
C	333394.78	6249601.81	RL 14.51	18m
D	333407.24	6249577.02	RL 13.42	18m
E	333362.04	6249554.31	RL 11.22	9m
F	333388.52	6249501.25	RL 10.94	42m

Based upon DPIE 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°	
Equinox - 23 Sept	10am	46.60°	45.48°	
Winter Equinox - 21 June	10am	29.98°	26.34°	
Winter Equinox - 21 June	12pm	359.16°	32.72°	
Winter Equinox - 21 June	2pm	328.63°	25.69°	
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) Plane numbers

## 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

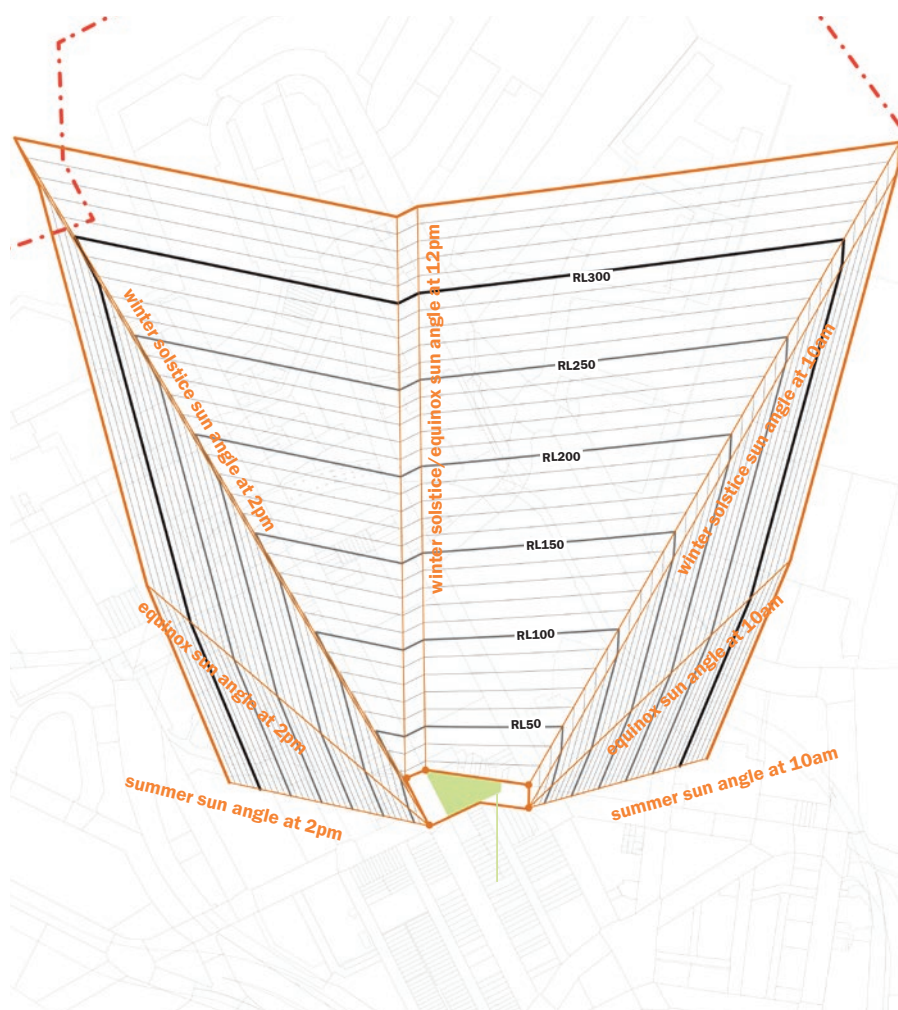
Notes:

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.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	332943.6	6250811.24	RL 17.18	9m
B	332922.02	6250853.96	RL 16.96	9m
C	332940.42	6250861.58	RL 15.95	9m
D	333033.39	6250848.12	RL 11.1	9m
E	333032.88	6250827.45	RL 11.85	9m

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

### Legend

- A1** Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour
- (ii) Plane numbers

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



## 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

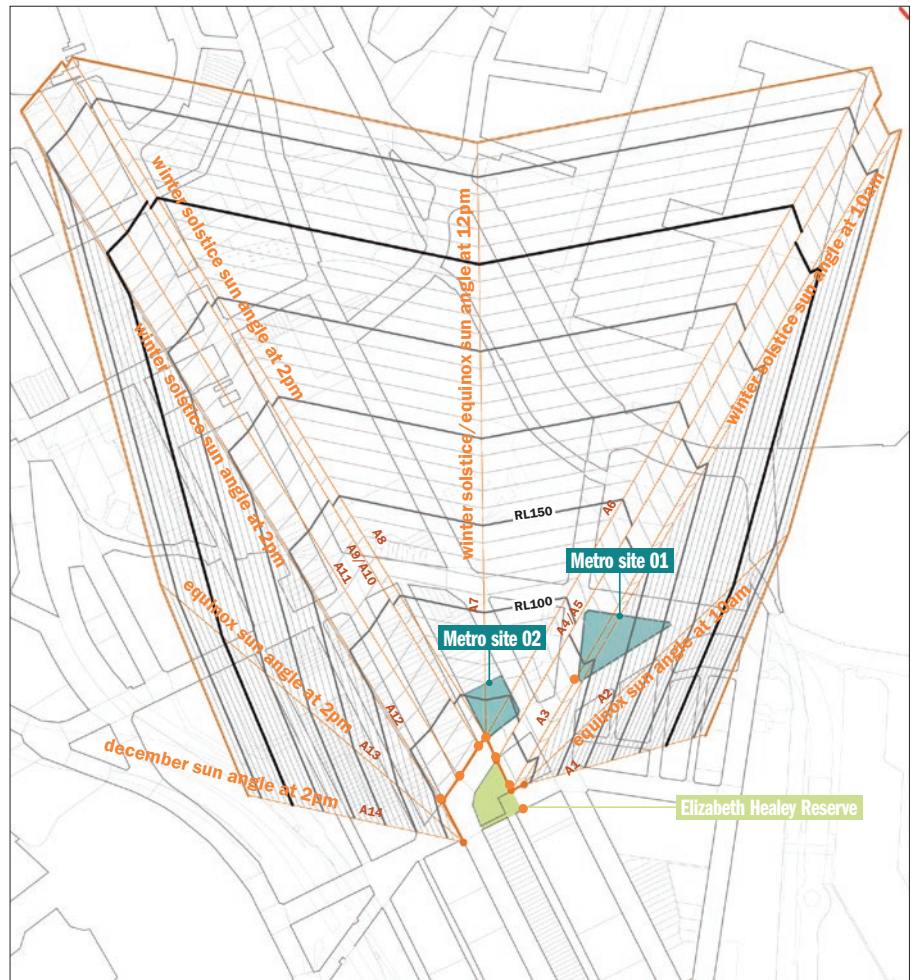
Locally significant public open space near the ridge of the Peninsula and intersection of key local and regional routes across the peninsula. As a relatively small open space the park has excellent sun access from midday throughout the afternoon and supports dog exercise, lunchtime relaxation passive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

- A1 Ray ascending edge
- 300m Contour
- 50m Contour
- 10m Contour
- (ii) Plane numbers



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	333,046.485	6250604.933	RL 13.0	12m
B	333,029.981	6250640.217	RL 12.0	12m
C	333,045.368	6250661.486	RL 13.0	12m
D	333,062.992	6250689.588	RL 14.0	12m
E	333,069.033	6250698.403	RL 14.0	22m
F	333,078.788	6250676.402	RL 15.0	22m
G	333,092.411	6250649.713	RL 16.0	22m
H	333,101.35	6250631.836	RL 17.0	0m

Based upon DPIE 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°
Equinox - 23 Sept	10am	46.60°	45.48°
Winter Equinox - 21 June	10am	29.98°	26.34°
Winter Equinox - 21 June	12pm	359.16°	32.72°
Winter Equinox - 21 June	2pm	328.63°	25.69°
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>

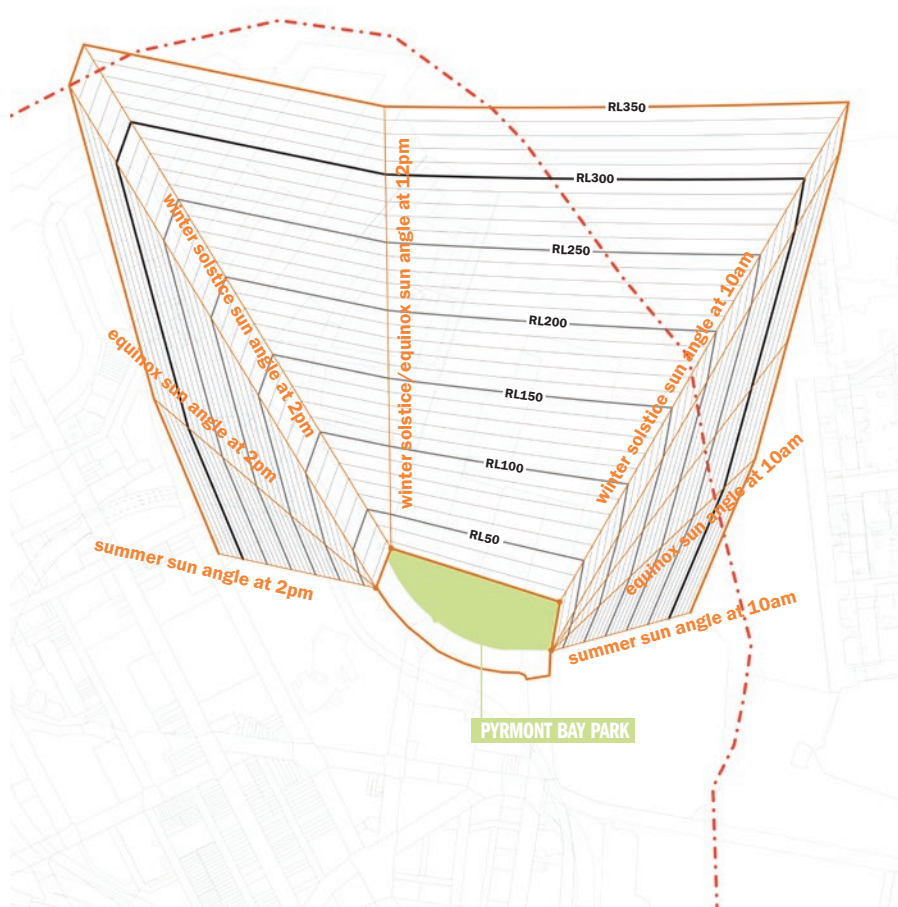
#### Notes:

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 waterspaces and supports passive recreation for the local community alongside its event role.



Boundary ref:	MGA 56 Coordinates		Estimated natural ground level	Associated HOB control
	Easting	Northing		
A	333329.1	6250954.19	RL 1.34	22m
B	333338.98	6251010.47	RL 0.87	22m
C	333145.71	6251071.97	RL 0.96	24m
D	333142.66	6251062.75	RL 1.04	24m
E	333128.37	6251026.45	RL 1.65	24m

Based upon DPIE 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°
Equinox - 23 Sept	10am	46.60°	45.48°
Winter Equinox - 21 June	10am	29.98°	26.34°
Winter Equinox - 21 June	12pm	359.16°	32.72°
Winter Equinox - 21 June	2pm	328.63°	25.69°
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) Plane numbers



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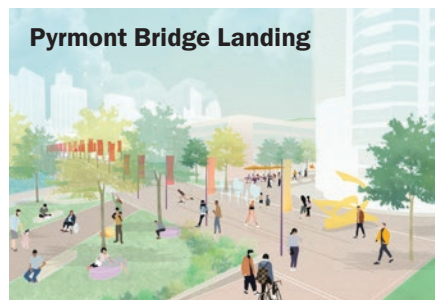
# 4

# SUB-PRECINCT MASTER PLANS

# 4.1 SUB-PRECINCTS

Pymont Peninsula is a large and diverse area with vastly different topography, built form and communities along its length. To enable the master plans to engage appropriately with this diversity, 7 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
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.





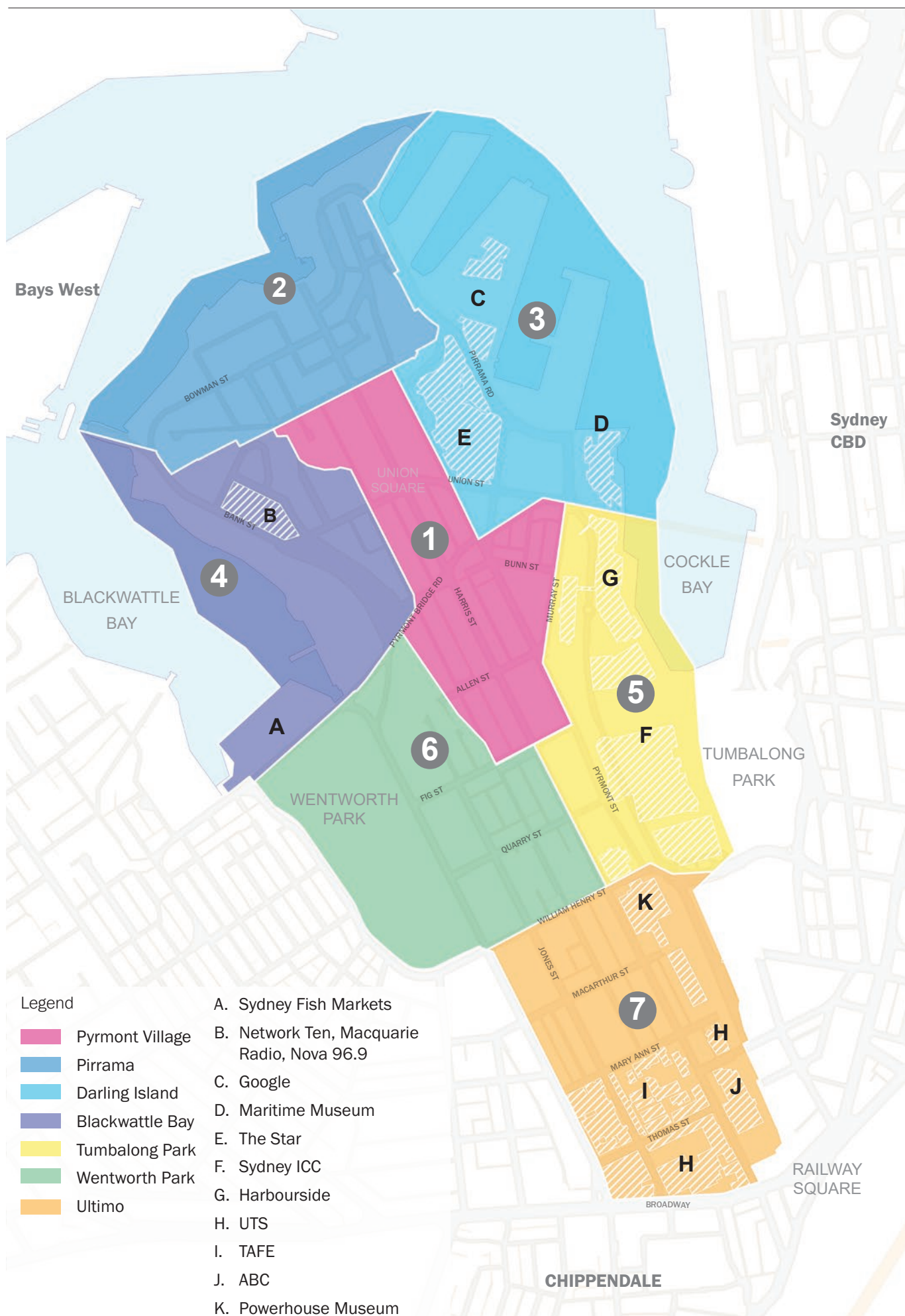


Figure 4.1.1 / Pyrmont Peninsula Sub-precincts

## 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 will be 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

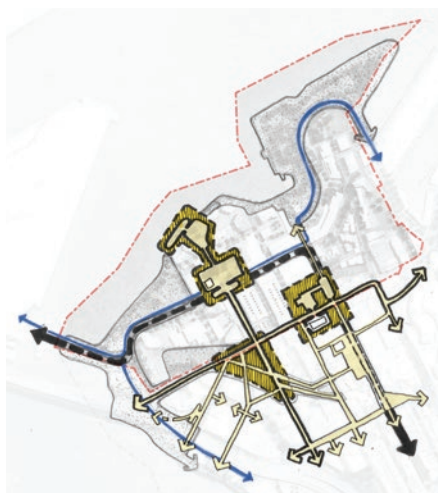


Figure 4.2.1 / Sketch noting Local movement network enhancements (Hassell)

- 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 potential ferry stop at Cadi Park Wharf and future bus 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 foreshore walk and harbour parkland to provide amenity for local residents and visitors.
- Improve and diversify 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 Structure Plan



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

### Legend

	Foreshore Walk		24/7 Entertainment Precinct		Key Movement/Place Corridor
	Secondary Foreshore Route		Entertainment Through Links		Key Junction
	Active Transport Loop		Foreshore Area		Key Local Junction
	Regional Route		Active Frontages		Regional Open Space
	Vehicle Access and Servicing Route		Existing Ferry		Local Parks
	Local Routes		Suggested Ferry		Key Local Movement
	Foreshore/Open Space Activation Node		Existing Light Rail		Community Space
			Future Metro Sites		
			Possible Transport Interchange		

# PIRRAMA CHARACTER AND EXPERIENCE

## Landscape



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

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

- A continuous waterfront walk
- Possible new ferry link
- Cadi Park and Holly's Wharf
- Pirrama Park and Pirrama Park Playground
- Waterfront Park
- Jacksons Landing

## Heritage

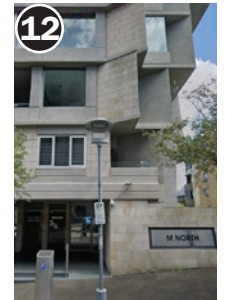
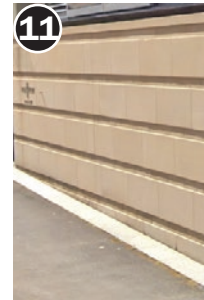


5. The Cooperage
6. Heritage Development
7. Mid-Rise Built Form
8. Low-Rise Heritage Built Form
9. Low-Rise Heritage Built Form

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

- Enhancement of existing heritage buildings
- Inclusive of both Aboriginal and colonial heritage
- Low and mid-rise developments

## Materiality



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

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

- Pirrama quarry face wall
- Split-face stone walls
- Natural stone wall cladding
- Common-bond paving



## Character Areas



Figure 4.2.5 / Key character elements of Pirrama Sub-Precinct (Hassell)

# PIRRAMA CHARACTER AREAS

## John Street Square

The expansion of John Street Square along 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 transport interchange function of John Street Square, connecting residents and workers of Pirrama with Central Station, Glebe and the Inner West.
2. Improve public transport and pedestrian access to local and regional open space attractors, including Pirrama Park.
3. Upgrade Harris and Bowman Streets as dedicated bus corridor 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.

