

Pyrmont Peninsula Place Strategy

Volume I | Project Analysis

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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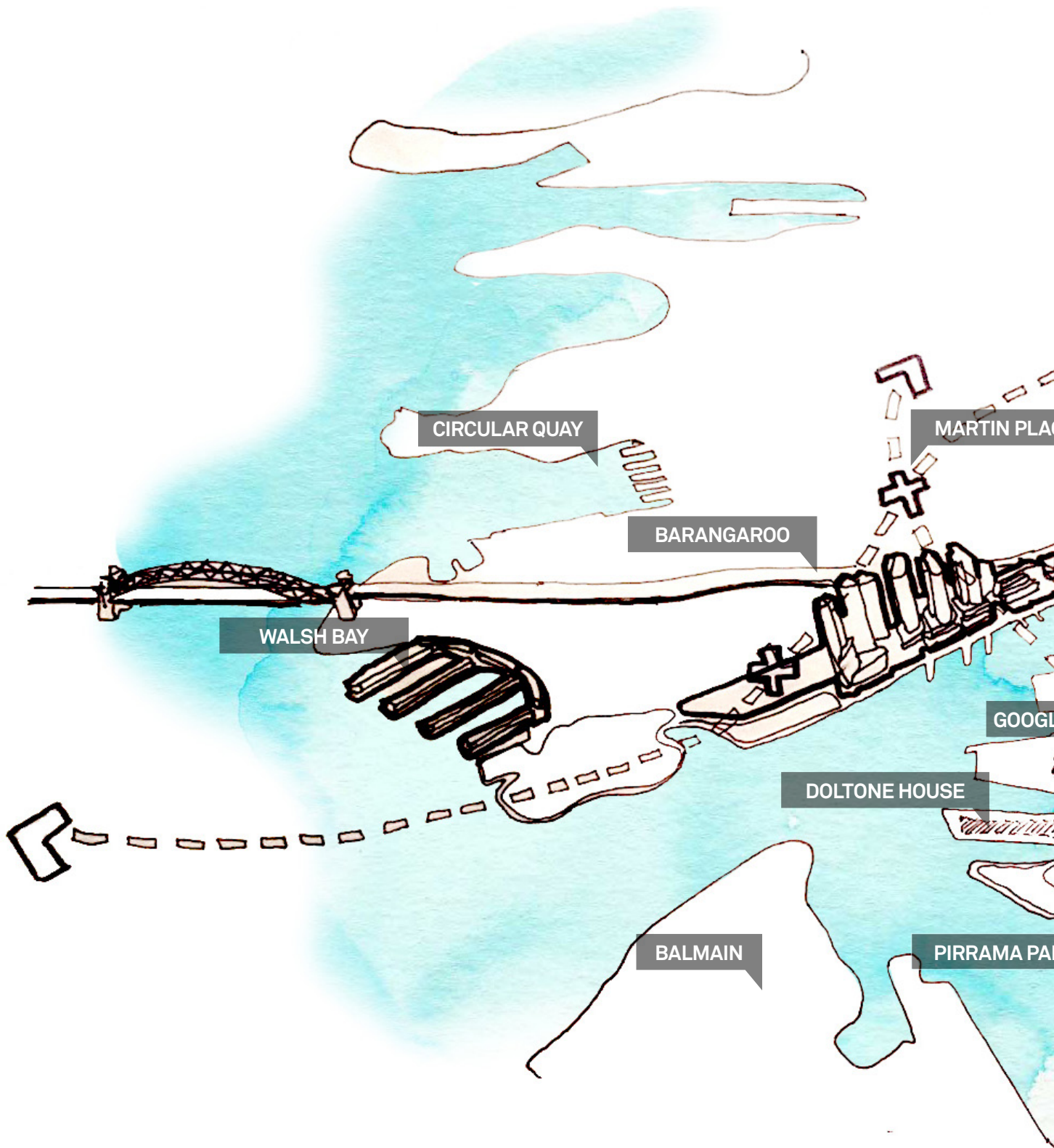
This report has been
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Planning,
Industry &
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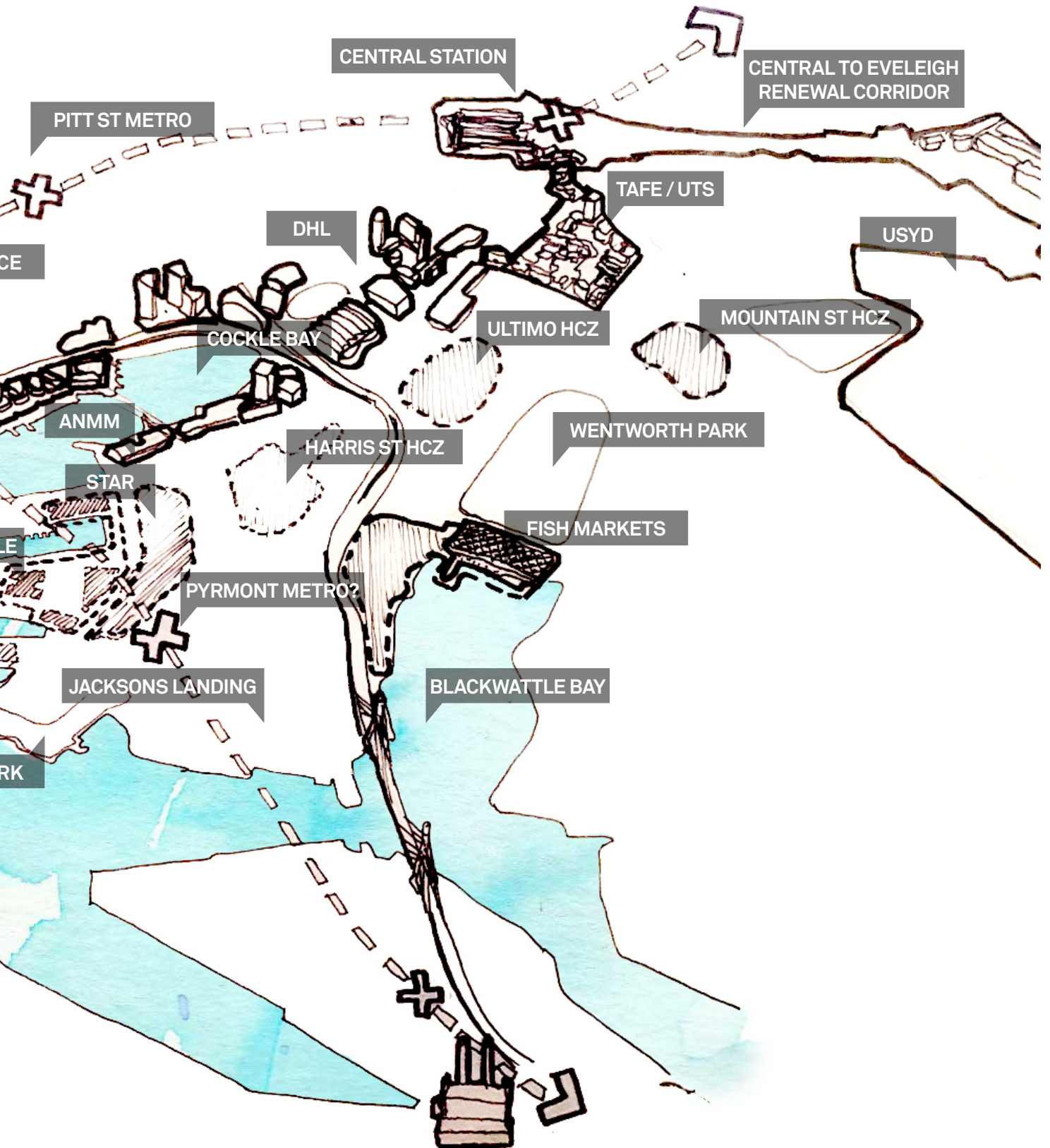
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1

Introduction



Pymont Peninsula is home to a unique mix of heritage fabric, diverse residents, creative industries and international destinations.

It has a key role in driving connectivity along the Innovation Corridor to link Sydney CBD, Central to Eveleigh and future Bays West precincts. It will leverage its heritage, event, education, media and technology anchors to provide benefits to the entire Harbour CBD.

Executive Summary

The NSW Government has initiated work to plan for the future growth and enhancement of the patchwork of communities and precincts described as the "Pyrmont Peninsula".

The key objectives of this work was outlined by the Greater Sydney Commission which are:

- Align development with the GSC Region and District Plans with particular focus on the role of the innovation corridor.
- Develop a place strategy.
- Implement the place strategy.

To assist in assessing opportunities that realise these objectives within the peninsula, Hassell in collaboration with the project team, the NSW Department of Planning, Infrastructure and Environment (the Department), NSW Treasury and Transport for NSW is preparing a strategic framework for discussion with stakeholders and the community.

The Framework is a high-level document that:

- Considers the broader physical, historical and cultural context.
- Informs the decision making on opportunities within the study area.
- Is a basis for stakeholder discussions, public consultations and potential Government endorsement.

The project team commissioned by the Department has examined the broader relationship of the Pyrmont Peninsula to the 'Harbour CBD' as defined under the Greater Sydney Region Plan and Eastern District Plan. In doing so, opportunities to provide greater differentiation between the peninsula and Harbour CBD's precincts have been identified to foster it's unique economic purpose and role as a key connector in the fabric of Sydney's future growth and success.

The framework will outline necessary urban design considerations, potential projects and establishes a logic for evaluating the merit of future proposals.

The framework, when understood with the Economic Development Strategy and Implementation Plan, provide the best chance for an integrated peninsula that creates a connected and successful Harbour CBD.