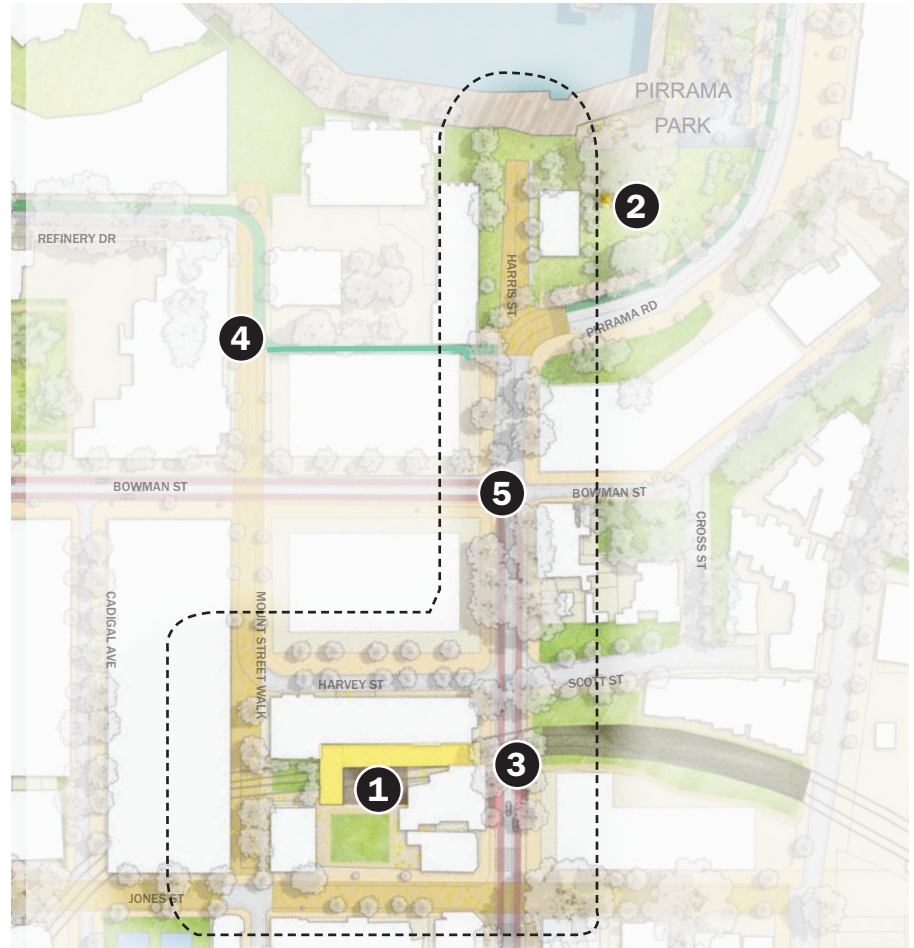


Figure 4.2.6 / Plan of John Street Square Character Area and reference images of potential experience (Hassell)



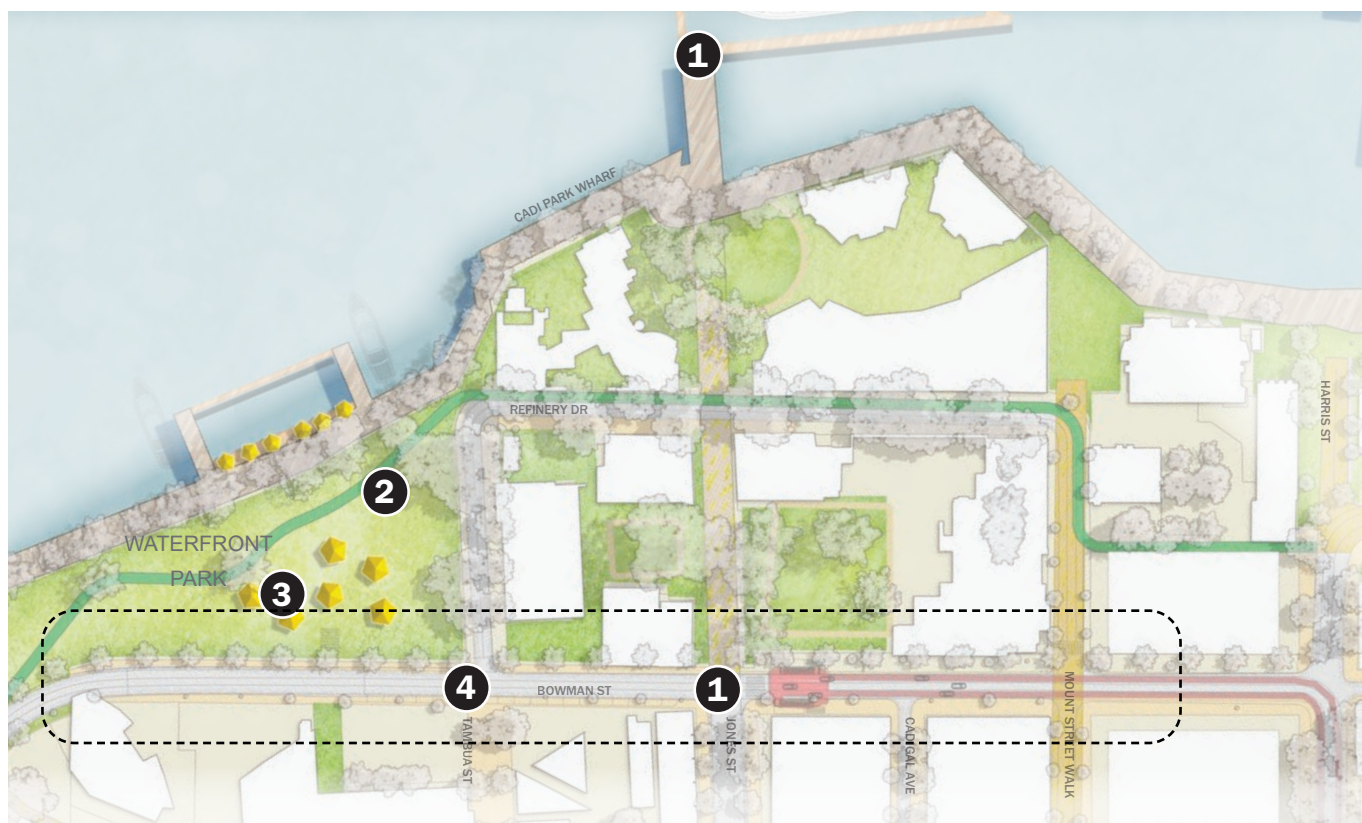


Figure 4.2.7 / Bowman Street Character Area (Hassell)



Figure 4.2.8 / Indicative Jones Street Section (Hassell)

## Bowman Street

Bowman Street provides an opportunity to improve local amenity and connectivity through Pirrama through an integrated active and public transport network and improved open space program.

### Objectives:

1. Upgrade of Bowman Street to accommodate dedicated bus corridor with transport interchange connecting to potential future ferry stop at Cadi Wharf.
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 active transport loop near Bowman Street.
4. Increase Urban Tree Canopy to meet the target of 40% within public and private open space and Harris and Bowman Streets to provide shade and enhanced pedestrian experience.



# 4.3 DARLING ISLAND SUB-PRECINCT

**Darling Island is a mixed use recreational, cultural and entertainment destination. Future development could enhance the character, walkability and public transport access to the centre to support increased activity.**

## Connect ridge to valley to view

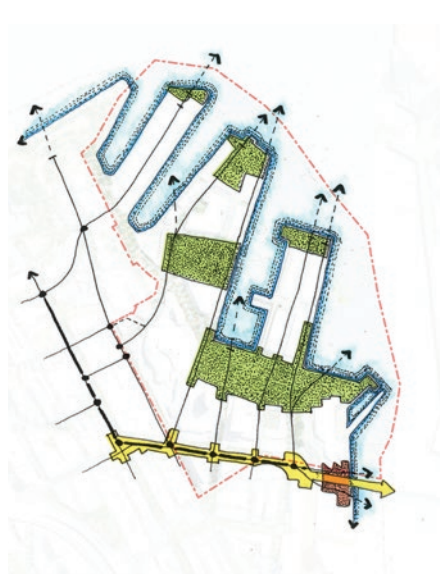


Figure 4.3.1 / Sketch noting the ridge and valley and key movement routes to water and the view.

- 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 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

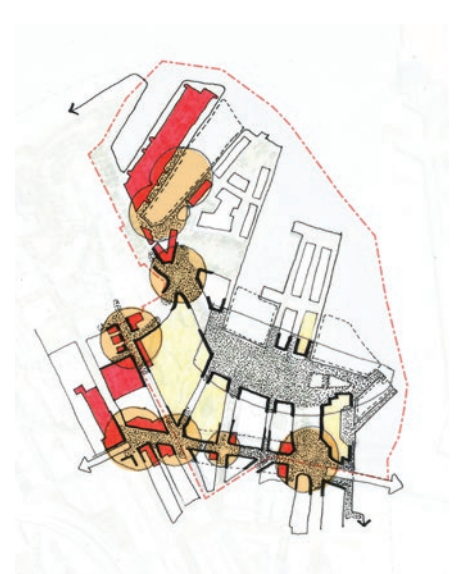


Figure 4.3.3 / Heritage clusters, union street plaza and cultural anchors of Darling Island sub-precinct.

- 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 a entertainment and culture driven landscape at Pyrmont Bay Park bookended by Star Casino at the West and ANMM at the East.



## Darling Island Sub-precinct Structure Plan

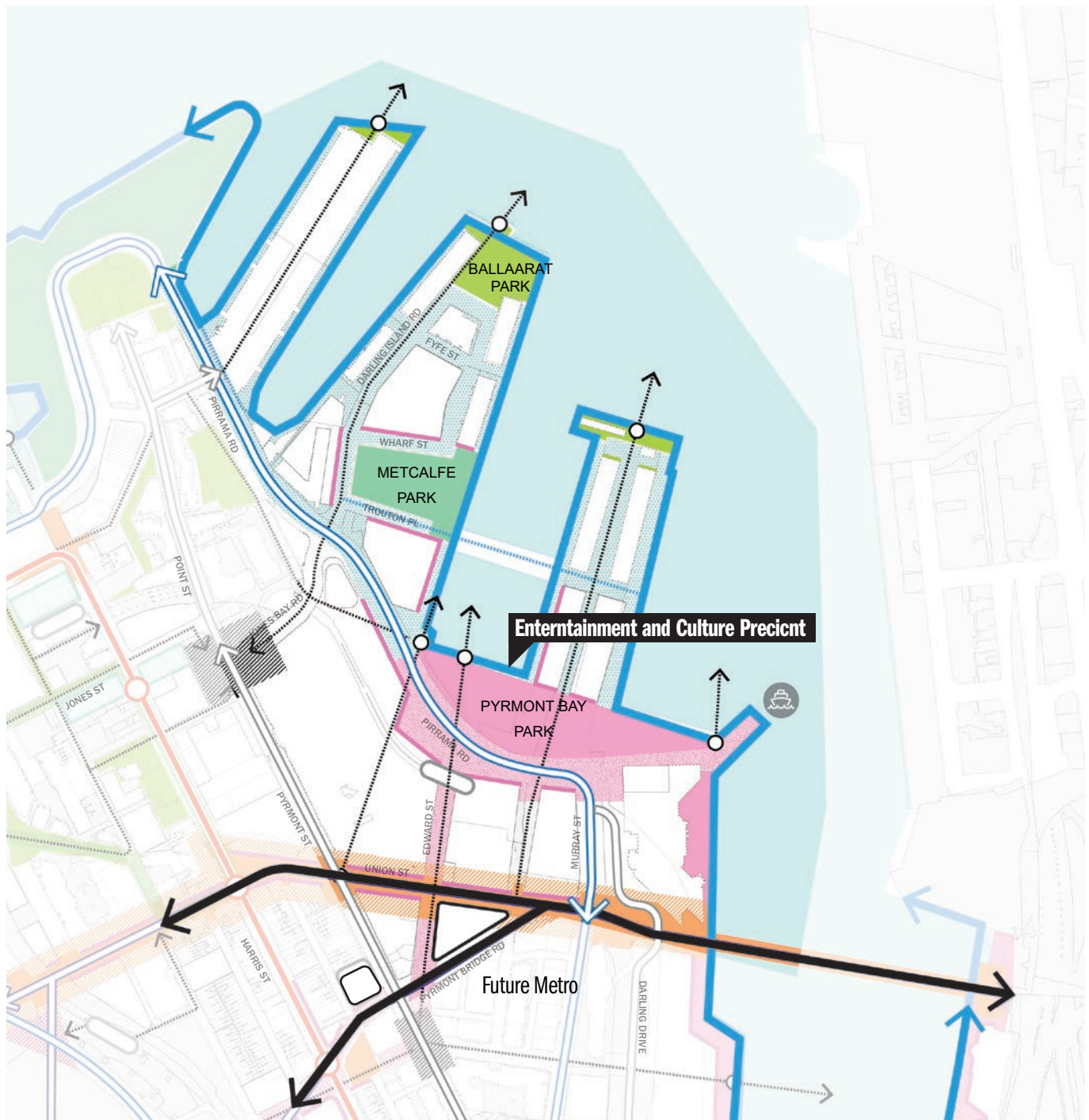


Figure 4.3.4 / Darling Island Sub-Precinct Structure Plan (Hassell)

### Legend

	Foreshore Walk		24/7 Entertainment Precinct		Key Movement/Place Corridor
	Secondary Foreshore Route		Entertainment Through Links		Key Junction
	Active Transport Loop		Foreshore Area		Key Local Junction
	Regional Route		Active Frontages		Regional Open Space
	Vehicle Access and Servicing Route		Existing Ferry		Local Parks
	Local Routes		Suggested Ferry		Key Local Movement
	Foreshore/Open Space Activation Node		Existing Light Rail		Community Space
			Future Metro Sites		
			Possible Transport Interchange		

# DARLING ISLAND CHARACTER AND EXPERIENCE

## Landscape

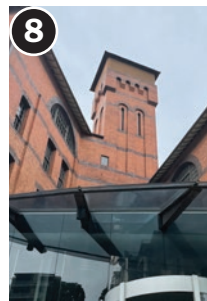
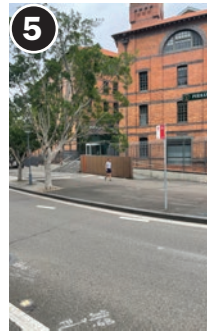


1. Pyrmont Bay Park Boardwalk  
2. Hard Waterfront Edge  
3. Soft Waterfront Edge  
4. Metcalfe Park

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

- Pyrmont Bay Park with a 24 hour economy
- Union Street and Union Square
- Continuous waterfront walk
- Pyrmont Bay pier connection
- Metcalfe Park
- Ballaarat Park

## Heritage

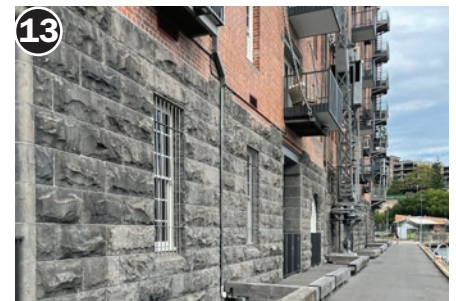
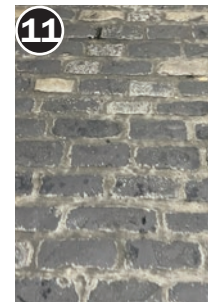


5. 6 Darling Island Rd  
6. Pyrmont Bridge Underpass  
7. Jones Bay Wharf  
8. 6 Darling Island Rd  
9. Sandstone Cliff and Landscape Interface

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.

- Public art
- Interpretative heritage walk between Pyrmont and Glebe Island bridges
- Enhancement of existing heritage buildings

## Materiality



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

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.

- Split-face stone walls
- Natural stone wall cladding
- Rough-cut stone paving and common-bond paving
- Industrial style pedestrian crossing bridge
- Weatherboard cladding and French windows
- Granite paving



## Character Areas

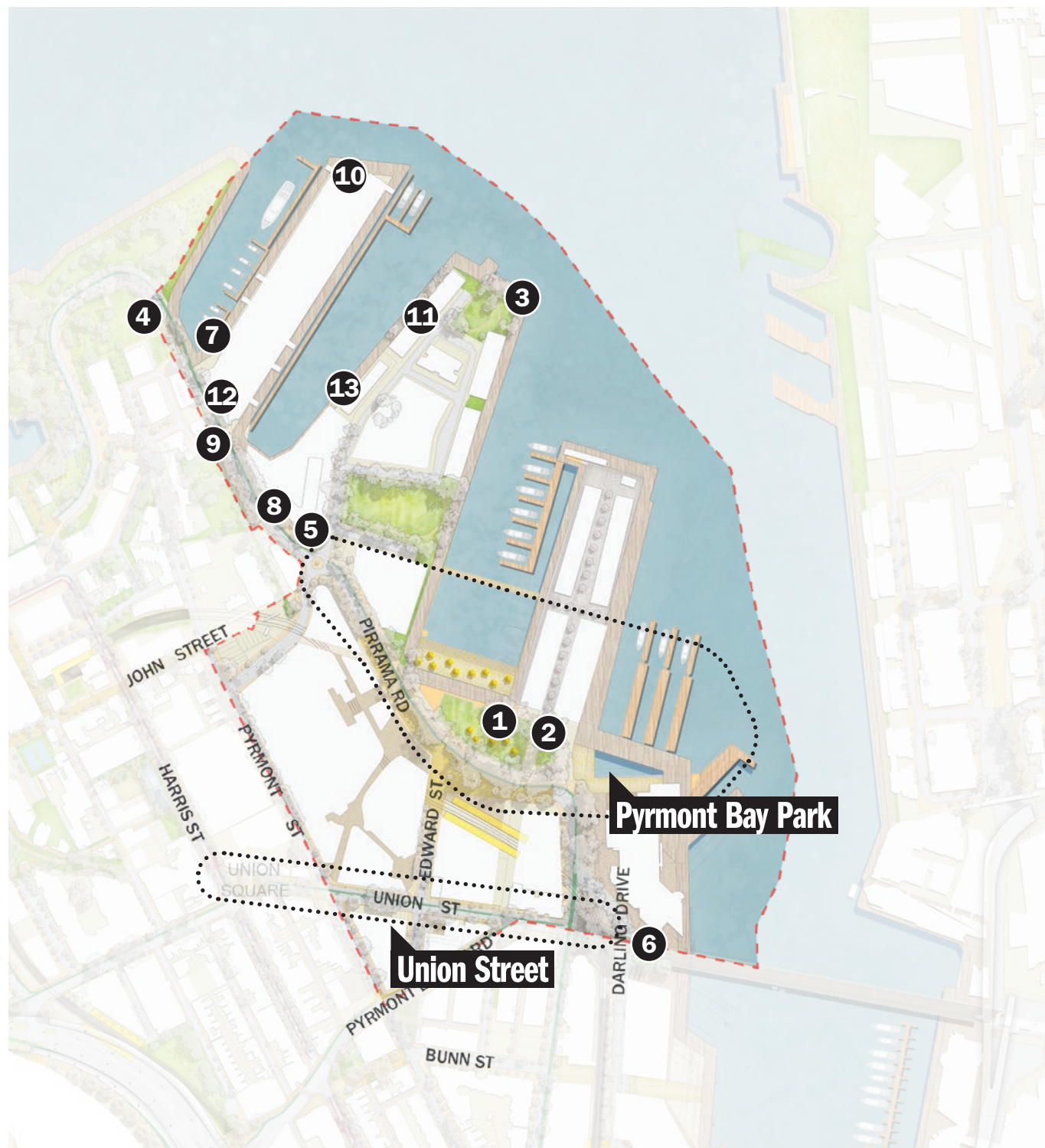


Figure 4.3.5 / Key character elements of Darling Island Sub-Precinct (Hassell)

# DARLING ISLAND CHARACTER AREAS

## Pymont Bay Park

Pymont Bay Park and the adjacent water space is to become a focal point for the Foreshore Walk which supports the implementation of the neon grid night-time economy as a destination for 24 hour events driven by arts and culture.

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 24 hour accessible waterfront walk network, connecting Darling Harbour to Pirrama and activated by 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 National Maritime Museum.
4. Upgrade of Pirrama Road into pedestrian priority shareway with integrated dedicated cycle lanes.
5. Establish better connections to the
6. Pymont Bay wharf fingers
6. Create opportunities for community events with a 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 Australian National Maritime Museum and Star.
7. Integrate a pier connection between the Pymont Bay wharf fingers.
8. Enhance the existing grass space to provide further active recreation amenity for walking, jogging and casual group sports.
9. Improve existing footpaths and waterfront connections to provide amenity for nearby visitors, local residents and workers.



Figure 4.2.6 / Potential Pymont Park Experience (Hassell)



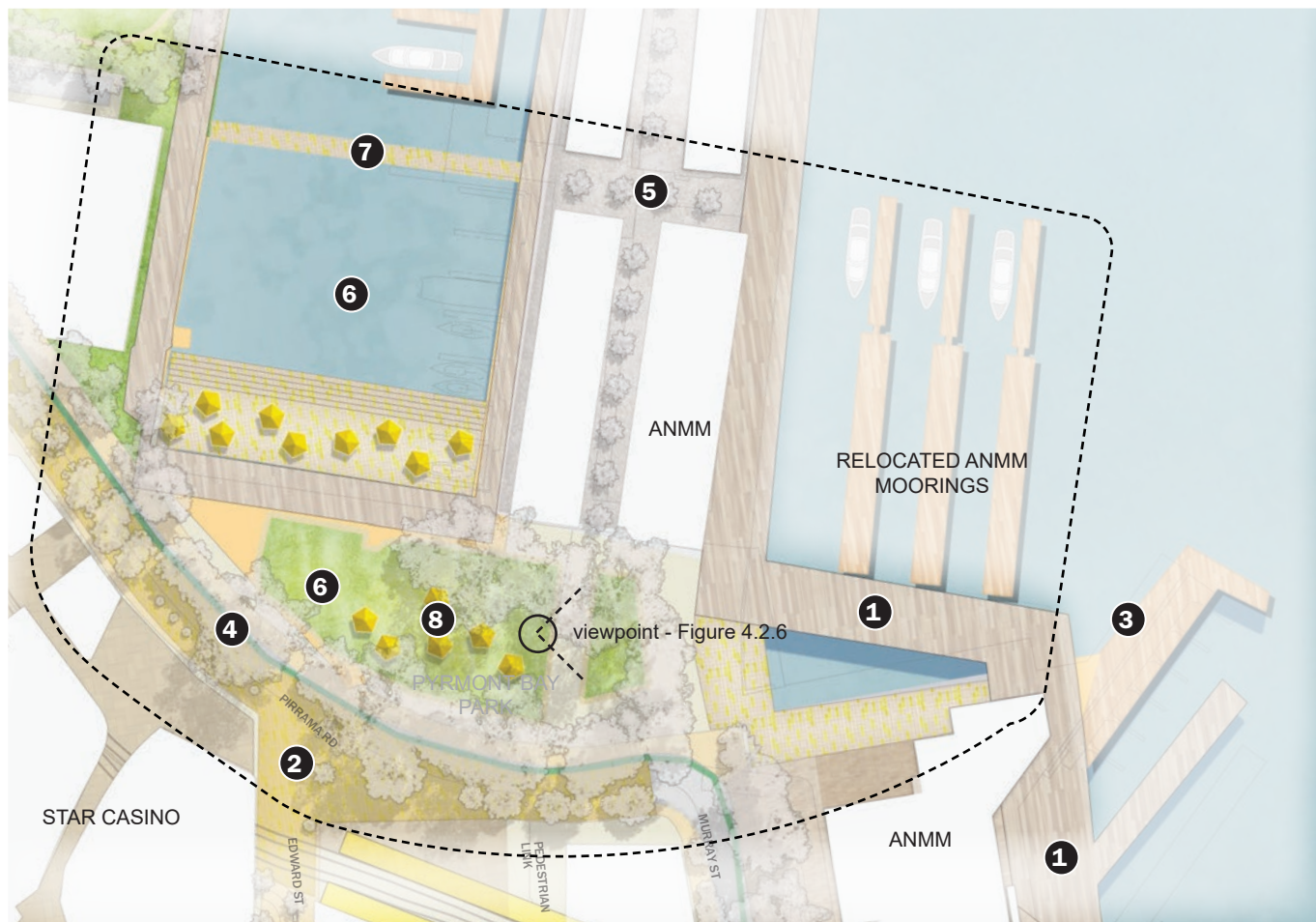


Figure 4.2.7 / Plan of Pyrmont Bay Park Character Area and reference images of potential experience (Hassell)

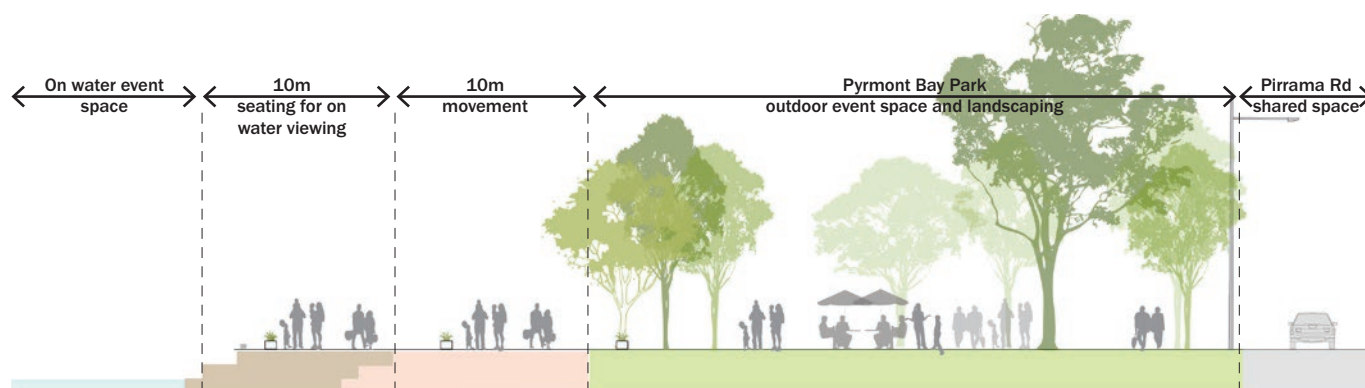


Figure 4.2.8 / Indicative Section through Pyrmont Bay Park (Hassell)



# DARLING ISLAND CHARACTER AREAS

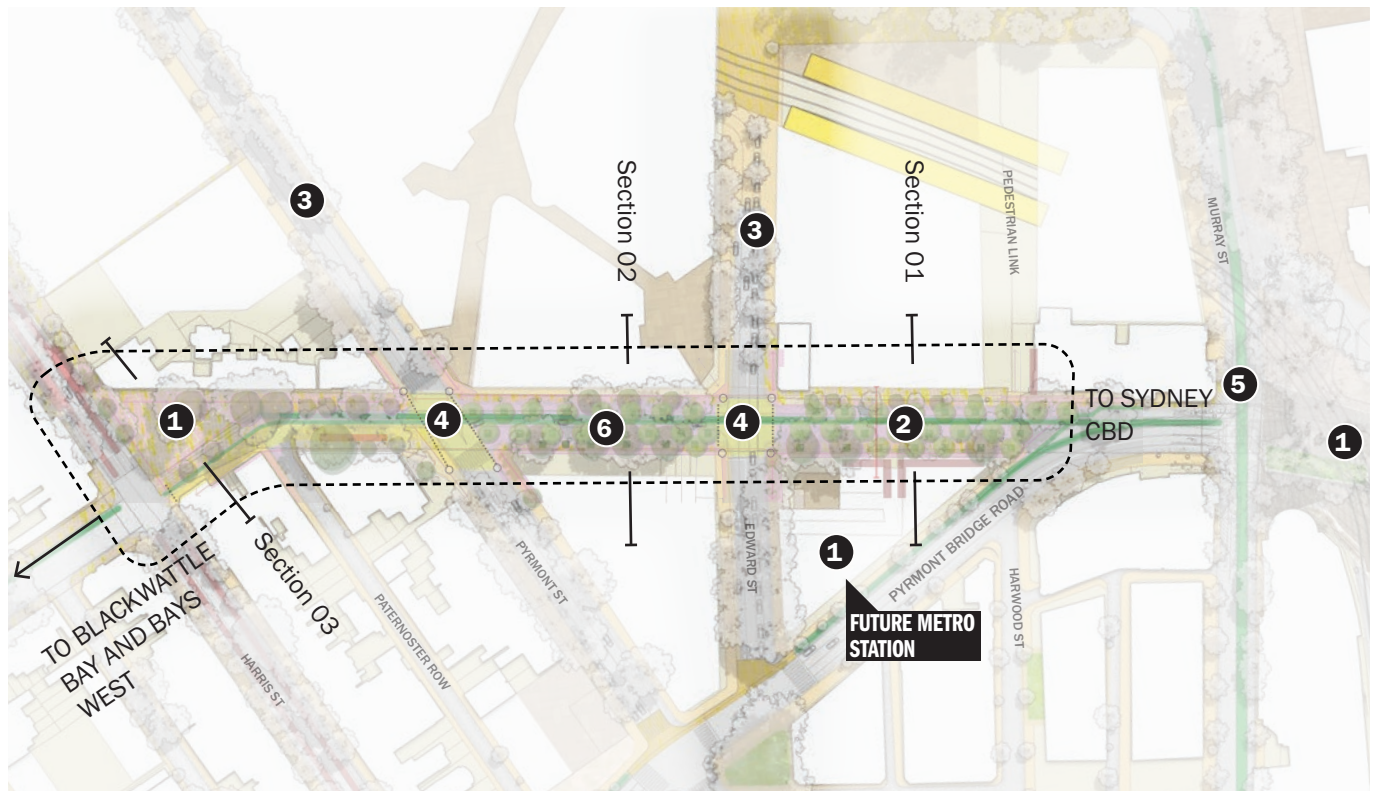


Figure 4.2.9 / Plan of Union Street Character Area (Hassell)

## Union Street

The new Metro Station on Union Street will be a primary gateway into the Peninsula. The conversion of Union Street into the civic 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 pedestrian civic spine along Union Street to support a high volume regional pedestrian route from Union Square to Pymont Metro Station and along Pymont Bridge to the CBD.
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 Edward and Pymont Street.
4. Provide a series of shared use zones along the key intersections of Edward and Pymont 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.





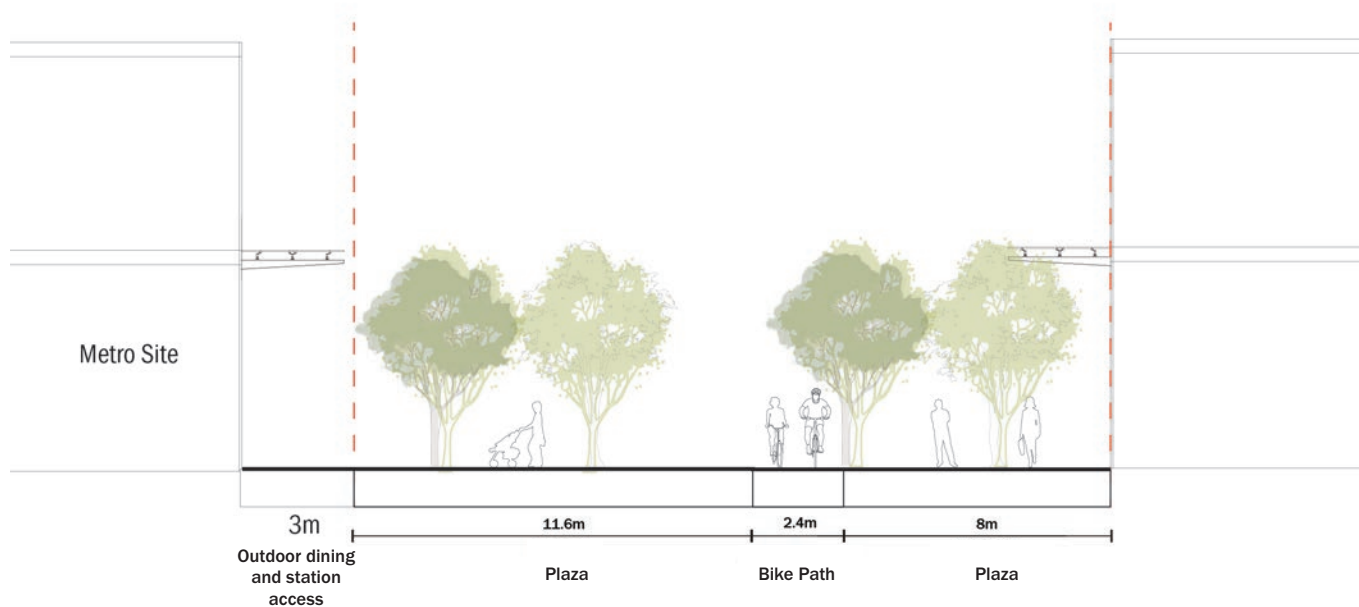


Figure 4.2.10 / Section 01 - Indicative Union Street East Outcome

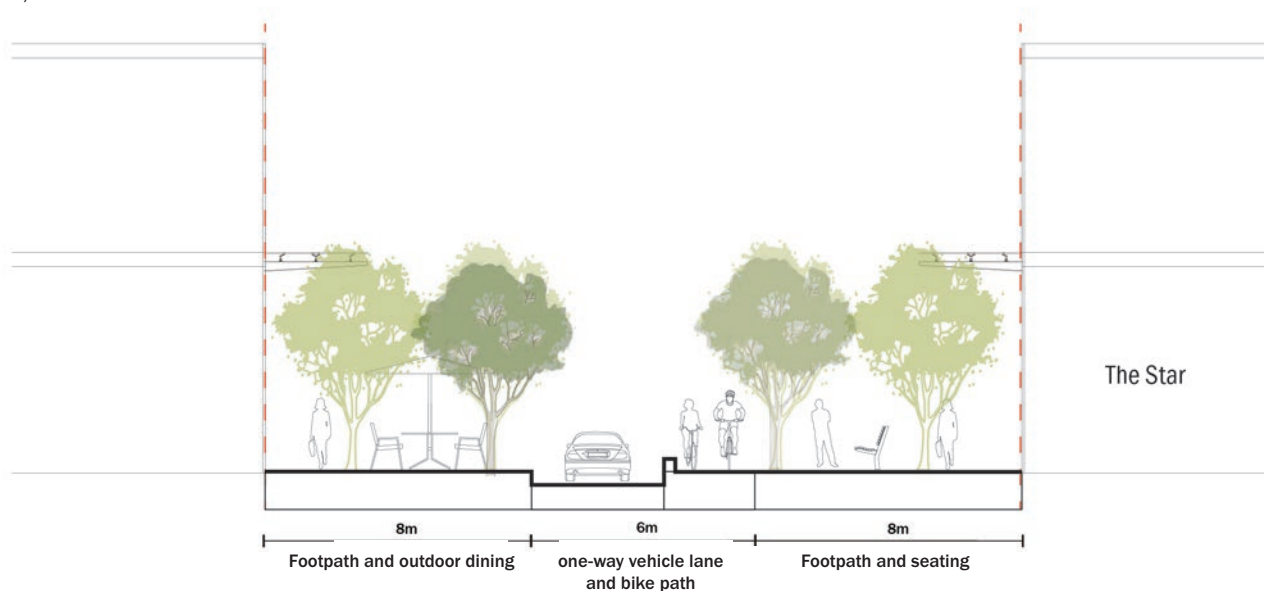


Figure 4.2.11 / Section 02 - Indicative Union Street Central Outcome - One Lane Vehicle Movement

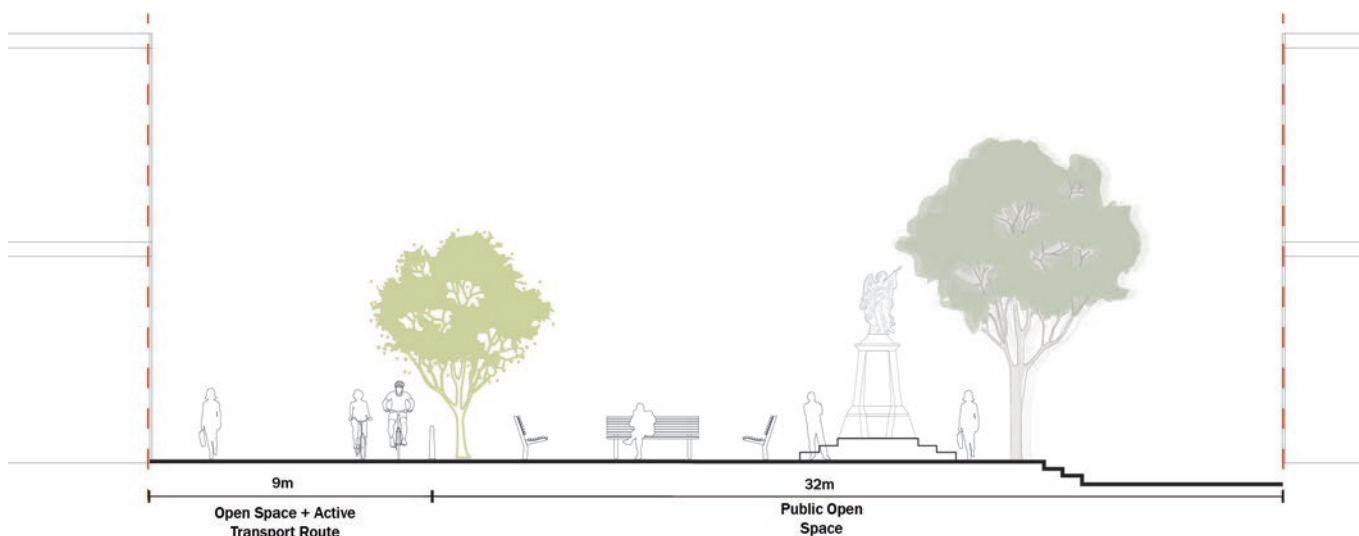


Figure 4.2.12 / Section 03 - Union Square Indicative Section

# 4.4 PYRMONT VILLAGE SUB-PRECINCT

**Pyrmont Village is the fine grain ridge top 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 Maybank 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**

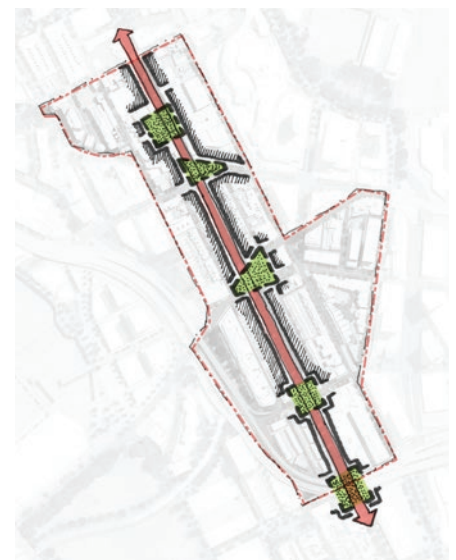


Figure 4.4.3 / Sketch highlighting Harris Street as a local services centre with a series of public open spaces (Hassell)

- 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 and active transport.