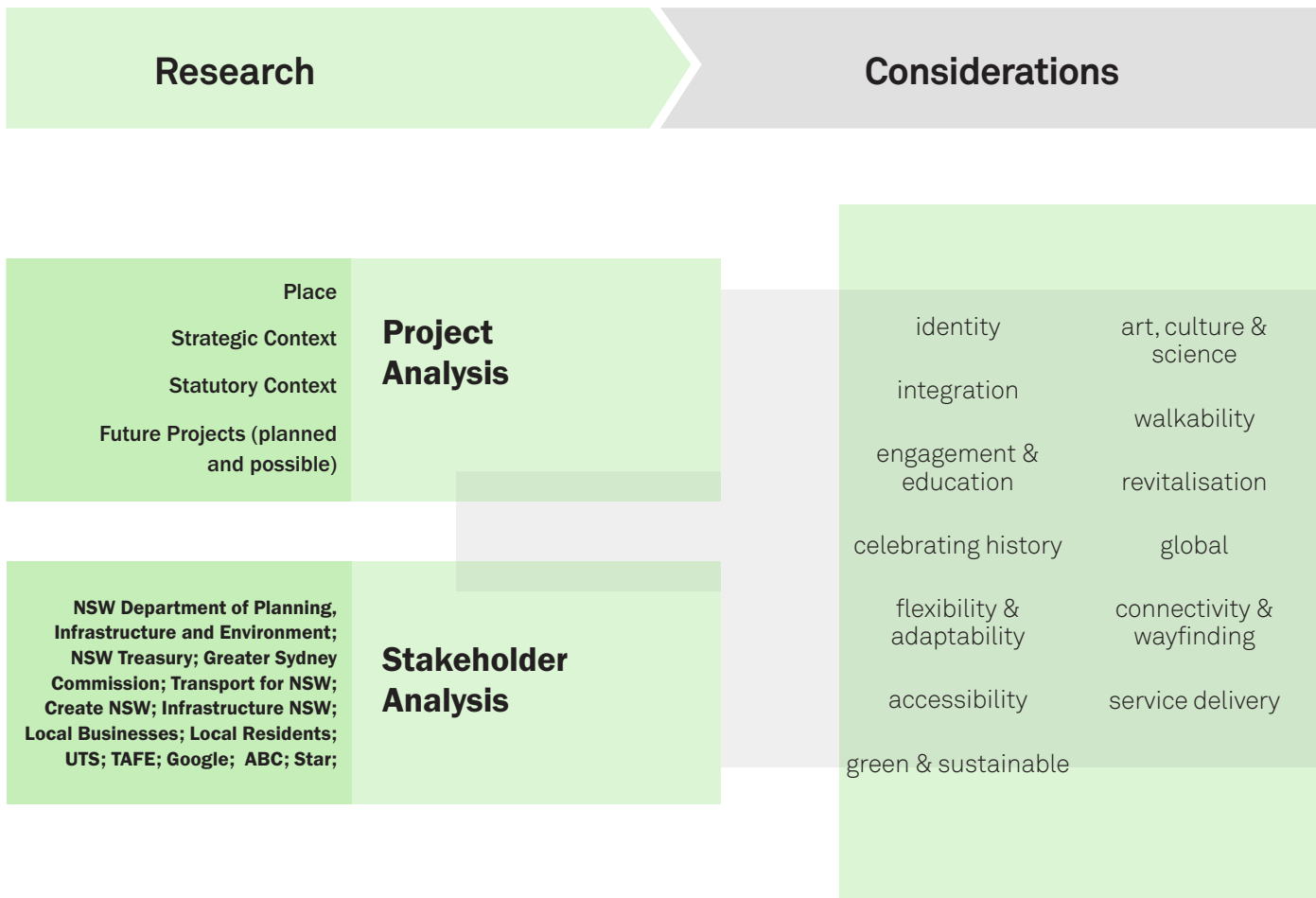
The framework provides Government with a spatial and urban logic to inform decision making in the peninsula, Harbour CBD and the relationship to the broader context.

This report is the first volume of the framework which consolidates the current strategic and physical context of the peninsula, creating a baseline understanding from which strategies for future change can be developed.

Place Strategy Structure

Volume 01 Project Analysis

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



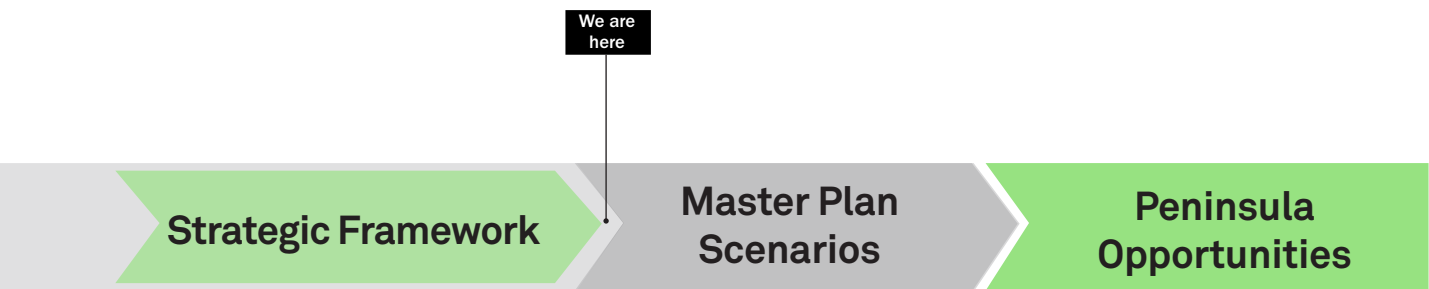
A thorough background analysis of the existing place, strategic plans and statutory context as they relate to the peninsula has been undertaken. Further input from a range of key stakeholders in the peninsula has identified key issues and opportunities that have informed the framework.

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

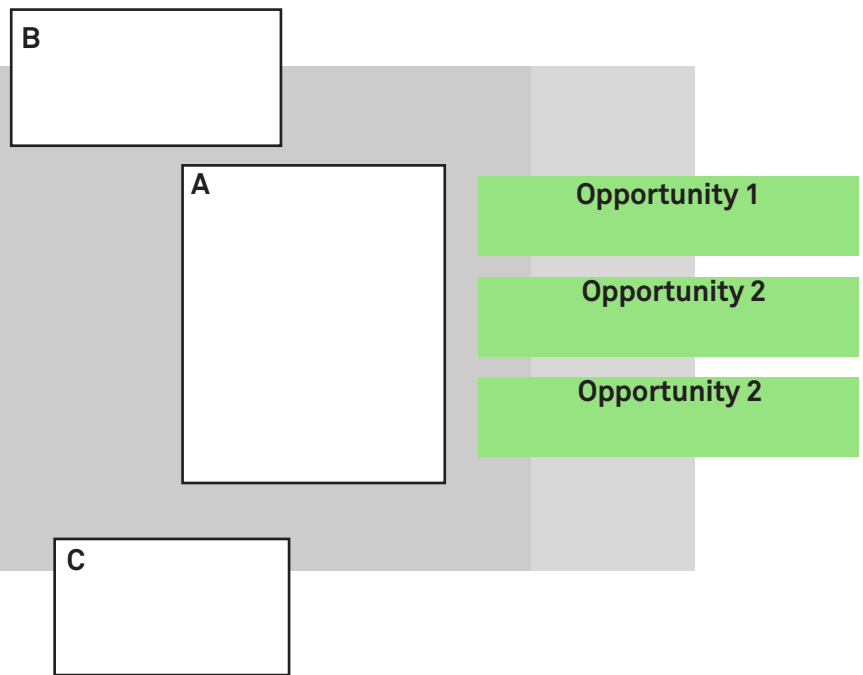
Volume 03
Master Plan
Scenarios

Volume 04
Implementation
Projects



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



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 scenarios 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.

A number of opportunities will be identified within the peninsula to deliver on the objectives set out in the framework.



02/Pyrmont Peninsula Place Strategy Study Area

Background

Since establishment of a British colony in Sydney Harbour and the displacement of Aboriginal people who lived in the area, the peninsula has been developed in an ad-hoc manner to meet the needs of the changing economy of Sydney as it has grown and expanded. It has seen intense change around the land/water interface and holds remnants from each stage of its history.

Whilst aspects of the peninsula have seen intense planning, renewal and investment, there has not been a clearly articulated and integrated framework for the peninsula – one that secures its cultural meaning, improves connectivity and legibility and enables a more cohesive approach to guiding development since Sydney Regional Environmental Plan No. 26 – City west was prepared in the 1990s.

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'.

The peninsula is a key residential and employment area for the City with the highest population density for the Metropolitan Area and an even greater worker population alongside international and metro destinations of Darling Harbour, Sydney Fish Market, Powerhouse Museum and TAFE/UTS.

Purpose

The project purpose is to develop a vision and plan which will allow for Pymont 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 the current conditions that will impact on propositions for future change within the peninsula.

The framework recognises previous work undertaken by organisations including Infrastructure NSW, Create NSW and the City of Sydney but seeks to find a broader and shared position based around a 'neighbourhood' or 'sub-precinct' approach to 'place' in the context of the Harbour CBD, City Centre and Innovation Corridor.

It is a design-led methodology, seeking to balance the multiple and sometimes competing agendas, establishes a spatial and urban logic that can inform decision making at various scales for the area, respect heritage, grow communities, and fostering a public experience.

It anticipates the following:

- Connectivity through and within the peninsula that is focused on people and the street experience is critical for the broader success of the innovation corridor including Bays West and the Camperdown-Ultimo Collaboration Area.
- Harris Street and Pymont Bridge Road are key streets that provide identity and connectivity which will drive economic growth if the current emphasis on regional vehicle movements are reduced.
- A continuous active transport loop which extends around the peninsula to connect the Camperdown-Ultimo Collaboration Area to the Bays Precinct and SITP via Jones Street, Banks Street, Bowman Street, Pirrama Road, Murray Street, Pymont Street and the Goods Line will enable business to business movements that enables collaboration and innovation.
- The reconfiguration of access to and from the Western Distributor will enable the place based outcomes desired to overcome topography and expand the sense of place that is loved by Pymont residents and workers.
- Investment in sustainable precinct based infrastructure and the public realm is required to deliver on the strategic objectives of the Metropolitan Region Plan and deliver the 30 minute city at a local level.

Role of the document

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

To support this vision, this analysis report consolidates the strategic and spatial understanding of the peninsula and defines a series of challenges, constraints and opportunities to be addressed under the structure plan and sub-precinct master plans.

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

- Recognising NSW Government commitments for provision of a new fish market building.
- Recognising the NSW Government commitment to retain the Powerhouse Museum in Ultimo.
- Recognising and evaluating the existing master plans, frameworks and studies that have been prepared for the study area.
- Understanding the many relationships and barriers (topographic and infrastructure) within and around the peninsula.
- Working with diverse stakeholders (including State and Local Government) to achieve a shared vision.
- Consideration of the current and future use of important buildings and spaces.
- The need to articulate a clear framework for the assessment, design and delivery of future proposals.

Lessons to be Learnt

A benchmarking study was undertaken to examine the ways in which the Pyrmont Peninsula Place Strategy could learn from how other jurisdictions have grappled with developing places that have certain thematic correlations to the Peninsula.

This study took as its primary objective to research and understand relevant precedents for complex city centre fringe areas undergoing natural transition to higher intensity use.

This objective was further filtered through the layers of:

- Adjacency to water.
- Clustering of innovation focused industries.
- Heritage areas and fabric.
- Presence of residential communities.

This study identifies a number of key considerations when addressing aspects of growth within the peninsula.

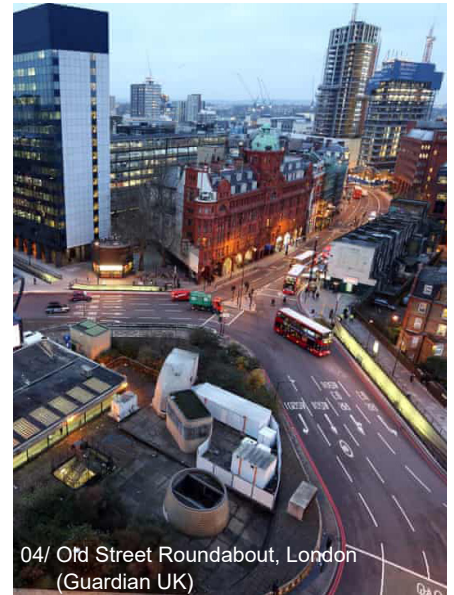


03/ Pearl St Triangle, DUMBO (Totem Brooklyn)

Good governance and investment in place over the long term provide for good growth.

In 2012 a coalition of entities commenced work on a strategic plan to ensure that the nascent tech cluster of Down Under Manhattan Bridge Overpass (DUMBO) would continue to grow through ensuring adequate office space, activation of underutilised areas and bridge the gap between start-ups and established businesses.

Unveiled in 2013, the strategic plan for the 'Brooklyn Tech Triangle' identified a range of projects that have been implemented across governance, connectivity, infrastructure, public domain, land use and identity by public and private sector. In 2016 the number of tech companies within the area had doubled and the strategy was deemed a model for economic development in urban areas by the American Planning Association.



04/ Old Street Roundabout, London (Guardian UK)

Focusing only on anchor tenants reduces diversity and innovation.

East London Tech City describes a geographic area on the fringe of central London which had seen a clustering of start-up tech companies focused on the Old Street Roundabout around 2008 as a result of cheap rents and proximity to the CBD.

Reporting by the Guardian UK in 2016 notes that whilst Government's aim to attract investment and relocation of anchor tenants was successful, commercial rents had doubled in the 8 years since its initial recognition leading many smaller innovative companies to move out of the area in order for their businesses to afford rents.

1 Introduction



Regional road infrastructure limits the benefits of public investment.

Southbank precinct is adjacent to Melbourne CBD, historically an industrial area the precinct experienced heavy urban renewal in the 1980's to transform into a dense mixed use precinct. Since 2000 there has been significant investment in the riverfront area which has created a vibrant night time destination anchored by the Melbourne Convention and Exhibition Centre, Crown Casino and Melbourne Arts Precinct however despite significant renewal, the benefits are largely restricted to the riverfront itself. The precinct is undermined by disconnecting road infrastructure which is reinforced by podium parking and an uninviting street public realm.

The 2010 structure plan recognises the need to reverse the impacts of arterial roads identifying overcoming disconnection, a new streetscape vision and connected, permeable neighbourhoods as critical to the future success.



A strong sustainability framework underpins good amenity.

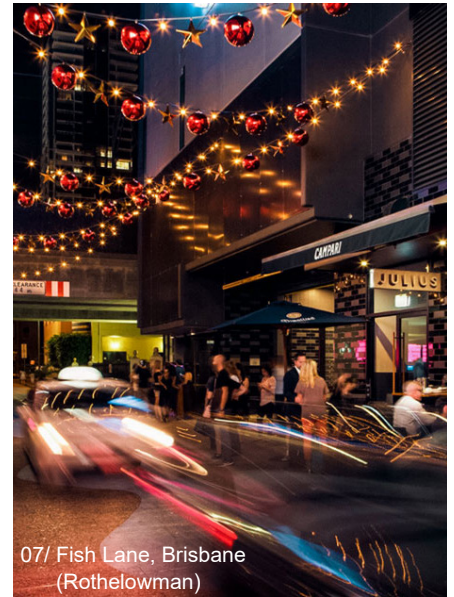
Managed by Waterfront Toronto, the Toronto Waterfront has a primary goal of creating vibrant and sustainable places for people who live, work, play and draw inspiration from the waterfront.

It has developed two sustainability frameworks (2005 and 2017) which highlight four strategic initiatives of sustainability, connectivity, affordability and innovation.

Its 2005 strategy addressed the 11 themes of energy, land use, transportation, sustainable buildings, air quality, human communities, cultural resources, natural heritage, water, materials, waste and innovation. It also contained performance measures to track progress against each.

To date it has enabled the construction of multiple commercial and residential projects, all of which have achieved gold or platinum LEEDS certification.

Investment in flood protection has added \$5.1bn to the Canadian economy and enabled development to meet ambitious targets like 20% of all residential units being affordable and that waterfront habitats are restored to vibrant and healthy aquatic ecosystems.



Incremental renewal alongside master plan precincts delivers a rich urban experience.

Sitting on the opposite shore of the Brisbane River from Brisbane CBD, South Bank contains many similarities to Darling Harbour with state convention and exhibition facilities, metropolitan museums and a mixture of land uses that have progressively back-filled the industrial land uses that have moved further away from the CBD fringe.

Behind the metropolitan anchors is West End which, despite significant gentrification in recent years, has maintained its reputation as a vibrant destination. Its live music venues are a cornerstone of this experience where small venues continue to be testing grounds for newer local bands and the comedy scene.

It has a strong presence of community pride and diversity of population supported by nearby Universities and TAFE.

1 Introduction



Delivery of infrastructure at the right time and location enables growth and private sector investment.

Similar to Pymont, Hafencity's orientation, water (the Elbe) and arterial road (Willy Brant Strasse) made integration of the precinct into the city's transport and connectivity network challenging.

Planned as a dense, mixed use city expansion, an essential requirement for sustainable development is an efficient public transit system. The city's transport master plan had been completed prior to Hafencity being conceived however, given the importance of the area to the economic growth of the City as a whole, planning for a Subway (U-Bahn) extension from the city centre was undertaken with construction commencing in 2015 servicing the west and central sections of the master plan area.

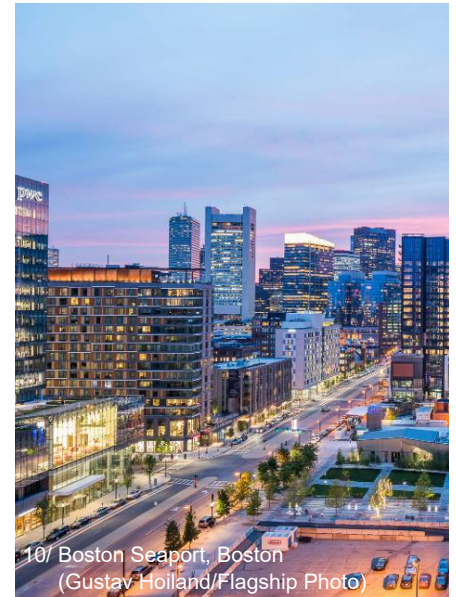
This initial investment has since been supplemented by construction of a regional rail station (S-Bahn) to provide access to its eastern edge.



Breaking down silos creates opportunity.

Seen as a first of its kind, Tata's investment in the Cornell Tech campus on Roosevelt Island was seen as a significant step in breaking down the barriers between research institutions and the private sector.

Unlocking institutional silos through co-location of business and research is identified as a key way to accelerate the commercialisation of research breakthroughs.



Social diversity requires social investment locally.

Reporting in 2017 and 2019, the Boston Globe noted that despite the economic success of the Boston Seaport renewal, it was perhaps the city's 'whitest and most exclusive neighbourhood'.

Similar to Sydney, The City of Boston provides a requirement that developers contribute to affordable housing however this need not be provided within the development area. The result is an 'innovation precinct' which, combined with its poor public transport, has created an exclusive area where the significant benefits of public investment in an accessible waterfront and public space are restricted to those who can afford to be in the area.