## Pymont Village Sub-precinct Structure Plan



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

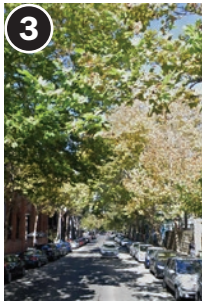
### Legend

Foreshore Walk	24/7 Entertainment Precinct	Key Movement/Place Corridor
Secondary Foreshore Route	Entertainment Through Links	Key Junction
Active Transport Loop	Foreshore Area	Key Local Junction
Regional Route	Active Frontages	Regional Open Space
Vehicle Access and Servicing Route	Existing Ferry	Local Parks
Local Routes	Suggested Ferry	Key Local Movement
Foreshore/Open Space Activation Node	Existing Light Rail	Community Space
	Future Metro Sites	
	Possible Transport Interchange	



# PYRMONT VILLAGE CHARACTER AND EXPERIENCE

## Landscape

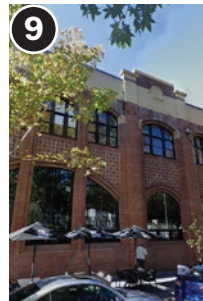


- 1. Harris Street
- 2. Harris Street Landscaping
- 3. Harris Street
- 4. Maybanke Recreation Centre

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

- Tree lined streets
- Active recreation opportunities
- Attractive environment for pedestrians, residents, tourists, visitors and workers

## Heritage

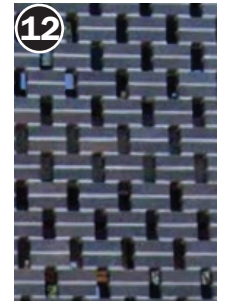
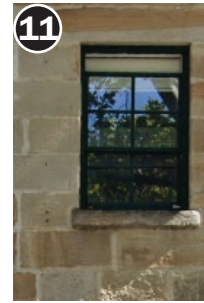


- 5. Low-Rise Built Form
- 6. Low-Rise Built Form
- 7. 125 Harris St
- 8. Low-Rise Built Form
- 9. 100 Harris St

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.

- Mid-rise terraces
- Adaptive re-use of existing heritage buildings

## Materiality



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

Pyrmont Village includes a range of materials that are distinctive to the Peninsula itself. These materials include the use of:

- Natural stone
- Bricks with internal perforations
- Rendered surfaces



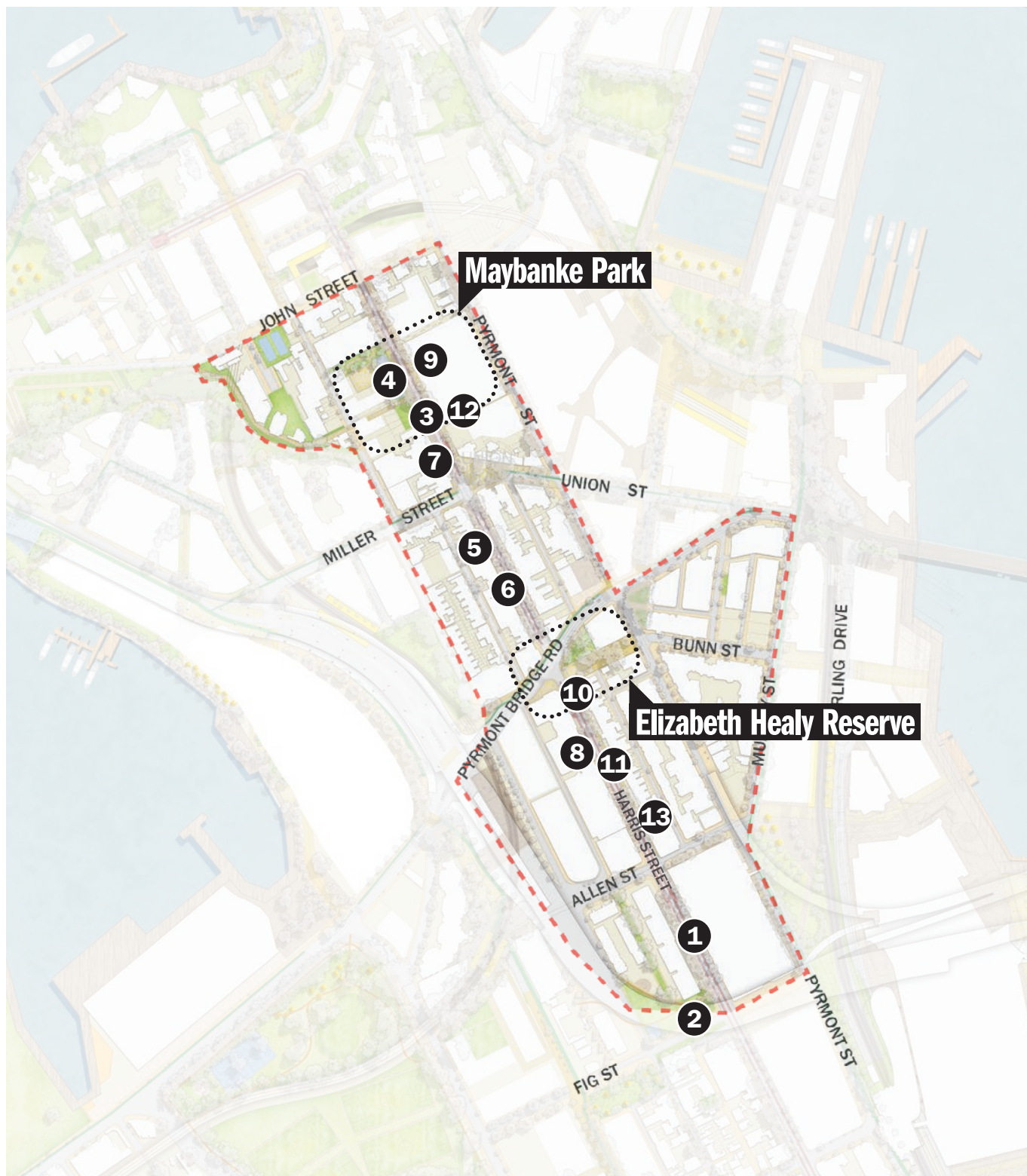


Figure 4.4.5 / Pyrmont Village Character Elements (Hassell)

# PYRMONT VILLAGE FUTURE CHARACTER AND EXPERIENCE

## Maybanke Park

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

### Objectives:

1. Provide the community with active and passive recreation opportunities including revitalising terraced sports courts and activity spaces with interpretive public art.
2. Provide public through site links connecting Mount Street, Harris Street and Pyrmont Street that enables a point of orientation through the site.
3. Create opportunities for at-grade landscaping with active frontages.
4. Provide infrastructure for local level events and local public facilities
5. Provide landscaping elements that include street trees, planter boxes, and garden beds.
6. Enable shelters and dedicated performance / use areas that support local and district level events.
7. Establish a more inviting interface with Harris Street and legible connection to Mount Street and the Pyrmont Clifftop Walk.
8. Provide an open space address within the curtilage of the heritage building, enhancing visibility of the built form from Harris Street.
9. Enhance connections with the Jackson Landing Tennis Courts to the north.
10. Explore opportunities to optimise the park configuration alongside renewal of adjacent lands to ensuring no loss of open space, improved open space and public facilities, improved setting of heritage items and improved clarity and safety of through site links throughout the day and night.



Figure 4.4.6 / Potential Maybanke Park Experience (Hassell)



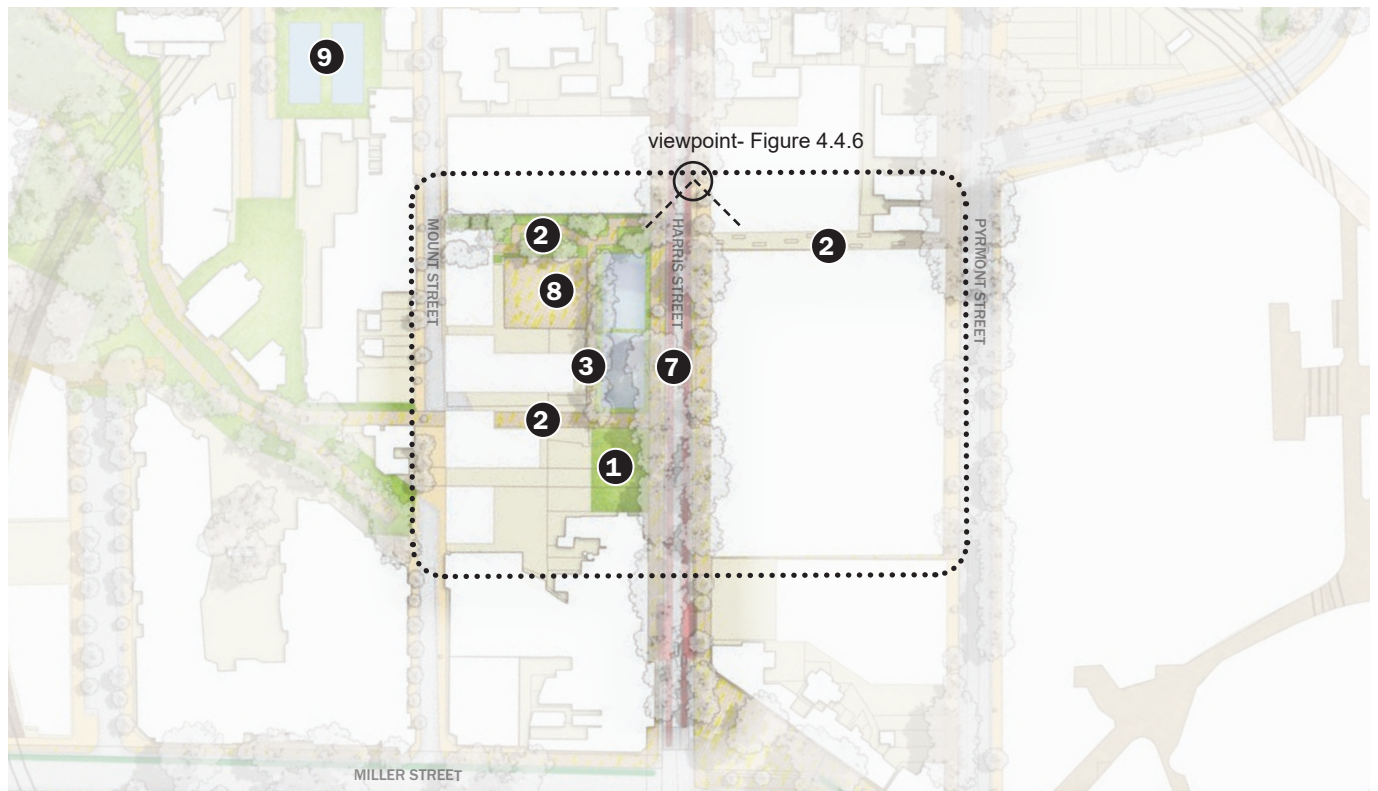


Figure 4.4.7 / Plan of Maybanke Park Character Area and reference images of potential experience (Hassell)

# PYRMONT VILLAGE FUTURE CHARACTER AND EXPERIENCE

## Elizabeth Healey Reserve

Elizabeth Healey Reserve will be a centralised open space and consolidated pedestrian plaza 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 provide the community with recreational opportunities.
2. Upgrade of Pyrmont Bridge Road to reduce vehicle focus, provide dedicated cycle link and increased footpaths.
3. Increase tree canopy cover and create opportunities for further at-grade landscaping through closure of intersection of Gipps and Experiment St.
4. Integrate with Pyrmont Bridge Road to enhance pedestrian arrival experience through future Metro Station.
5. Upgrade pedestrian link between Harris Street and Gipps Street.
6. Provide infrastructure for local level events.
7. Revitalise grassed and paved spaces to provide seating, walk-through and play uses.
8. Provide landscaping elements that include street trees, planter boxes, and garden beds.



Figure 4.4.8 / Potential Elizabeth Healey Reserve Experience (Hassell)



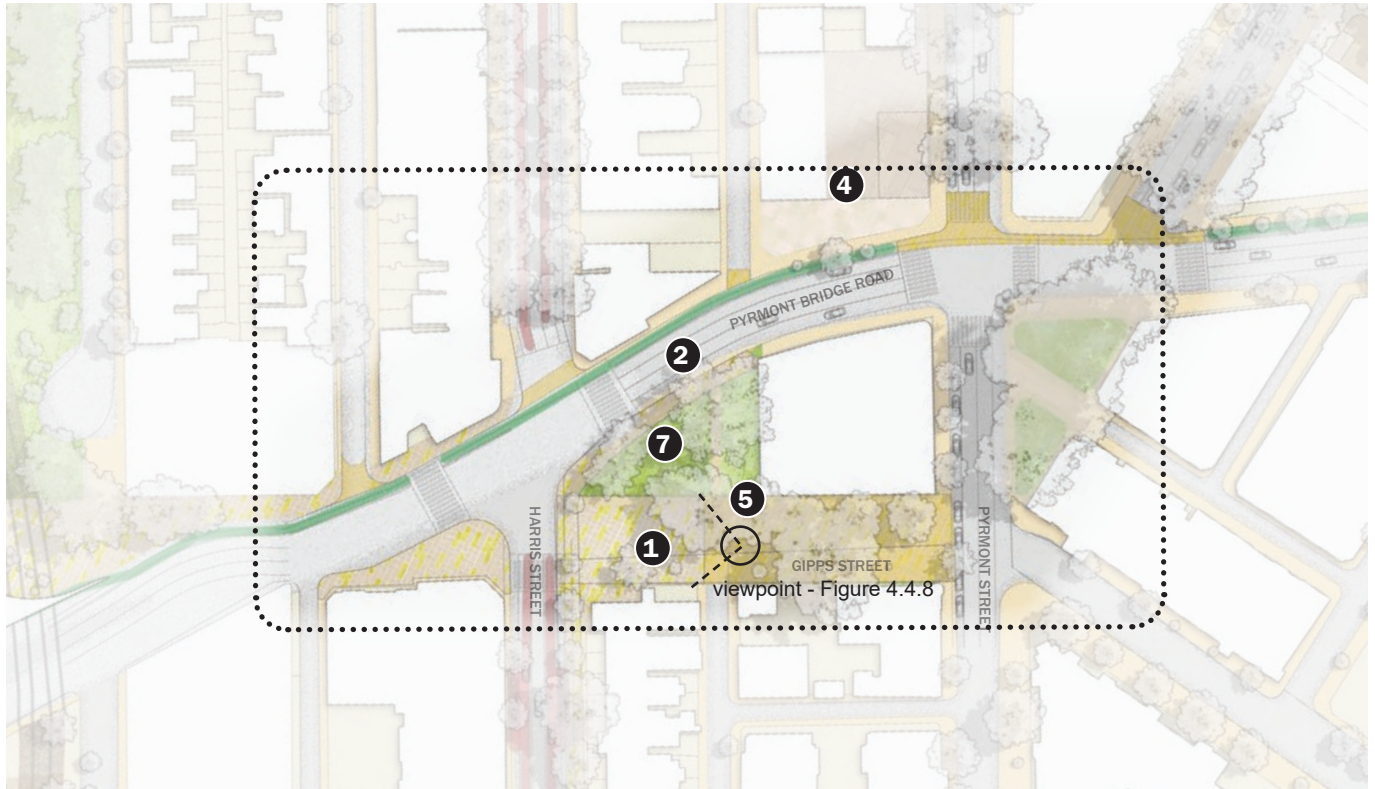


Figure 4.4.9 / Plan of Elizabeth Healey Reserve Character Area and reference images of potential experience (Hassell)

# 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)

- Deck over Darling Drive and Light Rail corridor to create 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.