1 Introduction



11/ Pyrmont Peninsula



12/ Brooklyn Tech Triangle



13/ East London Tech City



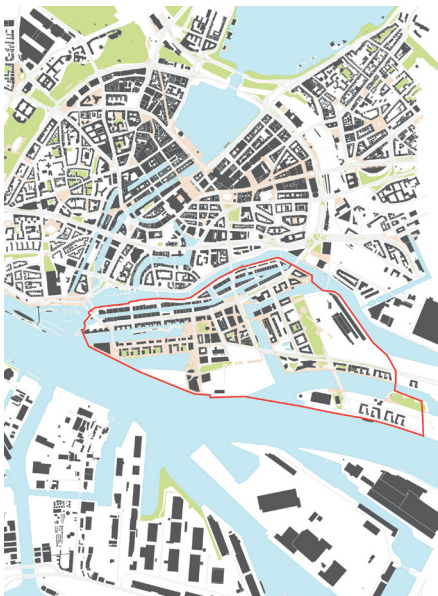
14/ South Bank Melbourne



15/ Toronto Waterfront



16/ South Bank & West End Brisbane



17/ Hafencity, Hamburg



18/ Roosevelt Island, New York



19/ Boston Seaport



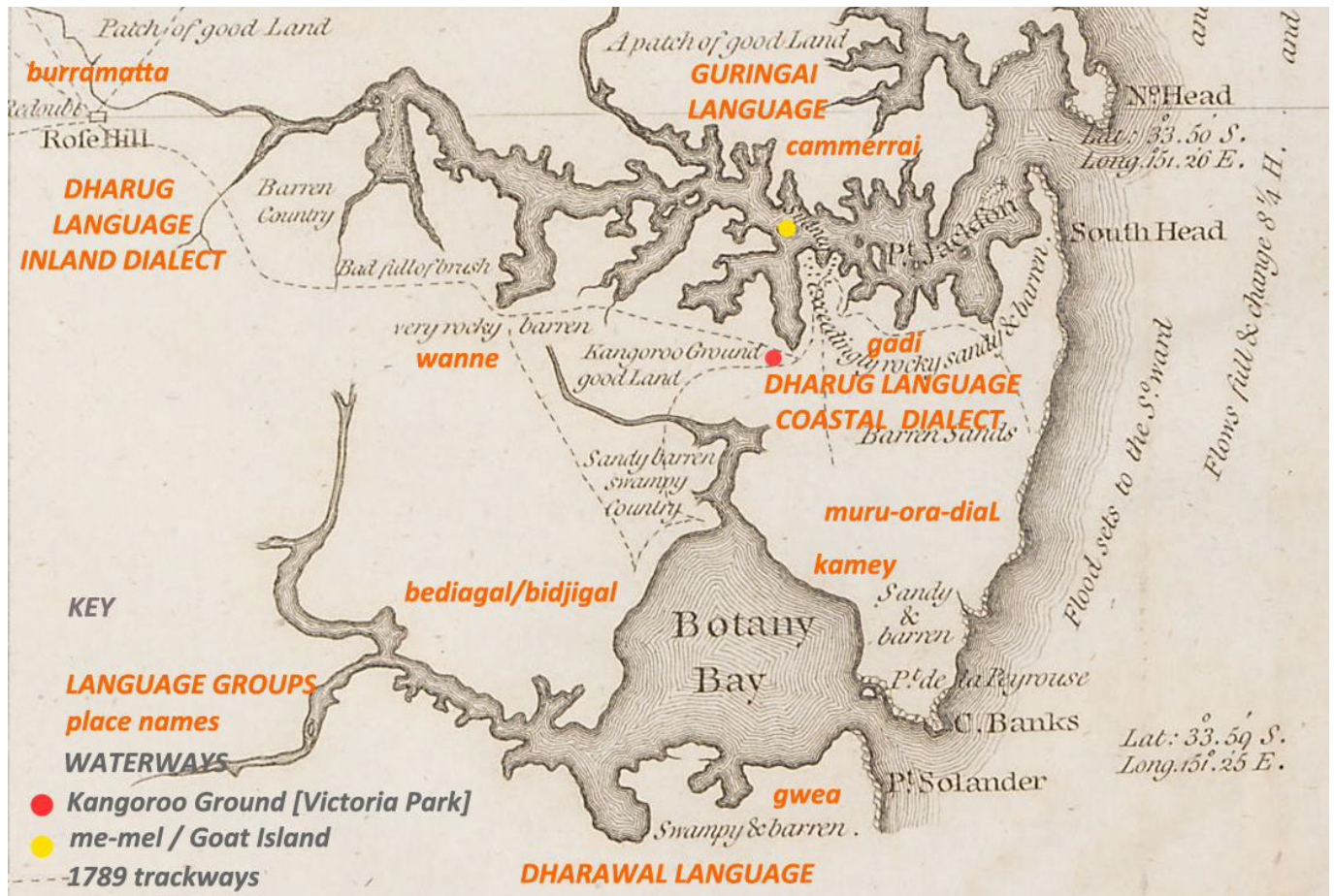
20/ Watermark: Eora Country in 1793 showing the distribution of language groups and the approximate location of "kangaroo ground", Map: Walker, J. Overlay by Anne Burgess (2018)

2

Historic Context



2 Historic Context



21/ Eora Country in 1793 showing the distribution of language groups and the approximate location of “kangaroo ground”, today’s Victoria Park, marked with a red dot and the island of Me-mel, today’s Goat Island, a Wangal landmark. Map: Walker, J. Overlay by Anne Burgess (2018)

A place of occupation and meaning for millennia

There is general consensus that Aboriginal occupation of Australia has existed for 60,000 years and certainly for many thousands of years before the arrival of the first fleet in 1788.

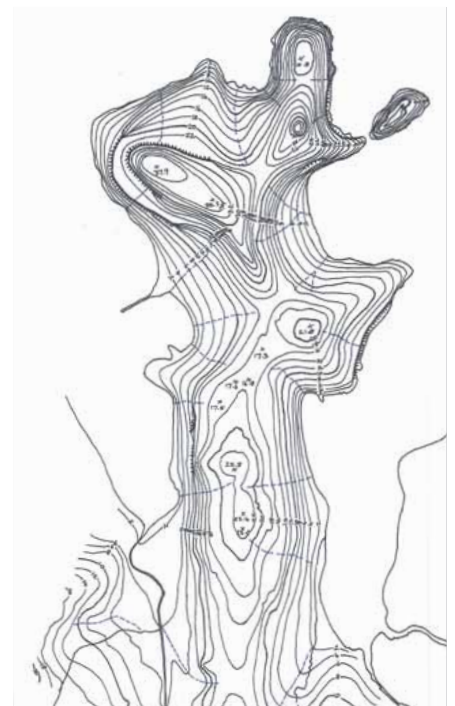
Blackwattle Bay is noted under the Blackwattle Bay Aboriginal Cultural Advice and Community Engagement Findings Report as the home of the Wanngal, with their county starting at Memel (Goat Island) and extending west to Parramatta. The Gadigal lived to the east in the current CBD with Pyrmont Peninsula potentially being a natural border between these two clans.

Sydneybarani.com.au notes evidence of settlements in the area

near Broadway between Mountain Street and Blackwattle Lane.

This place was Pirrama (rocking stone), a recognition of its robust yet dynamic geological foundation.

Its complex ecologies of harbour edges, creeklines and swampy bays, flat fields and bushland were places of occupation, hunting and fishing. The area around Ultimo was likely a favoured kangaroo hunting ground. To the west, a freshwater creek (later known as Blackwattle Creek) flowed from swampy lands through a valley thick with wattle trees into the harbour. To the east, a unique fresh water source – a natural spring.



22/ Reconstruction of Pyrmont Peninsula’s original topography (John Broadbent, 2010)

A layered and evolving place



23/ A View in Port Jackson 1789, Richard Cleavelly, from the collections of the State Library of New South Wales [a7225030 / DL PXX 84, 30]

A source of natural sustenance

Just as the lands and waters of Pirrama had sustained people for many generations, its natural richness attracted the interest of early colonialists.

Captain John Macarthur led a picnic expedition to the peninsula in December 1806, its natural spring inspiring the naming of Pymont (the same name as spa town in northern Germany).

It is reported that colonial occupation of the peninsula was relatively limited up until the 1830s, with the original people remaining there for many years, observing the growing colony across the harbour waters.

An era of land subdivision and development had begun.

In 1795, Thomas Jones was granted 55 acres of land at the northern end of the peninsula, soon after sold to Obadiah Ikin, then to Captain John Macarthur for a gallon of rum.

Ultimo was established as the estate of Doctor John Harris, a 34 acre grant by Governor King in 1803.

This area was used as farmland for more than 50 years, when Harris subdivided and sold off much of the land. A grid of streets and blocks was created at this time, laying the foundation for the contemporary urban structure of the peninsula.

The Harris family also constructed the first residences of the area, a terrace row on Wattle Street.



24/ Pymont, showing cattle in a field with sandstone boulders c1871, American & Australasian Photographic Company, from the collections of the State Library of New South Wales [a5743127 / PXA 933/127]



26/ Sandstone details Pirrama Rd, Pymont: Photography Jean – Francois Lanzarone



25/ Tischbauer, 1893, Pymont Quarry

A resource for building the city

By the mid nineteenth century, the Pymont Peninsula was a focus of industry, trade and production – the powerhouse of the emerging modern city.

The first major industrial incursion occurred in the 1840s, when Darling Island was joined to the mainland, forming the city's main shipyard. Subsequent wharf, factory and warehouse development saw the draining of swamplands, covering of creeklines and modification of the harbour edge. A new goods line, carved through the peninsula, linked industrial sites to the greater Sydney region. The first Pymont Bridge, opened in 1858 with the current swing bridge built in 1902.

Pymont is renowned for its quality sandstone – and the major quarries established to extract this precious resource. Charles Saunders, also licensee of the Quarryman's Arms Hotel, was the biggest quarrymaster, overseeing three quarries nicknamed Paradise, Purgatory and Hell Hole. Pymont sandstone was used to build Sydney Town Hall, the University of Sydney and magnificent civic buildings on Macquarie and Bridge Street.

By 1900, the peninsula was home to more than 30,000, many who worked locally.



27/ County Council of Sydney stone yard, Wattle Street Pymont, 1930s [A-00022729]



27/ Sandstone disturbance through quarrying and railway/wharf construction on Pymont peninsula (John Broadbent, 2010)

2 Historic Context



28/ Darling Harbour 1946, NSW Records [A014001417]



29/ Plan of Sydney with Pymont, [M2 8.11.17/1836/2]

An exploited and degraded environment

Pymont's role in building the modern city is clear – as is the impact of the extractive industries that it housed. The peninsula became a place of abrupt cuttings, modified water edges and contaminated land. Natural systems were disrupted, communities forced to live alongside noisy and unhealthy industries.

In the mid twentieth century, many industries closed down or relocated to cheaper suburban locations. The community followed, with the population of the peninsula dwindling to less than 2000 by the 1980s.



30/ Pymont Power Station & Pymont Goods Yard, Jane Bennett 1988

Major industrial employers – including the Ultimo Powerhouse, Pymont Power Station and CSR factory – closed operations. These sites sat derelict for a number of years.

The Western Distributor, linking the Sydney Harbour Bridge to the western suburbs, was built in the 1970s. This elevated motorway effectively sliced the peninsula in two, disconnecting the communities of Pymont and Ultimo.

More than ever, the peninsula was seen as a place to pass through on your way somewhere else. A second motorway proposal, the North Western Expressway, would have obliterated much of Ultimo.

This time, local residents worked with the Builders Labourers Federation to impose a green ban on the project, effectively setting in place a new appreciation of and direction for the peninsula.

2 Historic Context



32/ Inner West Light Rail, Transport for NSW



31/ Affordable housing on Macarthur Street.
Photograph by Eric Seirens



33/ Union Street Square, Real Estate View

A place of innovation and transformation

The strategic potential of Pyrmont Peninsula was recognised and supported under the federal government's Better Cities Program. In 1992, the City West Development Corporation was created to oversee the renewal of the peninsula, focused on housing provision, employment opportunity and the rejuvenation of streets and public spaces.

New models for the design and delivery of housing were created. Under the newly created City West Housing (CWH), a diversity of market, affordable and social housing was created, with design competitions and new quality standards setting the agenda for subsequent urban renewal across the city.

Derelict industrial sites were turned into residential neighbourhoods, office precincts and community assets. Heritage buildings transformed into contemporary apartments and workplaces.

The existing goods line was reworked as a commuter light rail, linking the community with the city centre. New parks were created at the harbour edge and existing squares like Union Street Square becoming the focus for growing communities.

Within this degraded and difficult context, a new era of innovation and transformation had begun.



34/ Aspire (light sculpture), Warren Langley 2010



35/ Cockle Bay, now Darling Harbour c1819-20 By Major James Taylor From the collections of the State Library of New South Wales [a928747 / ML 941]

An opportunity for a new urban approach

And now, there is the opportunity to consider the next phase of the transformation of the Pyrmont Peninsula.

Pyrmont-Ultimo SA2 is the second densest populated region in NSW and third nationally after Melbourne and Potts Point-Woolloomooloo according to the 2016 ABS census data. The peninsula is now home to more than 20,000 people, and even larger worker population which accounts for 7% of the City of Sydney's GDP. It is the focus for a growing innovation industry, where global tech firms are headquartered alongside Australian start-ups.

It has historic terrace house neighbourhoods and significant

heritage buildings. It also has a major university, cultural institutions, the ABC headquarters and one of the world's biggest fish markets.

Since 2011, the NSW government has invested in a new and expanded Convention, Exhibition and Entertainment Precinct, developed master plans for a new fish market, undertaken planning for a new Powerhouse Museum in Parramatta and is considering investing in a new metro station within the peninsula.

This interest has been accompanied by private sector proposals for Harbourside and The Star as well as the loss of anchor companies to other locations in the metropolitan area. The need is apparent for

a coordinated planning regime that is place based to ensure that growth of the unique communities of residents and businesses are properly managed.

Pyrmont Peninsula has limitless potential.

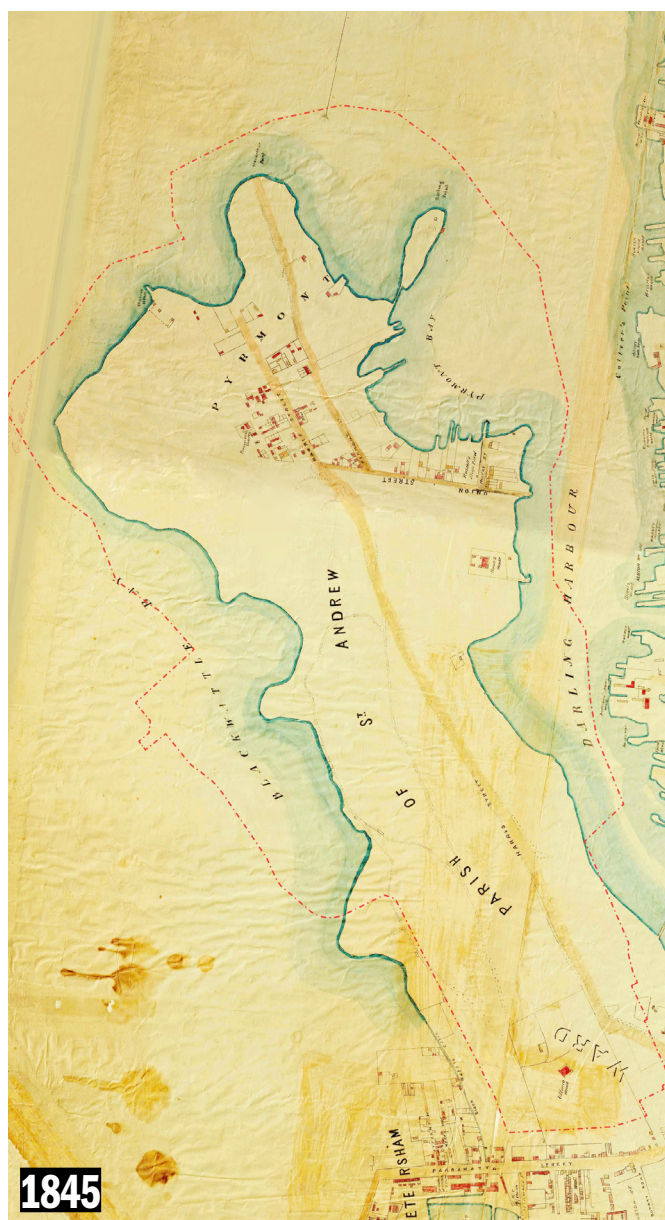
It also has a long and significant past, a place with a story that stretches back millennia. It is a quintessentially Sydney place, a rocky peninsula surrounded by glittering blue.

This richness and complexity of the peninsula requires a new urban approach – one that can protect all that is valued in this place, while envisaging the next step in its evolution.

Historic development

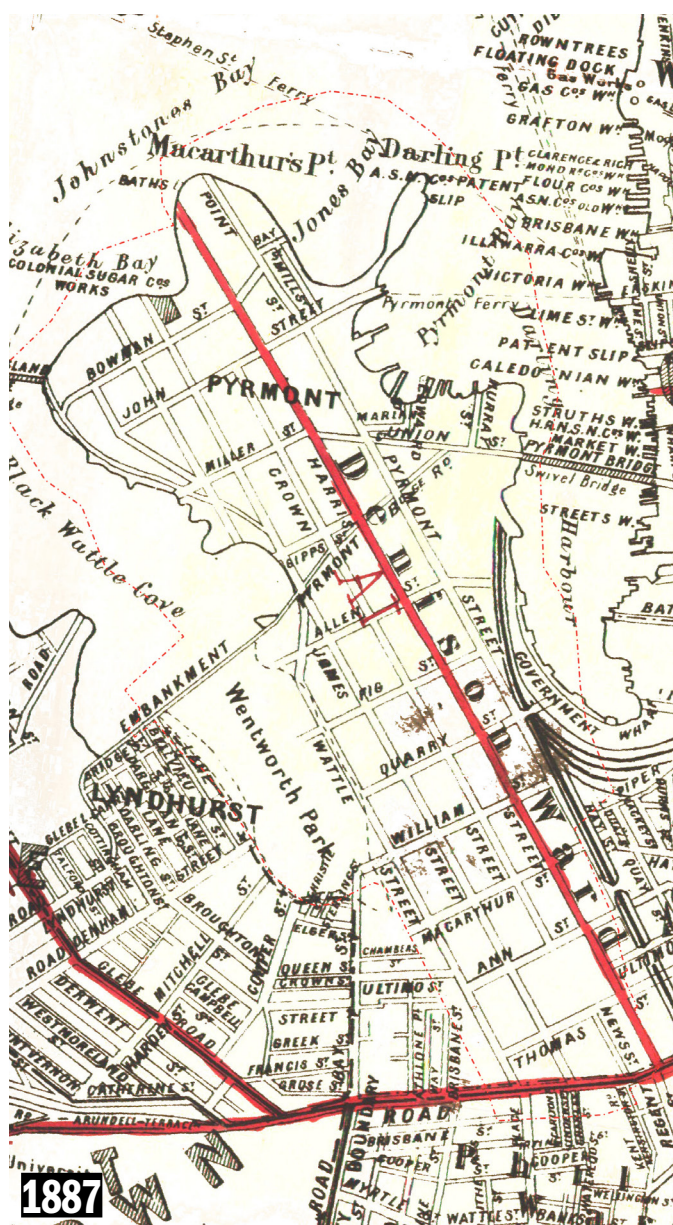


36/ Plan of Sydney with Pyrmont, New South Wales (M2 8.11.17/1836/2)
 Initial subdivision of the Harris Estate and alignment of Harris Street and Union Streets. Much of this network remains with Pirrama Road approximating the original shoreline.



37/ City of Sydney (Shields) (A-00880420)
 Early settlement of the peninsula as projected in the subdivision plan. Dwellings are focused around Harris (north of Union St), Union Street and Pyrmont Street.

2 Historic Context



38/ City of Sydney & Suburbs (Sands) (A-00880474)

The street grid as seen today is largely complete with only the shoreline still subject to variation. Blackwattle swamp has been reclaimed and the original bridge now a road.



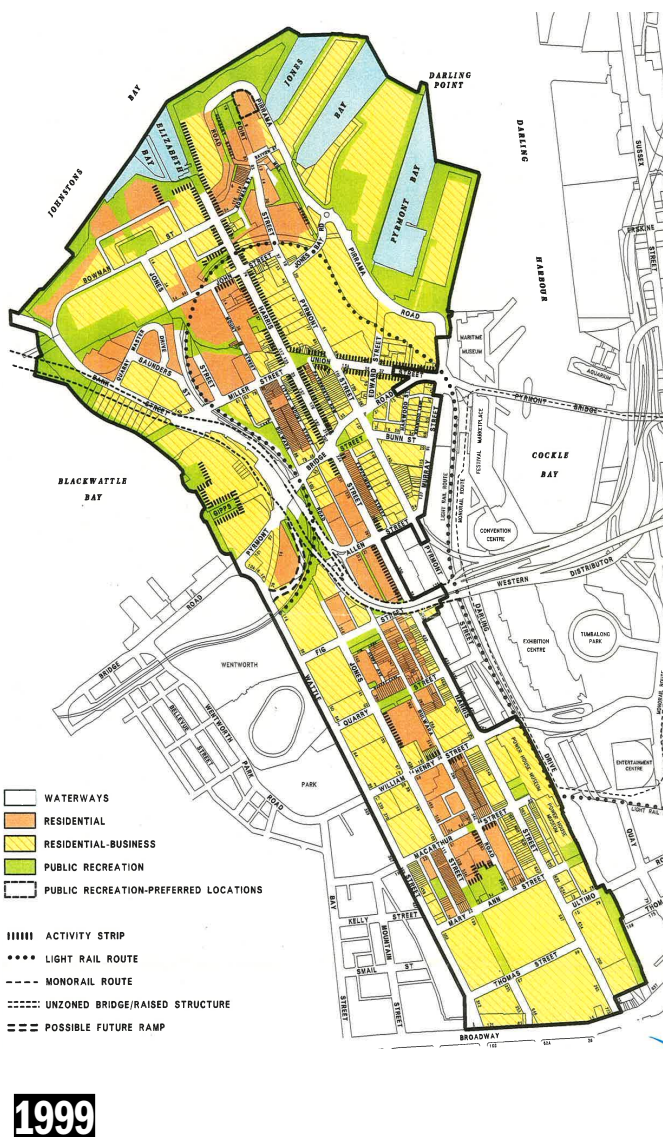
39/ City of Sydney (A-00880475)

The Darling Harbour foreshore is substantially reshaped and Darling Island levelled and joined to land. The ridge of the peninsula is occupied by small dwellings and the western lots unoccupied as a result of quarrying activity.