## Multi modal transport network



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

- Create an interchange through enhancement of streets and movement between Harris Public Street Transport Stops and Inner West Light Rail stops
- Extend the Goodslane past the Powerhouse Museum between light rail line and museum between the Goods Line and Pymont St
- Extend the Goods Line along Pymont and Murray Streets to create the active transport 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

## 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)

- Recognise and celebrate Cockle Bay and Tumbalong Park as focal point for civic celebrations
- 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 Structure Plan



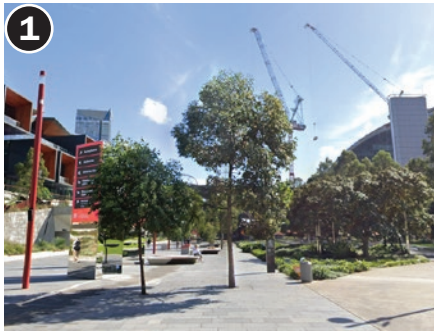
Figure 4.5.4 / Tumbalong Park Sub-Precinct Structure Plan (Hassell)

### Legend

Foreshore Walk	24/7 Entertainment Precinct	Key Movement/Place Corridor
Secondary Foreshore Route	Entertainment Through Links	Key Junction
Active Transport Loop	Foreshore Area	Key Local Junction
Regional Route	Active Frontages	Regional Open Space
Vehicle Access and Servicing Route	Existing Ferry	Local Parks
Local Routes	Suggested Ferry	Key Local Movement
Foreshore/Open Space Activation Node	Existing Light Rail	Community Space
	Future Metro Sites	
	Possible Transport Interchange	

# TUMBALONG PARK CHARACTER AND EXPERIENCE

## Landscape



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

→ Tumbalong Park features a large-scale water and landside landscape gathering points that attracts and accommodates large gatherings of people for conferences, exhibitions, events and activities. These key landscape character elements include:

- Tumbalong Park
- Chinese Garden of Friendship
- Tumbalong Boulevard
- Cockle Bay

## Heritage

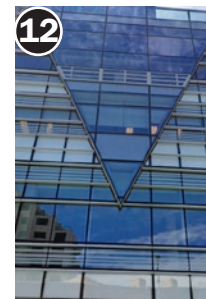
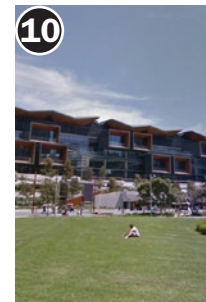


5. Powerhouse Museum  
6. Powerhouse Museum  
7. Pyrmont Bridge  
8. 1 Pyrmont St

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

- Powerhouse Museum
- Ultimo Sewerage Pumping Station

## Materiality



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

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

- Heritage brickwork
- Metal cladding
- Glass finishings



## Character Areas

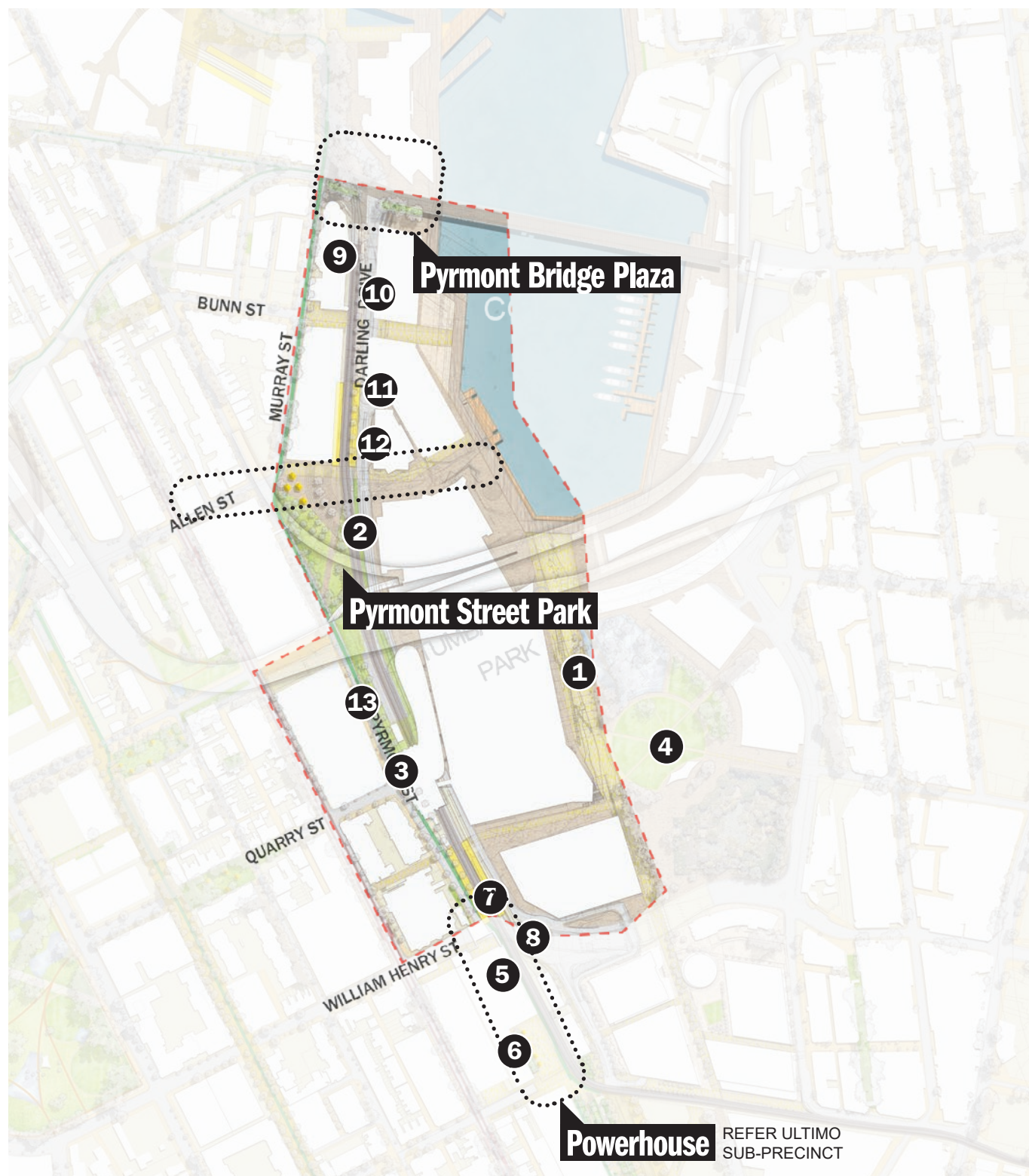


Figure 4.5.5 / Tumbalong Park Character Elements (Hassell)

# 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 Pyrmont Pedestrian Bridge.

### Objectives:

1. Expand pedestrian plaza to improve pedestrian and cyclist experience between Pyrmont and the Sydney CBD across Pyrmont Bridge.
2. Investigate rerouting Darling Drive under Pyrmont Bridge to Murray Street in the long term and reallocate road space to the increase of public open space at the gateway to and from the Peninsula/CBD western edge at Pyrmont Bridge.
3. Connect people and businesses to allow people to share new knowledge, ideas and processes as part of the Tumbalong Park's position in the Innovation Corridor.
4. Create an activated and amenity driven environment that enhances water access and gathering through the renewal of ANMM and Harbourside.
5. Create a place that showcases work from creative industries, start-ups and research through art installations and community infrastructure.
6. Generate better physical and cultural links to the authentic character of Tumbalong Park through activated public spaces and public art installations.
7. Implement pedestrian priority zones as well as seating, revegetated zones and alfresco dining.



Figure 4.5.6 / Potential Guardian Square Park Experience (Hassell)



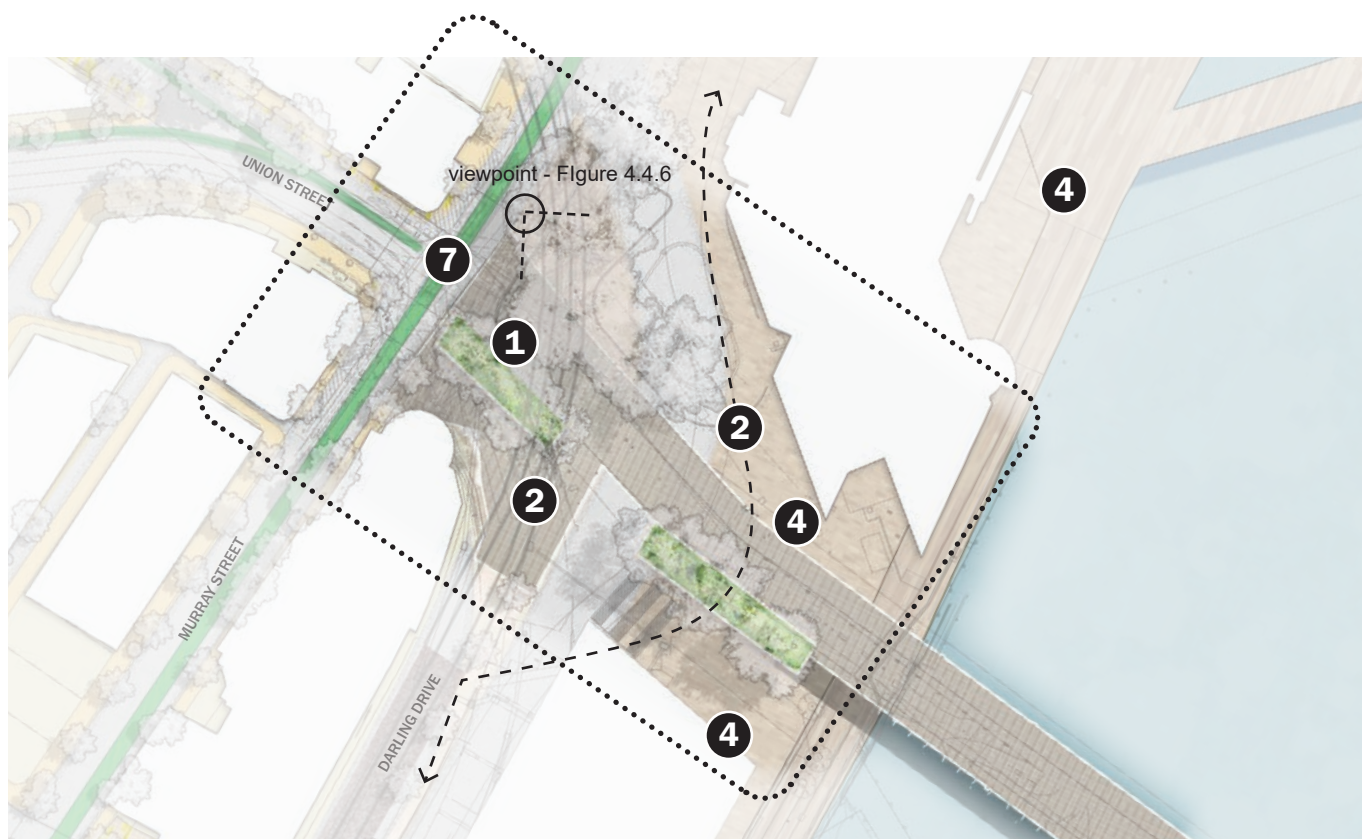


Figure 4.5.7 / Plan of Guardian Square Character Area and reference images of potential experience (Hassell)



## Pymont Street Park

The Pymont Street Park provides an opportunity to create a pedestrian link between Murray Street and Darling Drive.

### Objectives:

Future planning and development of Pymont Street Park could contribute to:

1. Establishing a through site link to allow for greater east-west sub-precinct movement.
2. Increasing at-grade landscaping under and around the motorway.
3. Creating an activated and amenity driven environment with improved setting of and access to convention light rail station.
4. Creating a place that showcases work from creative industries, start-ups and research through art installations and community infrastructure.
5. Generating better physical and cultural links to the authentic character of Tumbalong Park that leverages the adjacent convention centre.
6. Implementing pedestrian priority zones with seating, revegetated zones and alfresco dining.

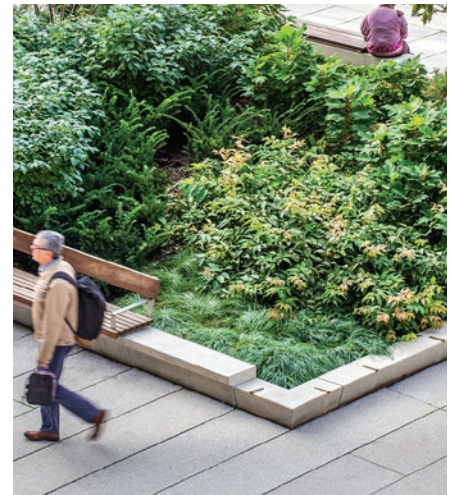


Figure 4.5.8 / Plan of Pymont Street Park Character Area and reference images of potential experience (Hassell)



Figure 4.6.9 / 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 within existing and future clusters, particularly within larger TAFE and UTS land holdings.

## A regionally connected transport network



Figure 4.6.3 / Sketch highlighting the public and active transport network connecting the peninsula to the innovation corridor of Camperdown-Ultimo and Waterloo (Hassell)

- Deliver a transport boulevard 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 active transport loop that extends the active transport network of Jones Street and The Goods Line north and south of the Rail Corridor to link with Redfern/Eveleigh and Waterloo/ATP.
- 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 Structure Plan



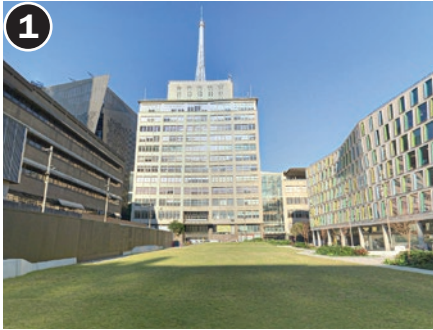
Figure 4.6.4 / Ultimo Sub-Precinct Structure Plan (Hassell)

### Legend

Foreshore Walk	24/7 Entertainment Precinct	Key Movement/Place Corridor
Secondary Foreshore Route	Entertainment Through Links	Key Junction
Active Transport Loop	Foreshore Area	Key Local Junction
Regional Route	Active Frontages	Regional Open Space
Vehicle Access and Servicing Route	Existing Ferry	Local Parks
Local Routes	Suggested Ferry	Key Local Movement
Foreshore/Open Space Activation Node	Existing Light Rail	Community Space
	Future Metro Sites	
	Possible Transport Interchange	

# ULTIMO CHARACTER AND EXPERIENCE

## Landscape



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

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 Pyrmont Peninsula.

- UTS alumni green
- Mary Ann Street Park
- The Goods Line Walk

## Heritage

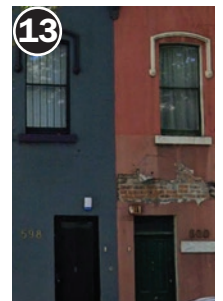
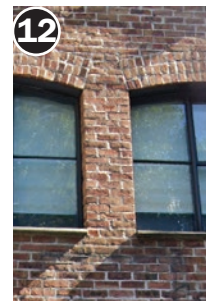
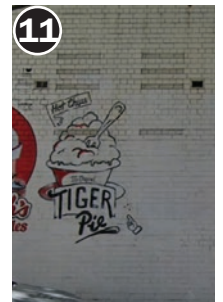
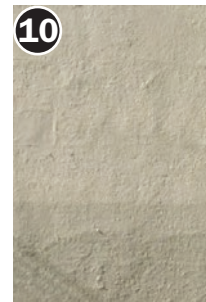


5. 400 Wattle St
6. 400 Wattle St
7. UTS
8. TAFE NSW

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.

- Harris Street Conservation Area
- Old Wool Stores
- Powerhouse Museum

## Materiality



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

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.

- Heritage brickwork
- Split-face stone walls
- Rendered surfaces
- Arched windows



## Character Areas

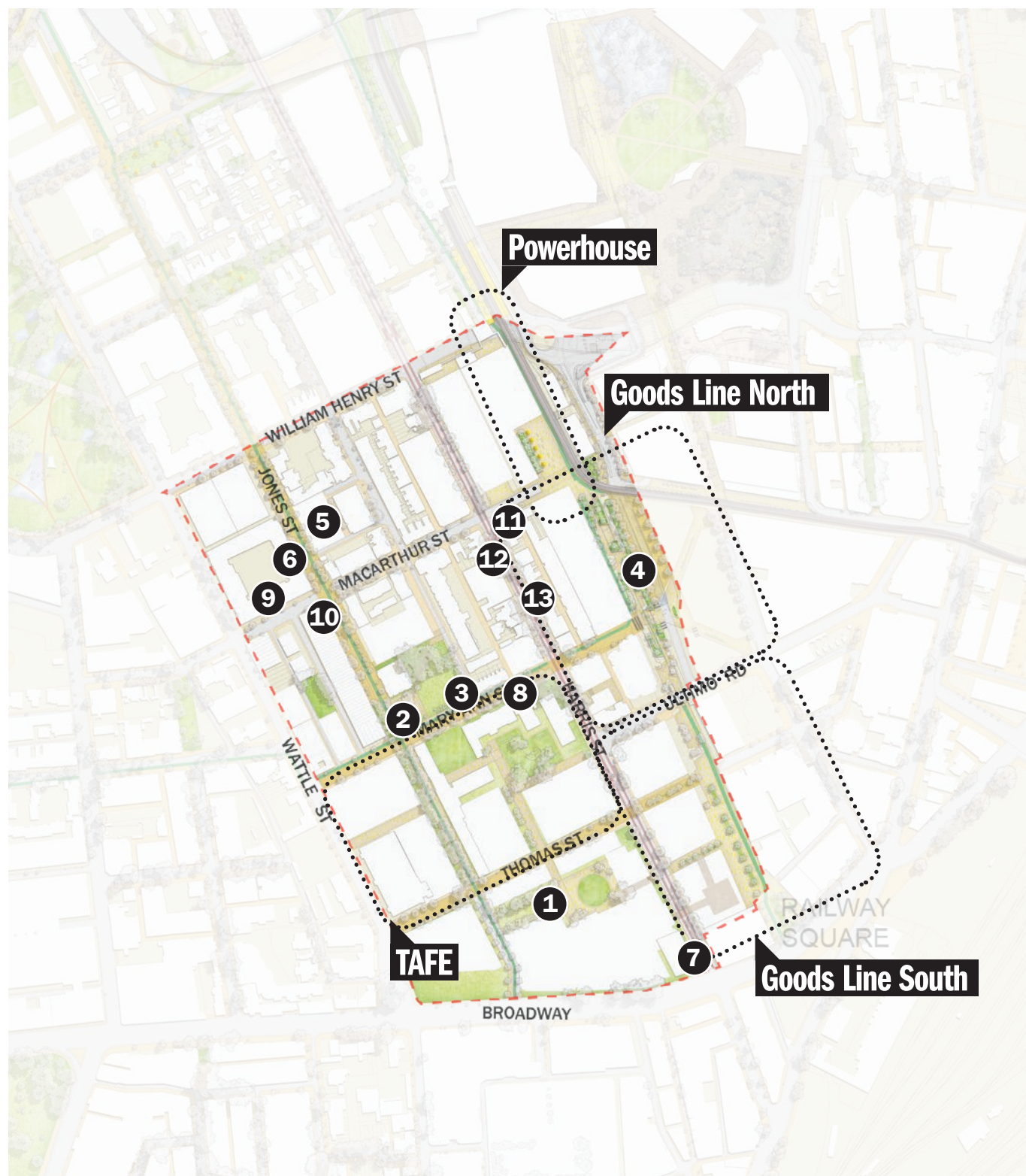


Figure 4.6.5 / Ultimo Sub-Precinct Character Elements (Hassell)

# ULTIMO CHARACTER AREAS

## Goods Line South

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

### Objectives:

Future planning and development of the Goods Line South could contribute to:

1. Further improve pedestrian connections to and from the Goods Line.
2. Extend the Goods Line to facilitate a continuous walking and cycling loop.
3. Build better pedestrian connections, particularly to and from the Goods Line and Darling Harbour.
4. Enhance access to Central Station under George Street while extending the Goods Line north into the Peninsula, as well as south to Tech Central, to better connect Ultimo with the rest of the Innovation Corridor.