2 Historic Context

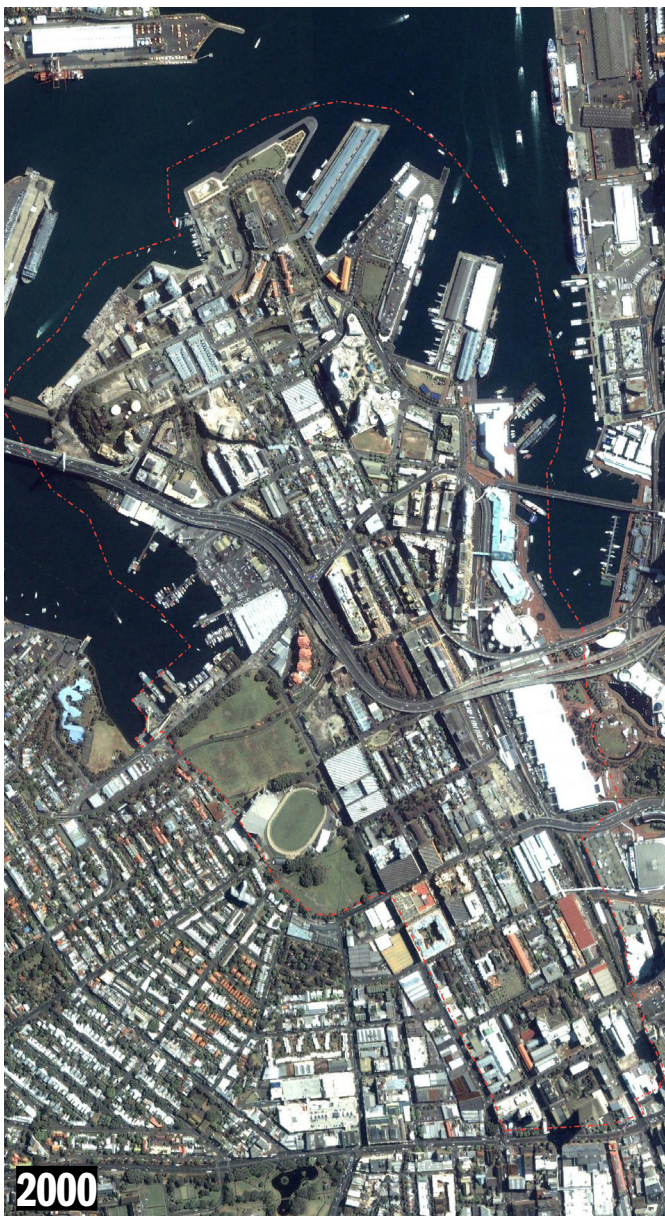


40/ Plan of Sydney with Pyrmont, New South Wales (M2 8.11.17/1836/2)
 Rail cuttings are now visible around the headland which forms a dividing line between industrial uses on the shore and with houses along the ridge and stores mediating between the lower and upper levels.



41/ SREP 26 Land Use Zones Map
 Removal of rail sidings and all port uses with reconstruction of Darling Harbour into an entertainment precinct in the 1980's. Fig street cutting, construction of the western distributor (1995), The Star has been built.

2 Historic Context



42/ Nearmap aerial photo

Residential developments at Jacksons Landing are progressively being built commencing at the water's edge. The water police site is still in occupation with Pirrama Park being only partially built.



43/ Nearmap aerial photo

The Citywest Master plan is complete including Jacksons Landing and Pirrama Park. Darling Harbour is renewed with new convention, exhibition and entertainment facilities and the new communities of Haymarket and Central Park.



44/ Watermark: Metropolitan Sydney showing 'three cities' concept, identified economic corridors and proposed future transport network (Hassell)

3 Strategic Context



The Sydney context

The site is like no other. It is a place of many stories that begins over 60,000 years ago. A mosaic of physical, spatial, community and ecological conditions that need to be fully appreciated before proposing a design framework for the site.

Planning has been sporadic and marked by changing council boundaries, state significant precincts and local master plans.

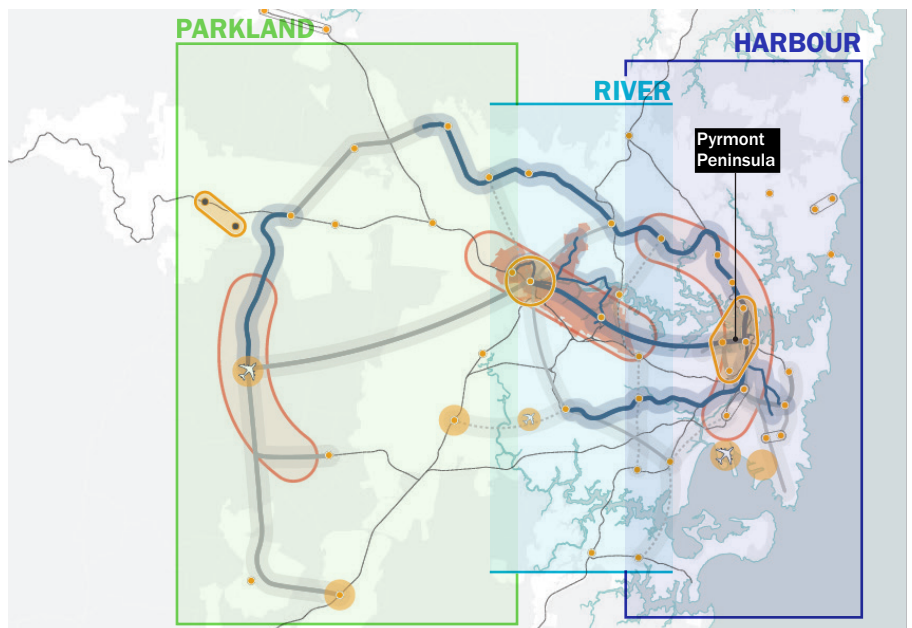
Current planning strategies include:

- Greater Sydney Region Plan (2018)
- Eastern District Plan (2018)
- Camperdown-Ultimo Place Strategy (2019)
- City Plan 2036 (2020)
- Sydney LEP & DCP 2012
- Draft Central Sydney Planning Strategy (2016-2020)
- Darling Harbour Development Plan No. 1 (1985)
- SREP 26 City West (Bays District) (1992)

There are multiple private and government master plans and proposals including:

- Google at Darling Island
- The Bays Fishmarket District
- Bays West Master Plan
- The Star
- UTS Haymarket
- UTS Ultimo
- Ultimo Creative Precinct
- Sydney Metro West

Amongst this sits a mixture of recent developments at Jacksons Landing alongside fabric from Sydney's earliest days including the three heritage conservation zones of Mountain Street, Ultimo and Harris Streets.



45/ Metropolitan Sydney showing 'three cities' concept, identified economic corridors and proposed future transport network (Hassell)

A Metropolis of Three Cities

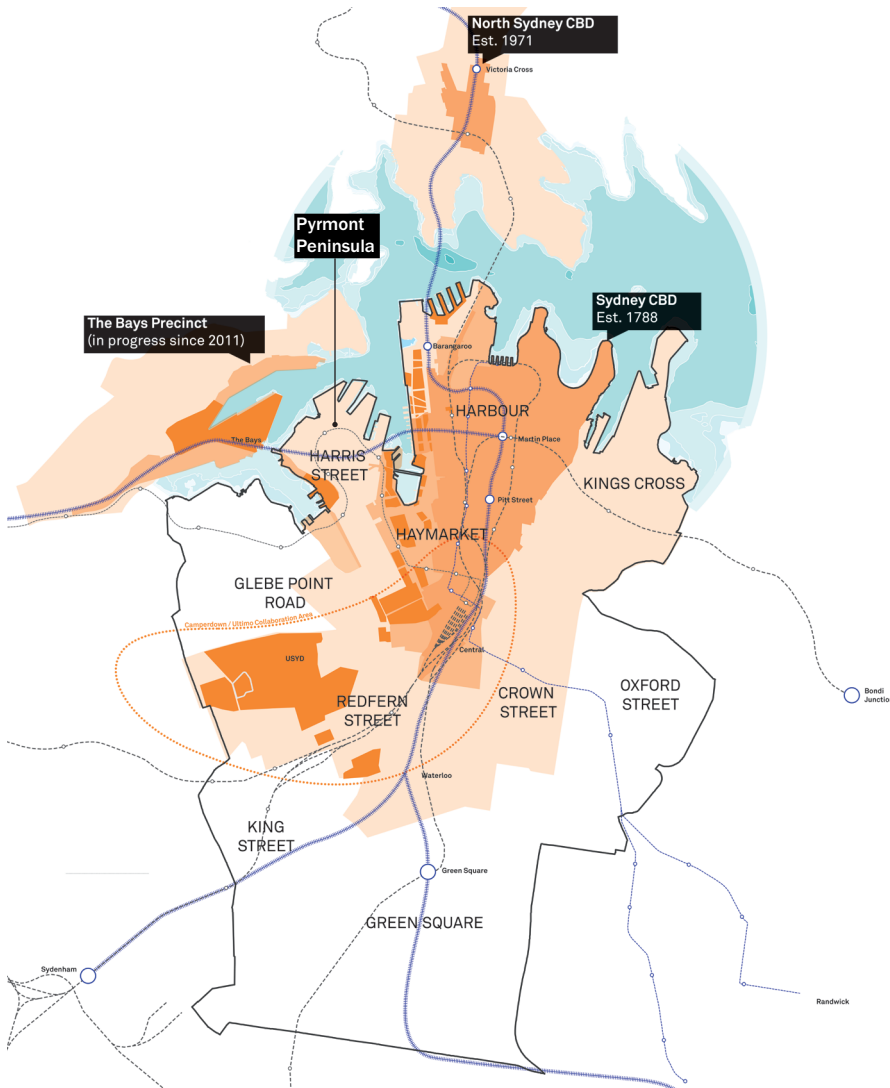
The Greater Sydney Region Plan 'A Metropolis of Three Cities', was finalised in March 2018 and represents a step change in whole of government coordination across landuse, transport and infrastructure planning.

It is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places by public and active transport.