5. Investigate the extension of the Goods Line to facilitate a continuous walking and cycling loop around the Peninsula.



Figure 4.6.6 / Potential Goodsline South Experience (Hassell)



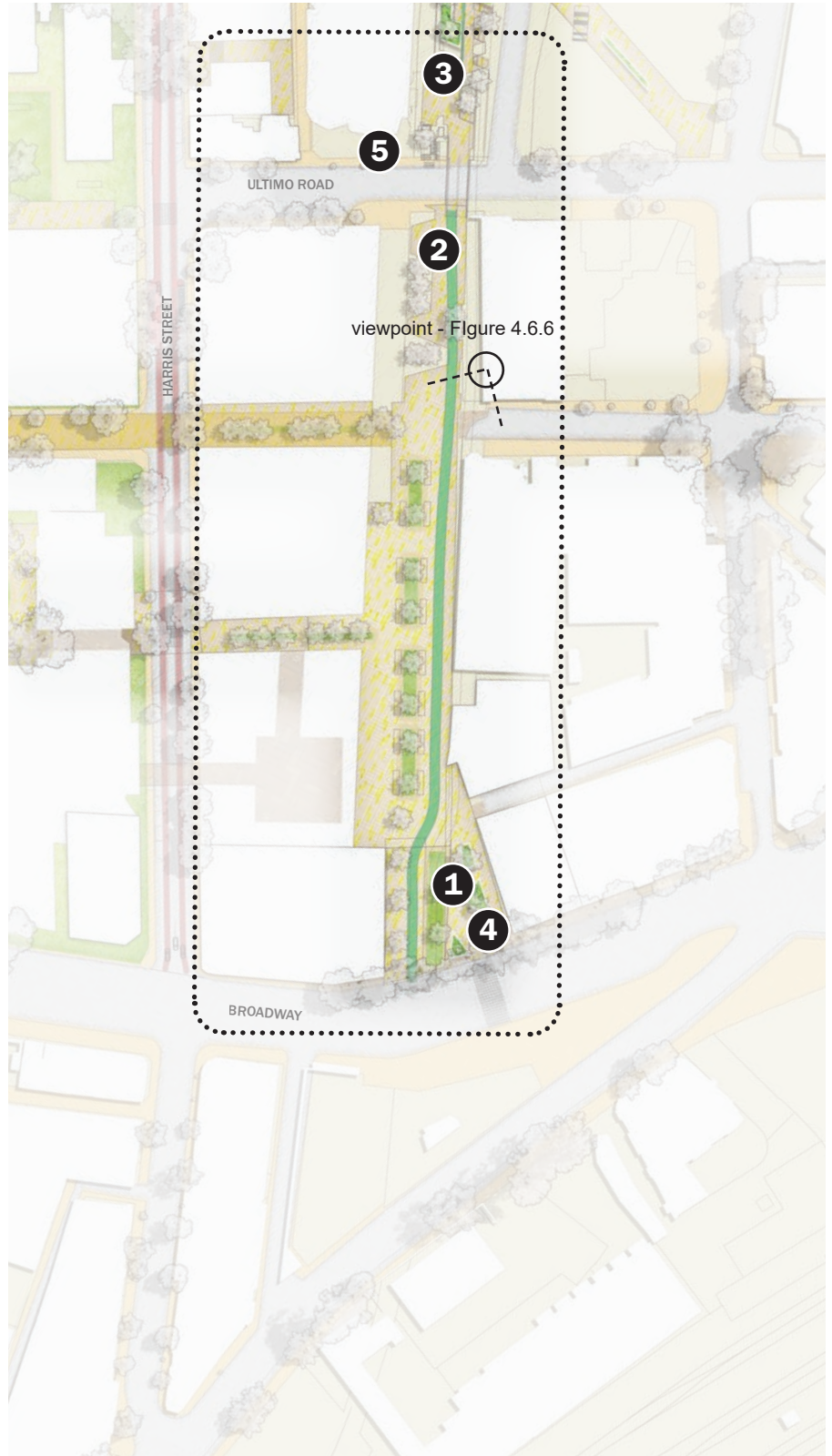


Figure 4.6.7 / Plan of Goodline South Character Area and reference images of potential experience (Hassell)



## Goods Line North

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

### Objectives:

Future planning and development of the Goods Line North could contribute to:

1. Further improve pedestrian connections to and from the original Goods Line to the surrounding Pyrmont Peninsula.
2. Extend the Goods Line north in order to facilitate an walking and cycling loop.
3. Further improve pedestrian connections to and from the original Goods Line to the surrounding Pyrmont Peninsula.
4. Further extend the Goods Line North into the Peninsula to facilitate an active transport loop, as well as south to Tech Central, to better connect Ultimo with the rest of the Innovation Corridor.
5. 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.

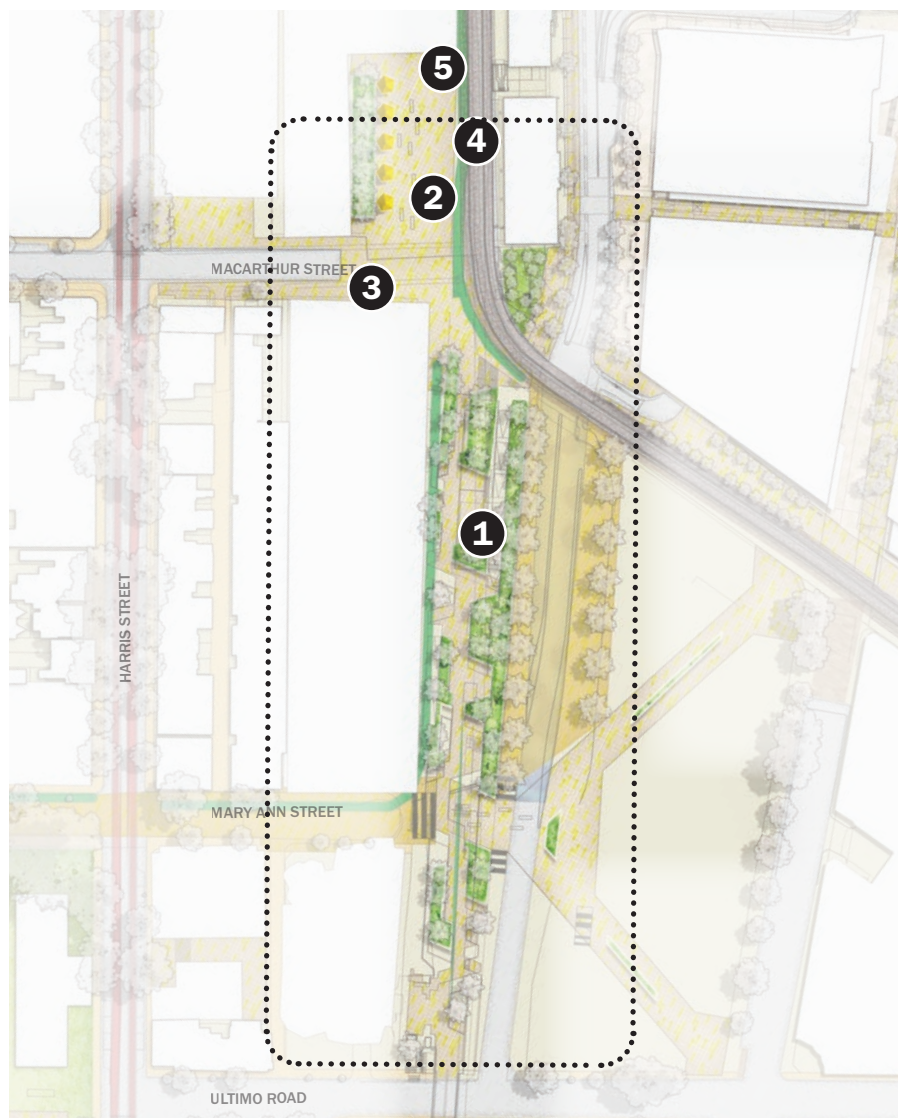


Figure 4.6.8 / Plan of Goods Line North Character Area and images (Hassell)





## 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 contribute to:

1. Continue to support knowledge-based jobs growth in Ultimo.
2. Assess long-term options to foster additional opportunities for students and workers in knowledge based jobs, particularly education, creative and cultural industries.
3. Improve green and open space connections.
4. Improve accessibility to and from the TAFE development site.
5. Consider any feasible options for development/ delivery of a central open space within the TAFE development site.

6. Explore opportunities for collaboration between UTS and TAFE to provide shared accessways around the two campuses for pedestrians, cyclists, vehicles and deliveries, potentially through a pilot program on weekends and during events.

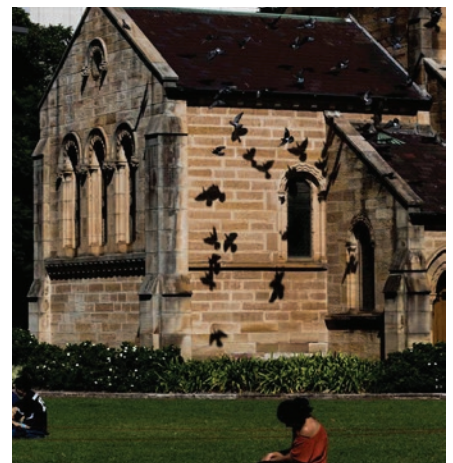


Figure 4.6.9 / Plan of TAFE Character Area and images (Hassell)



## Powerhouse

The Powerhouse Museum in Darling Harbour 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 contribute to:

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 24hr 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 Pyrmont Street.

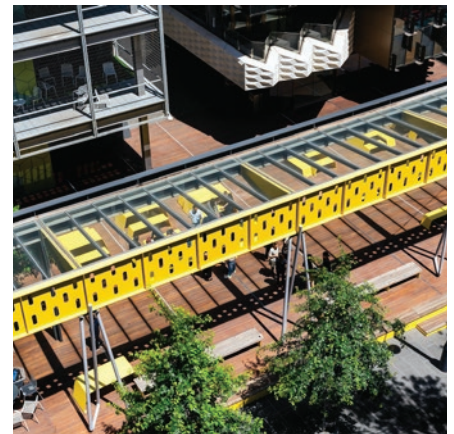
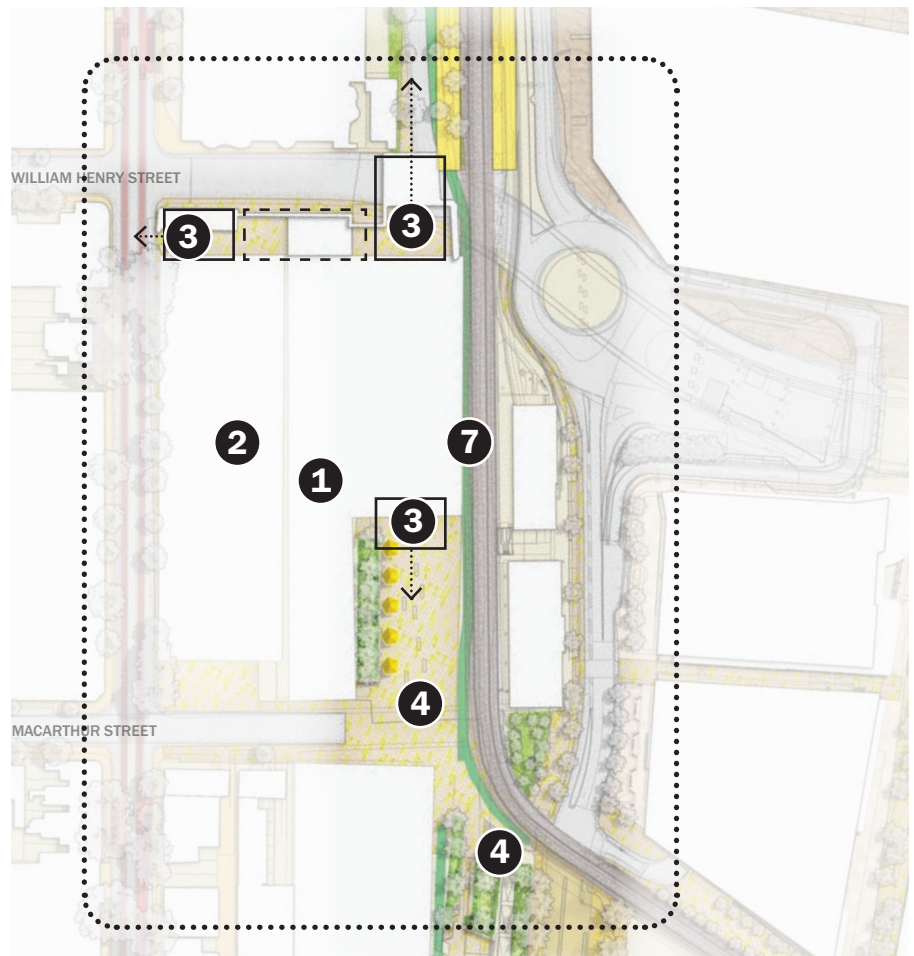


Figure 4.6.10 / Plan of Powerhouse Character Area and reference images of potential experience (Hassell)



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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)

- 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 active 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

## Active transport heart

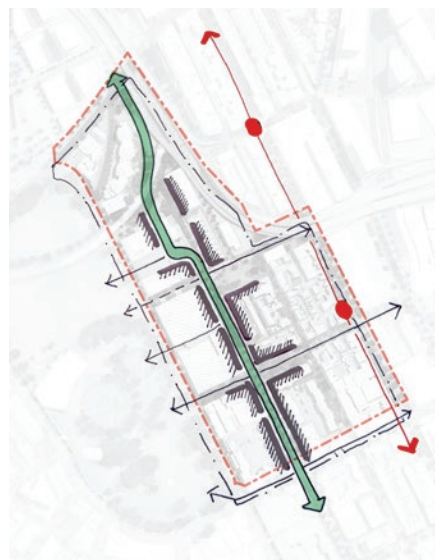


Figure 4.7.2 / Sketch highlighting the active transport corridor of Jones Street (Hassell)

- Improve pedestrian connectivity to Wentworth Park Light Rail Stop
- Proposed active transport 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
- Provide for a multi-utility hub either beneath the Western Distributor fronting Pyrmont Bridge Road or commercial development fronting Wattle Street to enable removal of on-street parking, increased street planting and implementation of the active transport loop to Jones Street

## 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 protect ridgeline heritage residential character anchors by Bulwara Road
- Enhance and protect heritage warehouse character along Jones Street
- Provide for a minimum of 1,000sqm of new production space within the warehouse precinct to support the creative arts.
- Provide for a multi-utility hub either beneath the Western Distributor fronting Pyrmont Bridge Road or commercial development fronting Wattle Street to enable the net-zero strategy with precinct infrastructure, removal of on-street parking, increased street planting.



## Wentworth Park Sub-precinct Structure Plan

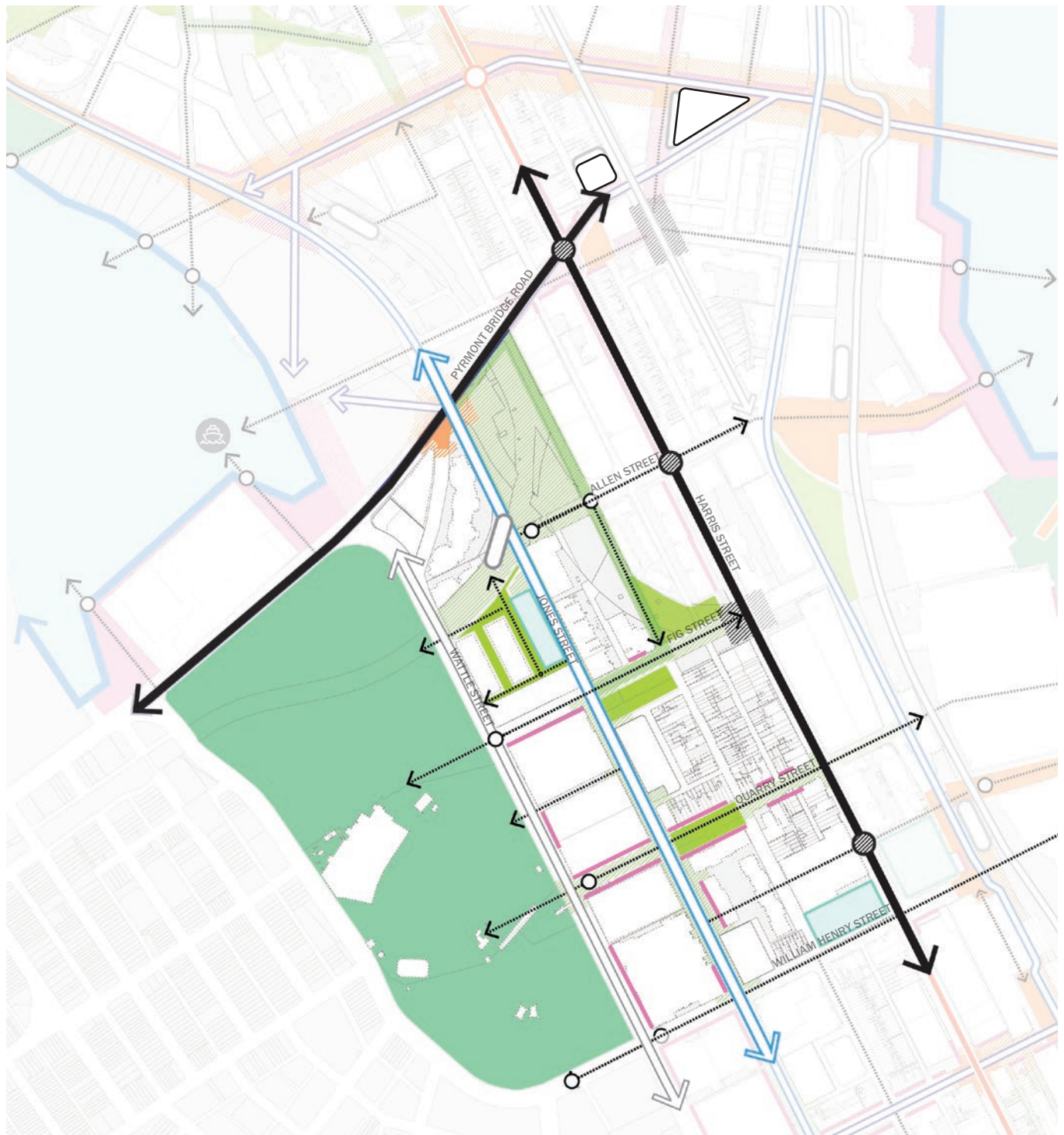


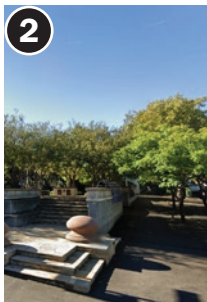
Figure 4.7.4 / Wentworth Park Sub-Precinct Structure Plan (Hassell)

### Legend

Foreshore Walk	24/7 Entertainment Precinct	Key Movement/Place Corridor
Secondary Foreshore Route	Entertainment Through Links	Key Junction
Active Transport Loop	Foreshore Area	Key Local Junction
Regional Route	Active Frontages	Regional Open Space
Vehicle Access and Servicing Route	Existing Ferry	Local Parks
Local Routes	Suggested Ferry	Key Local Movement
Foreshore/Open Space Activation Node	Existing Light Rail	Community Space
	Future Metro Sites	
	Possible Transport Interchange	

# WENTWORTH PARK CHARACTER AND EXPERIENCE

## Landscape



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

Wentworth Park encompasses the largescale open space of Wentworth Park 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.