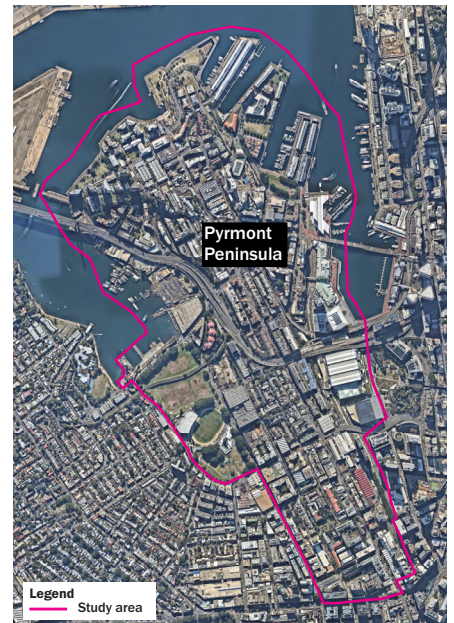
Pyrmont is located within the "Eastern Harbour City" and is specifically referenced under Objective 18: Harbour CBD is stronger and more competitive, with the following guiding its future:

- Inclusion of Pyrmont within the Harbour CBD.
- Delineation of the "innovation corridor" which connects the Walsh Bay Arts Precinct to Central Station, UTS, Sydney University and the Central to Eveleigh precinct along Darling Harbour and Broadway.
- Definition of the Camperdown-Ultimo collaboration area.
- West Metro corridor planning.
- Westconnex and road network planning.

3 Strategic Context



46/ The Harbour CBD elements as noted under the Greater Sydney Region Plan (Hassell)



47/ Pyrmont Planning Review Extents (DPIE)

The Eastern Harbour City and CBD

The "Harbour CBD" is an agglomeration of strategic employment areas, renewal areas and the residential communities between them, spanning the local government areas of City of Sydney, Inner West and North Sydney Councils.

Noted factors of its success include a regional hub for global financial markets, entertainment, cultural, tourist and conference facilities,

- Internationally competitive health and education precinct.
- Robust creative sector.
- High amenity, high density residential precincts.
- Internationally renowned attractions.
- An emerging innovation corridor.

Objective 18 notes the following:

- Planning controls that enable the growth and needs of the financial and professional services sector.
- Flexibility in planning controls to allow for the needs of the innovation economy.
- A 24/7 and night-time economy.
- Protection of the amenity of public spaces from overshadowing.
- Maximising vertical development and outwards extension of the CBD.
- Maintaining a long-term supply of office space uncompromised by residential development.
- Investment in public infrastructure which will increase accessibility and reduce through traffic.
- Improving walking and cycling links, particularly for the Innovation Corridor.

Pyrmont Planning Review

In August 2019, the Greater Sydney Commission reviewed the current planning framework's ability to deliver on the Government's vision for the area as the western gateway of Sydney's CBD, recommending:

- Alignment of development with the GSC Region and District Plans with particular focus on the role of the innovation corridor.
- Development of a place strategy.
- Implementation of the Place Strategy.

This strategy will address how employment growth can be implemented in a way that leverages government investment to reduce through traffic and increase physical connectivity through the public realm.

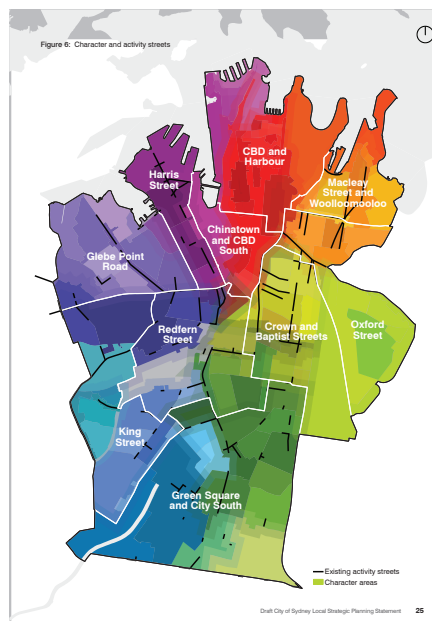
3 Strategic Context

Pymont Peninsula is situated within the City of Sydney Local Government Area and, with the exception of NSW Government controlled planning and renewal areas, is subject to the City's strategic planning documents including:

- Sustainable Sydney 2030
- City Plan 2036
- Draft Central Sydney Planning Strategy (2016-2020)
- Sydney LEP & DCP 2012

The Pymont Peninsula is seeing increasing pressure for density as the noted capacity constraints of the current CBD drive investment interest to the adjacent city fringe areas.

The Sydney LEP and DCP 2012 are in a process of being updated by the combined initiatives of the City's Local Strategic Planning Statement 'City Plan 2036' and the draft Central Sydney Planning Strategy (2016-2020) which build upon the Sustainable Sydney 2030 vision of "Green, Global, Connected" to provide a pathway to its implementation in land use and infrastructure planning.



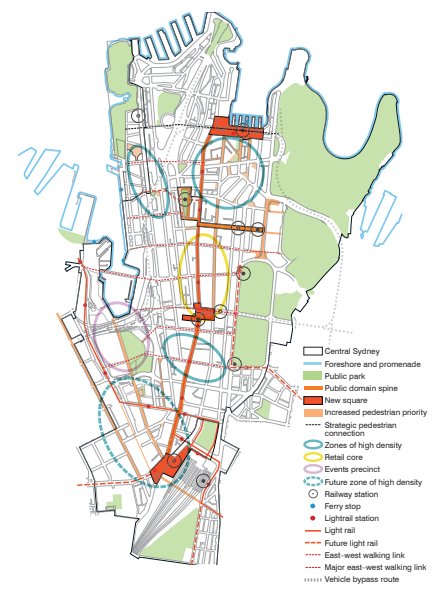
48/ City of Sydney Villages (CoS LSPS 2019)

City Plan 2036

This strategy was developed by the City of Sydney in response to requirements by State Government to give effect to the directions and objectives of the GSC's region and District Plan. To enable the City's planning for communities, the LGA is divided into a series of 'villages' which reflect the historic growth.

The Pymont Peninsula study area includes the entirety of the 'Harris Street' Village and portions of the 'Chinatown and CBD South' and 'Glebe Point Road Villages'.

Building upon the Region and District Plan, City Plan strongly emphasises its employment focus that varies across the peninsula according to its existing land use and location:

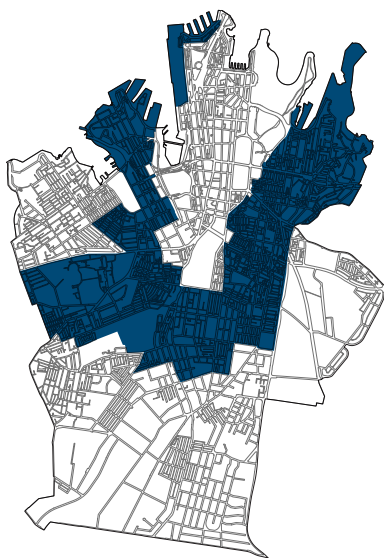


49/ Central Sydney Structure Plan (CoS LSPS 2019)

- The entire peninsula is part of the 'city fringe including the Innovation Corridor'.
- Non-residential lands west of Darling Drive, the TAFE and UTS campuses are included within 'Central Sydney' which is focused on financial and professional services.
- Land south of Fig Street forms part of the Camperdown-Ultimo Health and Education Precinct.

It provides 7 per cent of the city's employment with diverse clusters of creative industries, information media, tourist and cultural industries and higher education and research. Demand is influenced by businesses seeking a cheaper alternative to Surry Hills and Central Sydney as well as the anchor institutions of Google, Fairfax and UTS.

3 Strategic Context

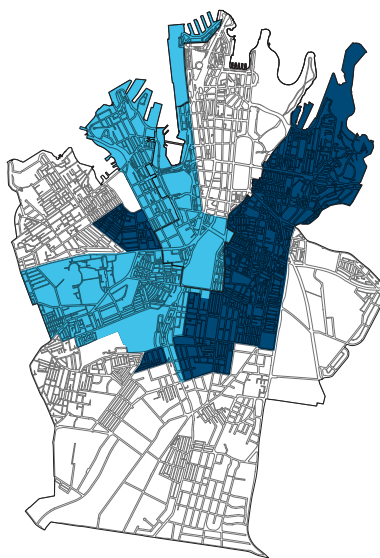


50/ City of Sydney City Fringe Zone
(CoS LSPS 2019)

The ability to meet the demand of knowledge intensive industries is limited by the availability of high quality building stock with appropriate floor plates.

This is compounded by increased demand for residential development, demand for student housing and a lack of regional transport accessibility.

Actions desired under Priority 1 and Priority 2 note that the area should unlock employment capacity, ensure a diversity of suitable, well designed spaces to support the Innovation Corridor, prioritise space for specialised and knowledge based clusters and improve physical and technological connectivity between businesses.

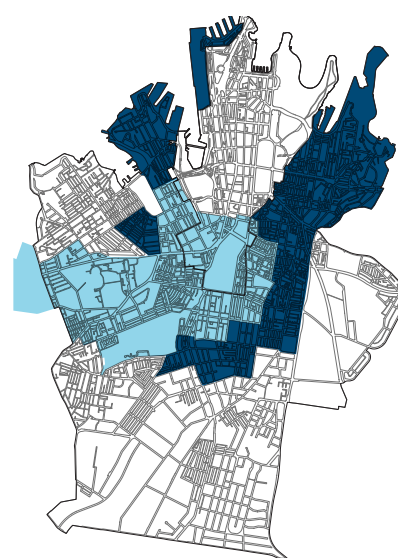


51/ City of Sydney Innovation Corridor
(CoS LSPS 2019)

Residential development is noted only in so far as it should not compromise the peninsula's employment capacity.

In order to achieve the objectives of high amenity, connected precincts and diverse employment needs, the Pyrmont Place Strategy will need to address:

- A significant number of arterial roads and collector roads which cross the peninsula and divide it from east to west.
- Limited availability of land suitable for the desired employment clusters.
- Impacts of taller buildings on open space and existing residential dwellings.
- Interface with environmental heritage and heritage conservation zones.



52/ Camperdown-Ultime Health and Education Precinct (CoS LSPS 2019)

The potential for a metro rail station within the study area, combined with Westconnex could be the trigger for reducing through traffic in the precinct and assist in achieving action L1.5:

- Promote employment growth, visitor accommodation, affordable enterprise space, high technology industry, retail, community and cultural uses.
- Facilitate improved environments for people walking and cycling.
- Maximise public and active transport interchange.