- Wentworth Park
- Fig Lane Park
- Quarry Street Park

## Heritage

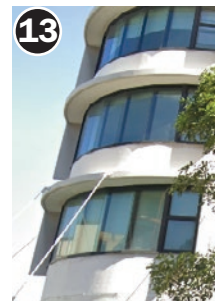
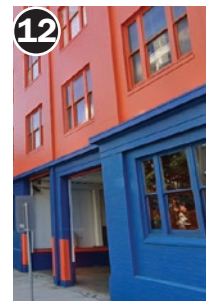
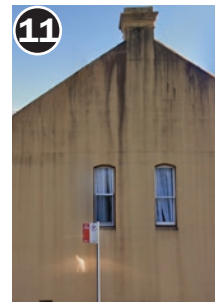
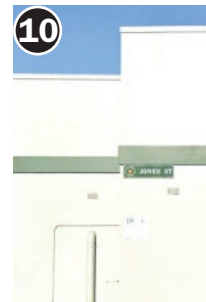


5. 28-48 Wattle St
6. 310 Jones St
7. 288 Jones St
8. Low-Rise Built Form

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.

- Ultimo Heritage Conservation Area
- Terraced heritage developments
- Old Wool Stores along the Jones-Wattle Street corridor

## Materiality



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

Wentworth Parks' materials are characterised by Victoria styled developments that add to both the heritage character of the Peninsula.

- Red heritage style brickwork
- Victorian style balustrading
- Jack-arched windows
- Fine grain developments



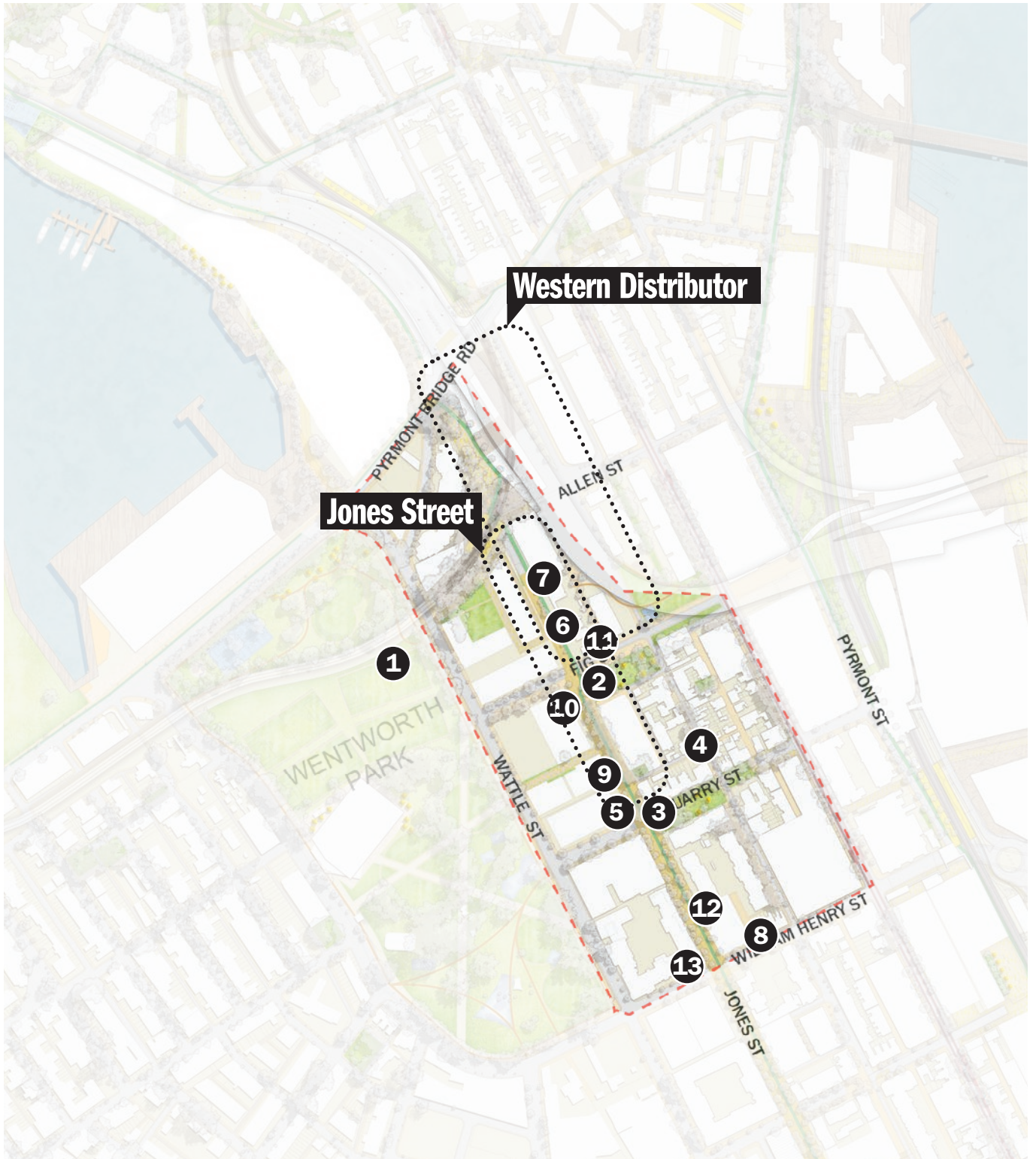


Figure 4.7.5 / Plan of Wentworth Park Character Area (Hassell)

## Western Distributor

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

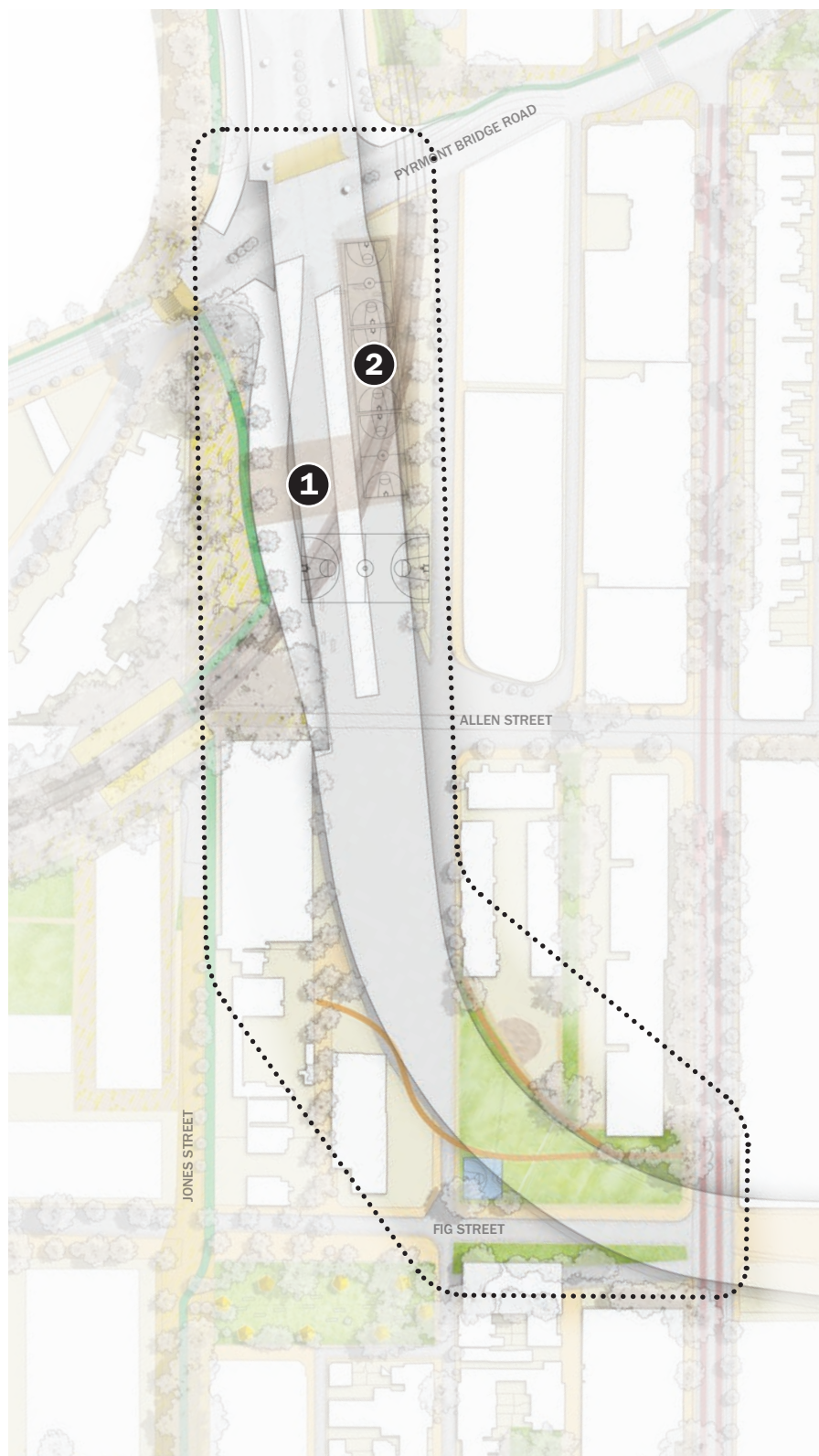


Figure 4.7.6 / Plan of Western Distributor Character Area and images (Hassell)



## Jones Street

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

### Objectives:

Future planning and development of Jones Street could contribute to:

1. Adapt old wool stores that span Jones Street into viable and activated land use activities.
2. Extend the Jones Street cycleway.
3. Adaptively re-use Old Wool Stores along Wattle-Jones streets as urban warehouses for commercial and creative industries, including affordable employment and creative live/work space
4. Provide 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.
5. Extend the Jones Street cycleway north to Pyrmont Bridge Road and provide a crossing of Pyrmont Bridge Road.



Figure 4.7.7 / Plan of Jones Street Character Area and images (Hassell)

# 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.

## An integrated transport interchange



Figure 4.8.2 / Sketch highlighting the future transport interchange and key routes (Hassell)

- Create a new transport interchange linking the new metro station to surrounding public and active transport including Harris Street transport corridor, Blackwattle Bay Ferry, Inner West Light Rail, foreshore walk, active transport loop and cycle facilities.
- Integration of key routes with interchanges to maximise access to and from public and active transport facilities.

## Activated and connected harbour foreshore walk

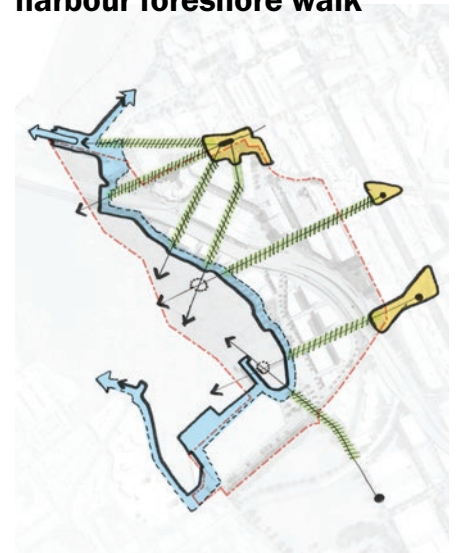


Figure 4.8.3 / Sketch highlighting the future foreshore walk and key links from open space at topographic high points (Hassell)

- 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: The INSW proposal for Blackwattle Bay is subject to a separate planning assessment process as a State Significant Precinct.**



## Blackwattle Bay Sub-precinct Structure Plan

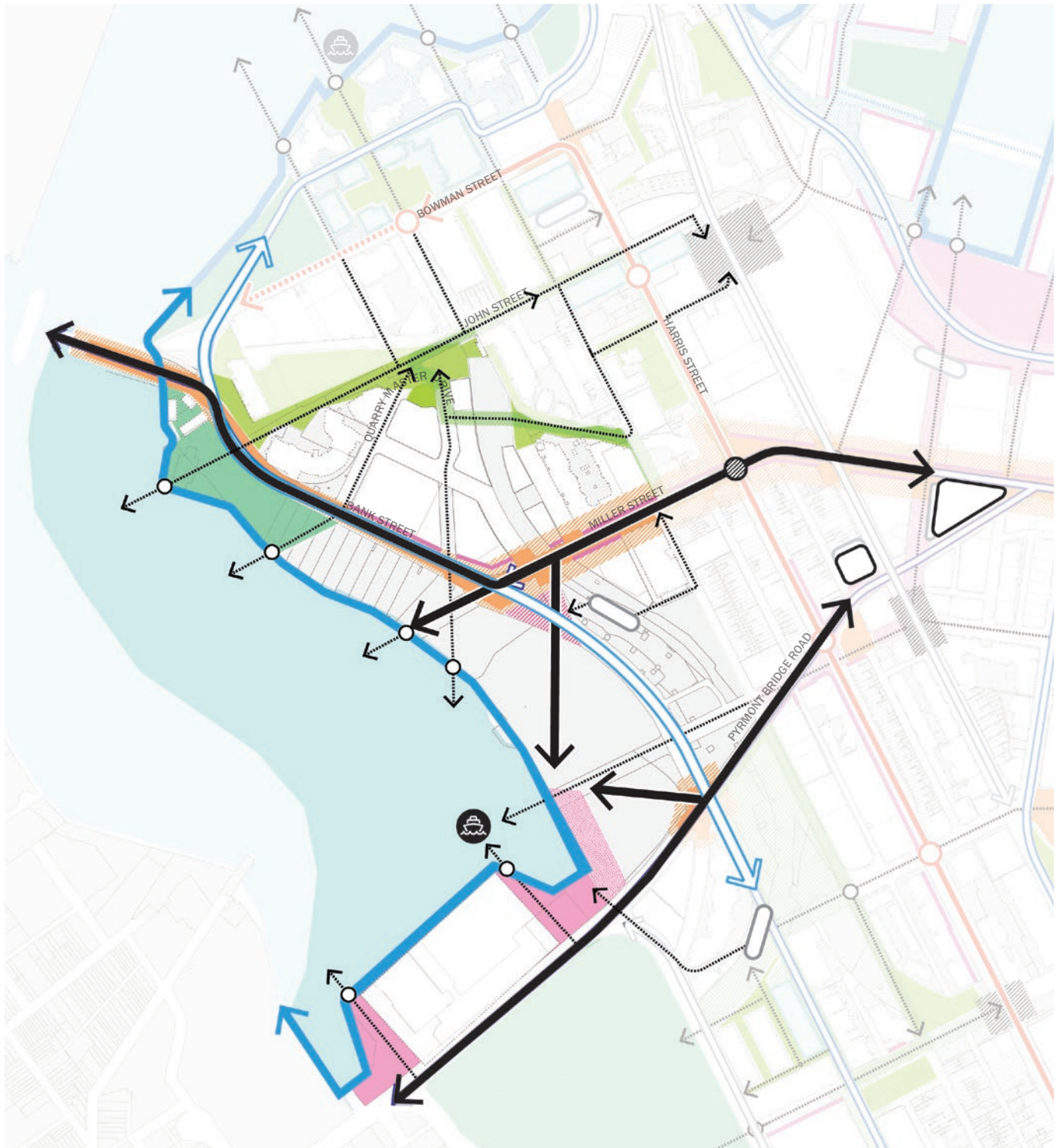


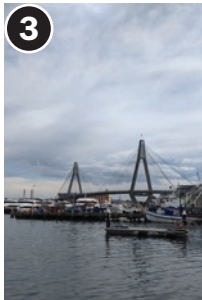
Figure 4.8.4 / Blackwattle Bay Sub-Precinct Structure Plan (Hassell)

### Legend

	Foreshore Walk		24/7 Entertainment Precinct		Key Movement/Place Corridor
	Secondary Foreshore Route		Entertainment Through Links		Key Junction
	Active Transport Loop		Foreshore Area		Key Local Junction
	Regional Route		Active Frontages		Regional Open Space
	Vehicle Access and Servicing Route		Existing Ferry		Local Parks
	Local Routes		Suggested Ferry		Key Local Movement
	Foreshore/Open Space Activation Node		Existing Light Rail		Community Space
			Future Metro Sites		
			Possible Transport Interchange		

# BLACKWATTLE BAY CHARACTER AND EXPERIENCE

## Landscape

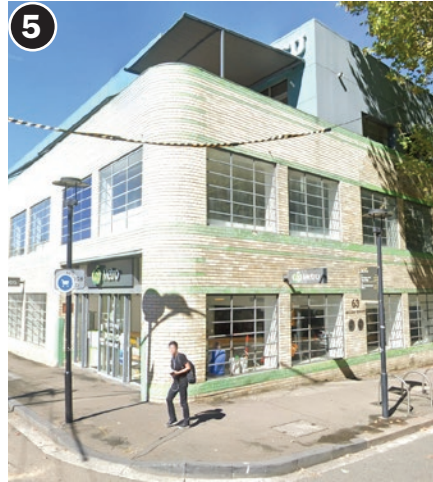


1. Carmichael Park
2. The Knoll
3. Bridge Rd
4. Saunders St

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.

- Harbour foreshore walk
- The Knoll
- Carmichael Park
- Jones Street Pocket Park
- Bank Street open space (proposed)

## Heritage

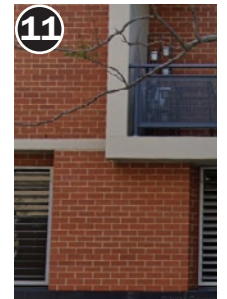
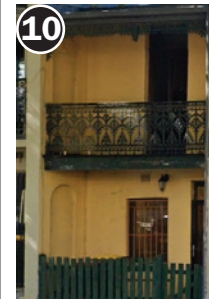
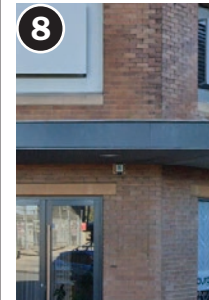


5. 63 Miller St
6. Pyrmont Bridge

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.

- The Aboriginal and working harbour heritage land use activities
- Old warehouse development

## Materiality



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

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

- Polychromatic brickwork
- Contemporary architectural styles
- Victorian style balustrading



## Character Areas

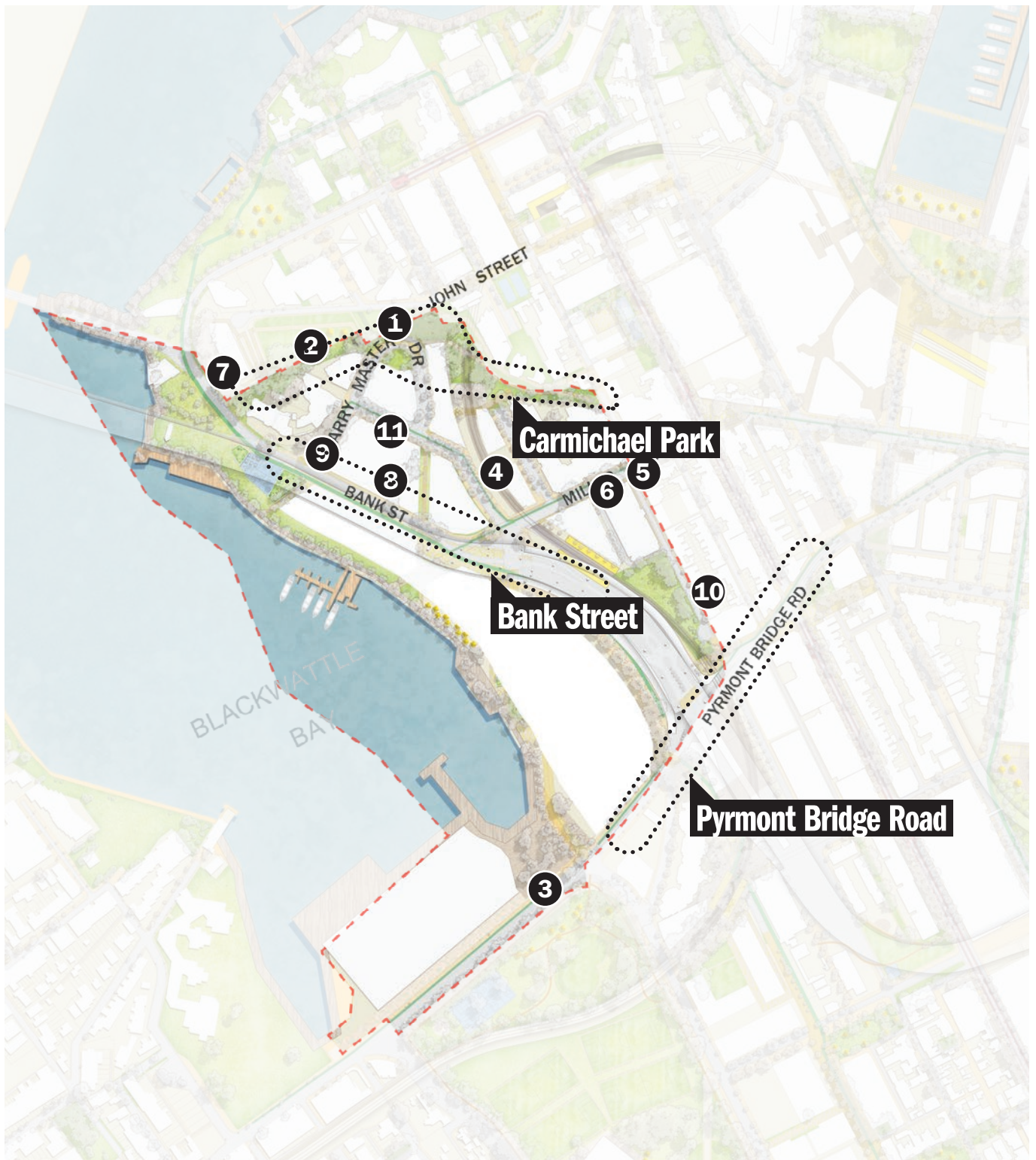


Figure 4.7.5 / Plan of Blackwattle Bay Character Area (Hassell)



# BLACKWATTLE BAY CHARACTER AREAS

## Pymont Bridge Road

Pymont Bridge Road is an integral movement network for the Pymont Peninsula which 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 community uses nearby to Pymont Bridge Road.
2. Extending cycling opportunities to Pymont Bridge Road.
3. Enhancing of the pedestrian environment that supports access between SFM, 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
4. Investigating land under the Western Distributor between Pymont Bridge and Allen Street for community uses.
5. Extending the Jones Street cycleway north to Pymont Bridge Road and provide a crossing of Pymont Bridge Road.
6. Providing for an active transport crossing at Pymont Bridge Rd and a new bus route between Bridge Road and Pymont Bridge Road.
7. Co-ordinating and collaborating with key government agencies (including the City of Sydney and Sydney Metro ) to identify and action opportunities that deliver a high quality pedestrian network linking Blackwattle Bay with Pymont Metro Station.

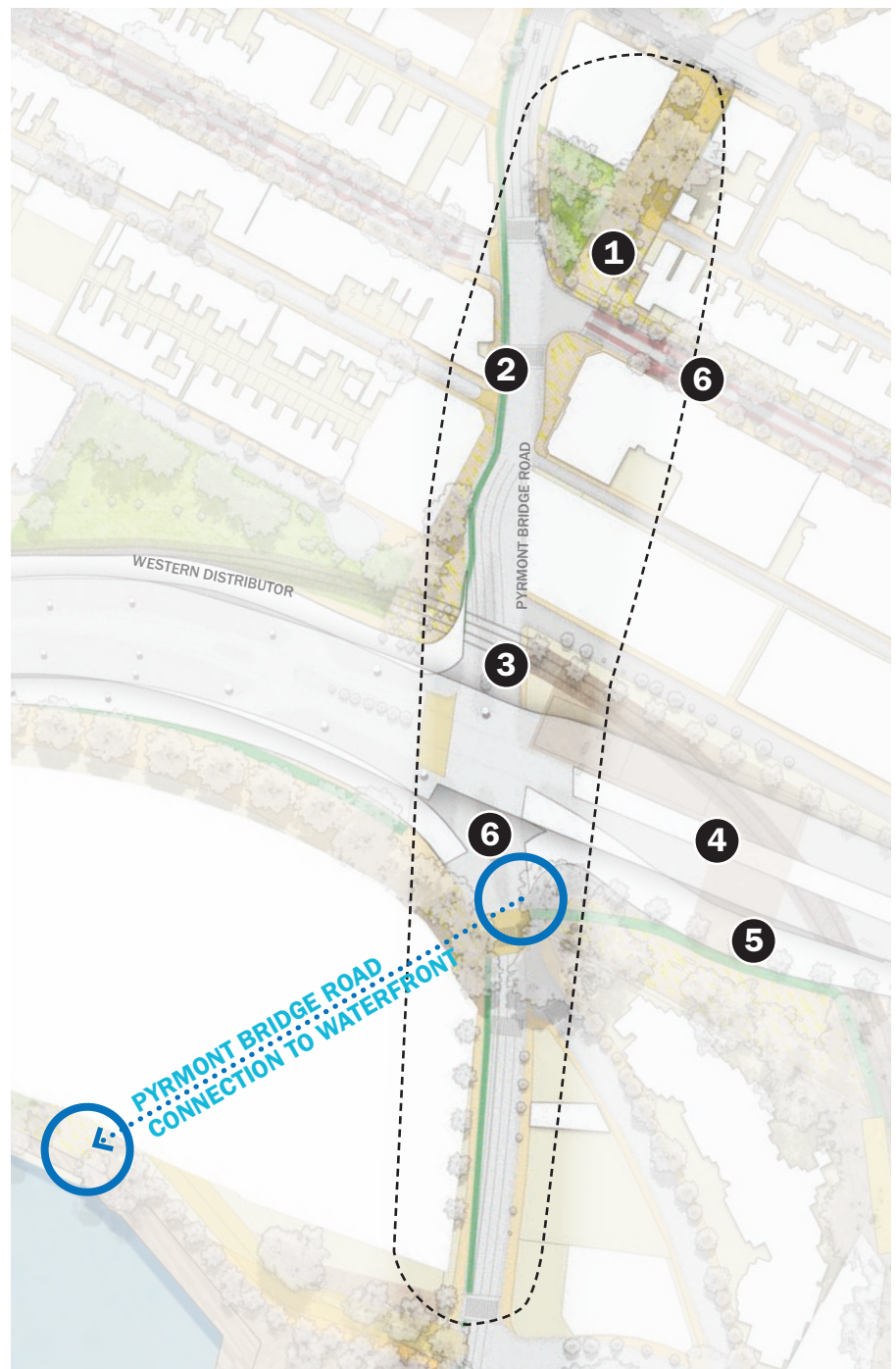


Figure 4.8.6 / Pymont Bridge Road Character Area and images (Hassell)



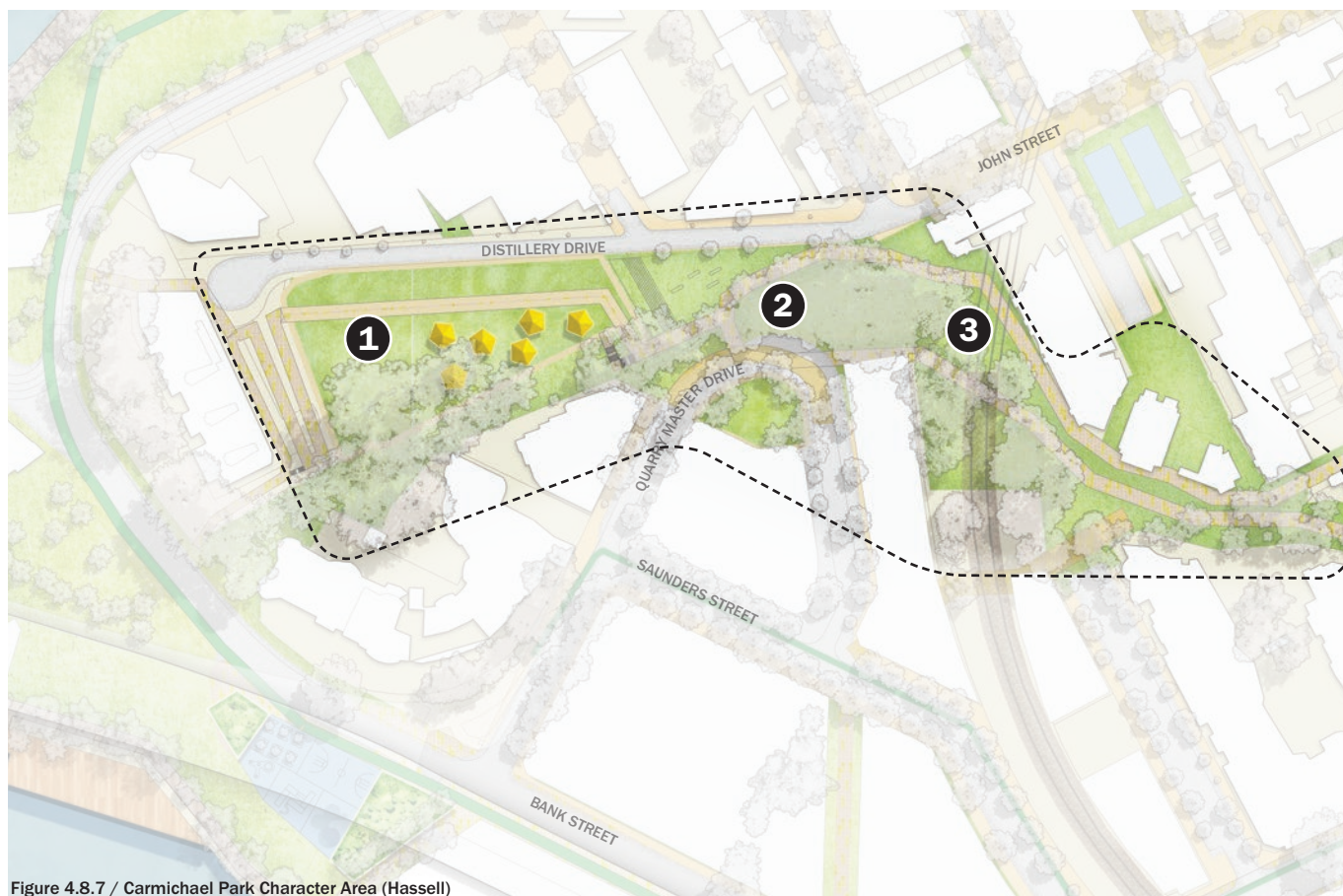


Figure 4.8.7 / Carmichael Park Character Area (Hassell)

## 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. Enhancing its biodiversity function.
3. Providing adequate infrastructure to expand Carmichael Park while improving connections to The Knoll and Jones Street Pocket Park.



Figure 4.8.7 / Carmichael Park Character Area and images (Hassell, Sydney Harbour Trust)



## 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. Enhance 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. Enhance 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.
4. Investigate 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.

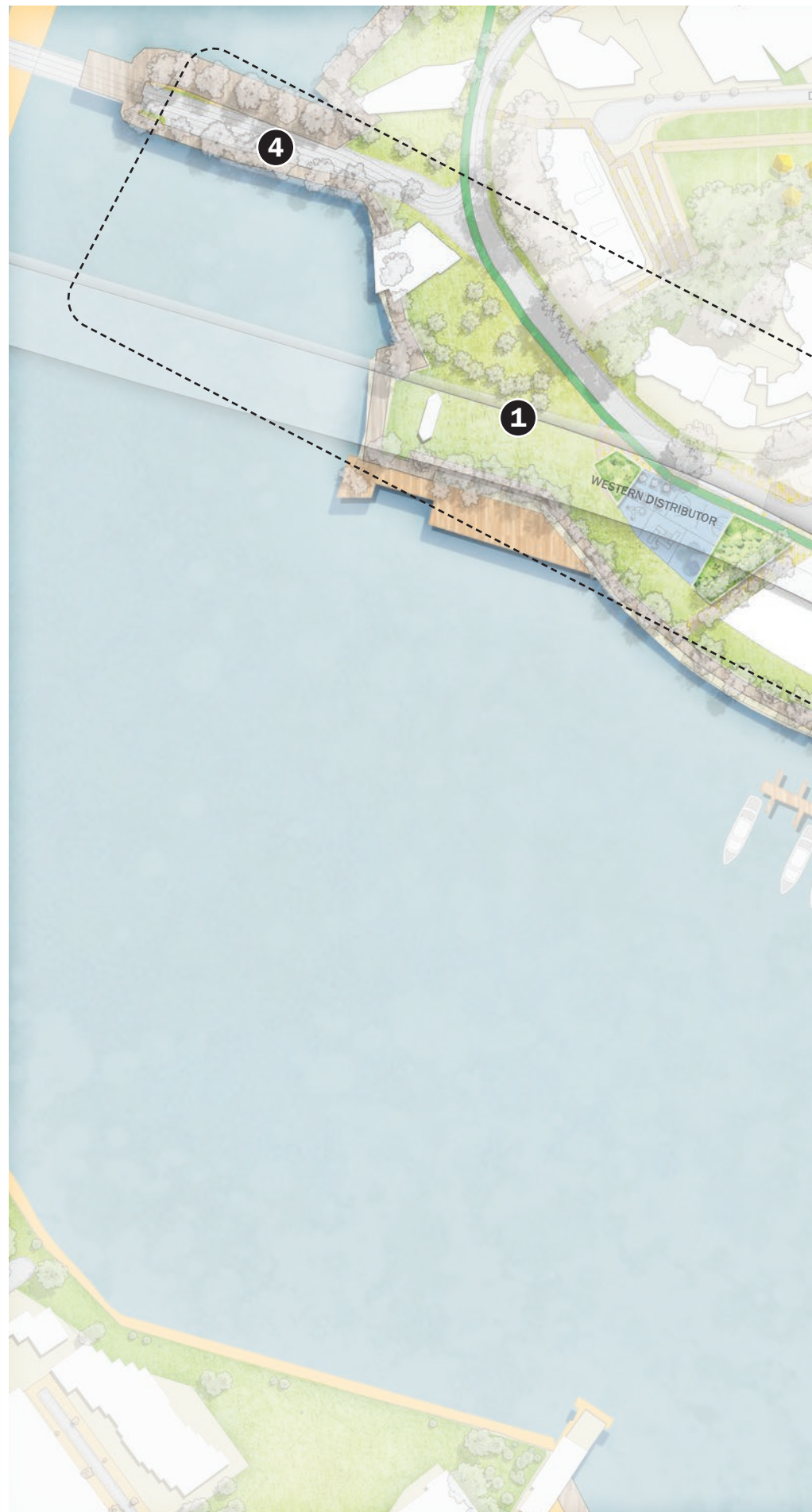
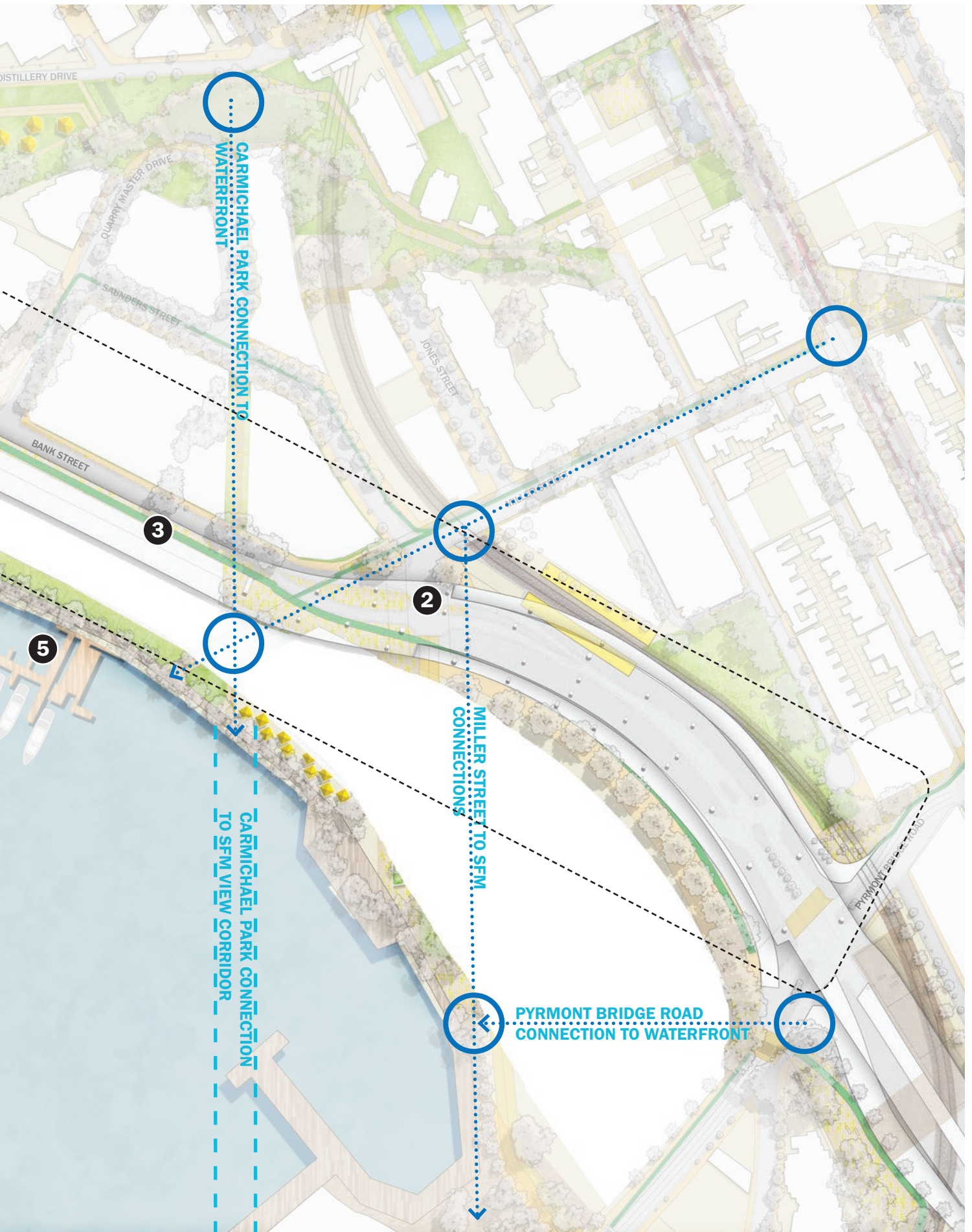


Figure 4.8.8 / Bank Street Character Area and images (Hassell)









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