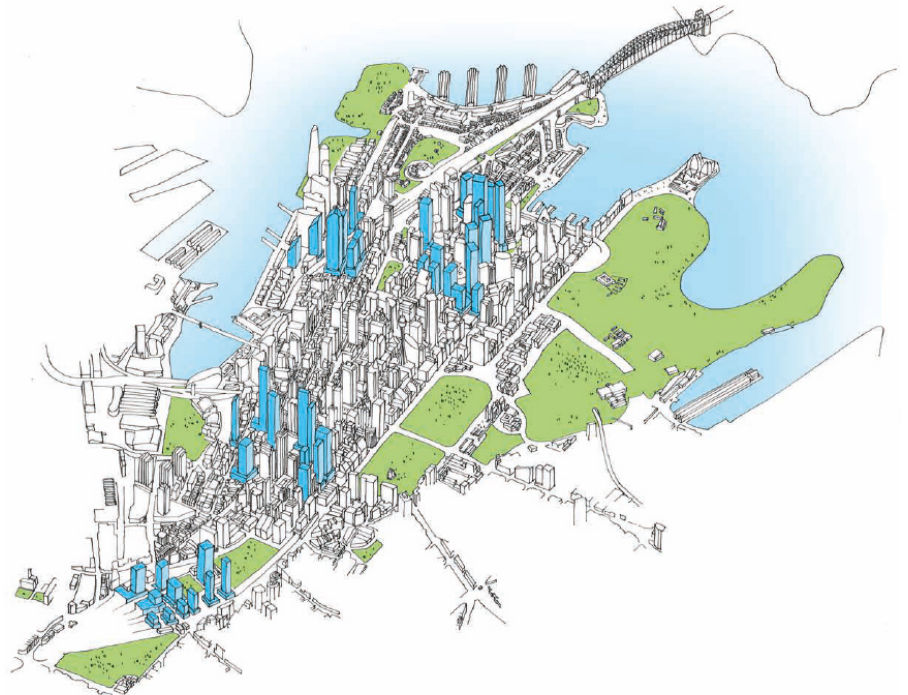
This will be critical for achieving a truly walkable precinct with adequate services for existing and future residents who have limited walking access to libraries, primary schools and fresh food retailers.

Commenced in 2016, the Central Sydney Planning Strategy preceded the Greater Sydney Region Plan, Eastern District Plan and Local Strategic Planning Statement.

It seeks to expand the extents of 'Central Sydney', address the conversion of office buildings to residential developments and safeguard future employment capacity within the CBD.

The 2020 addendum specifically notes that *'Pyrmont is a pivotal location in the Eastern City District's Innovation Corridor. By including a station at Pyrmont as part of the Sydney Metro West, a continuous employment corridor is established linking Central Sydney, Pyrmont and The Bays. This would accelerate the growth of employment clusters and ensure The Bays and The Bays Market District are not isolated from the Harbour CBD.'*

Central Sydney must be positioned to accommodate this employment growth.'



53/ View of Central Sydney with future tower clusters highlighted (CoS CSPS)

Central Sydney Planning Strategy

The Central Sydney Planning Strategy has direct impact on the future context of Pyrmont and the future master plan through:

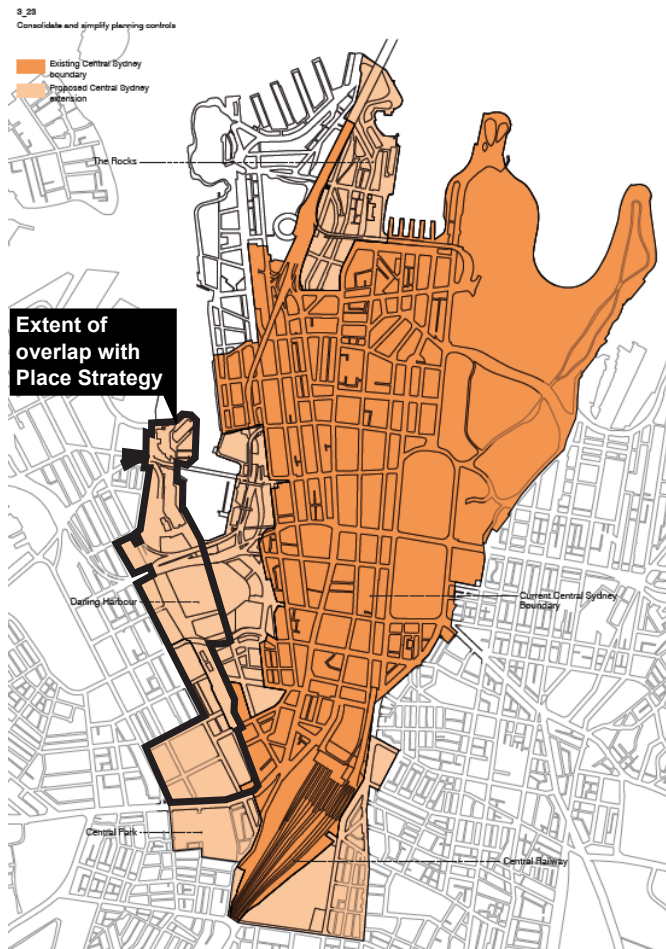
- Proposed expansion of Central Sydney to include land between Harris Street, Murray Street, Darling Drive and the TAFE and UTS campuses.
- Increasing planning heights along the innovation corridor.
- Identification of a tower cluster at the southern end of the peninsula centred on Central Station and UTS.
- Proposed planning controls for southern and eastern extents of the peninsula which include:
 - B8 Metropolitan Land Use Zoning.

- Accommodation bonus floorspace of varying rates between 0.9-7:1.
- Amended maximum heights.
- Provision of solar access planes protecting amenity to Tumbalong Park and Railway Square which limit height along the southern and western edges up to Fig Street.

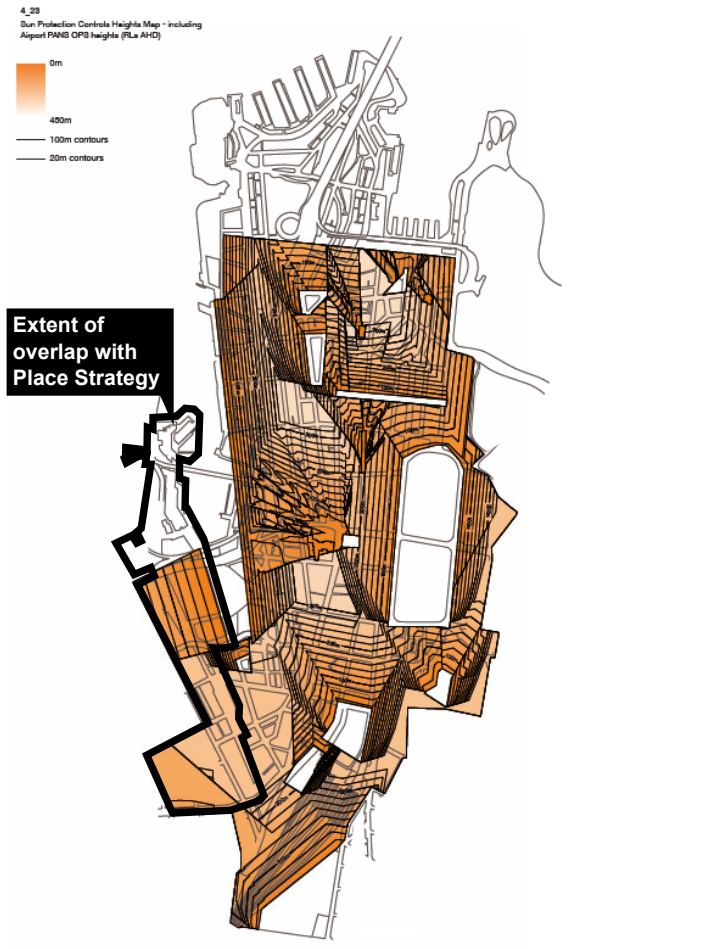
The proposed boundaries create a distinct disjunct between the sophisticated controls associated with 'Central Sydney' and immediately adjacent housing and heritage zones along Harris Street and the ridge of the peninsula.

The challenge exists to harmonise the proposed controls with NSW Government proposals for the Ultimo Creative Precinct, Sydney Fish Market and wider planning for the peninsula's future.

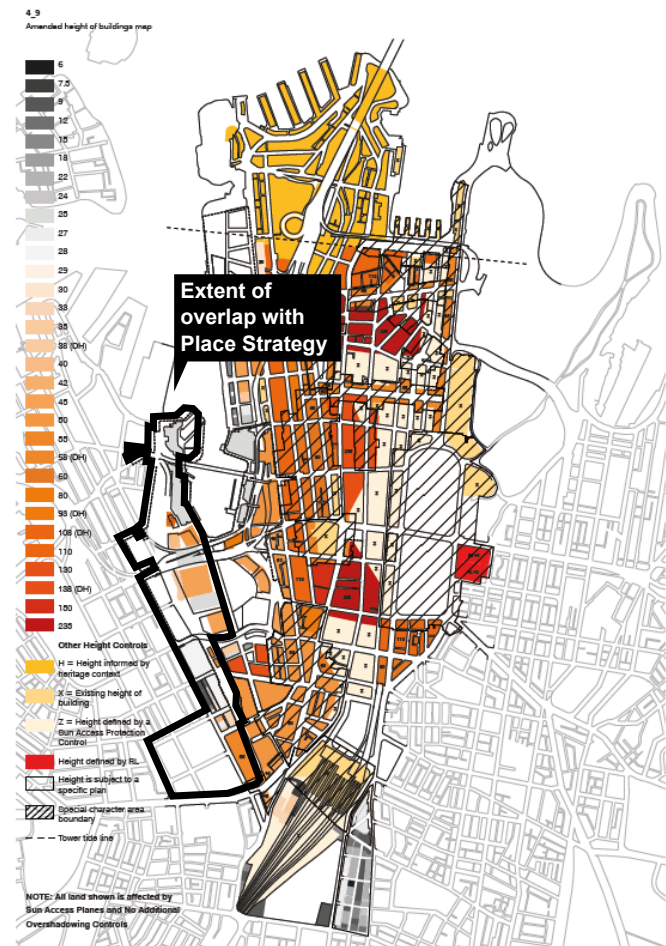
3 Strategic Context



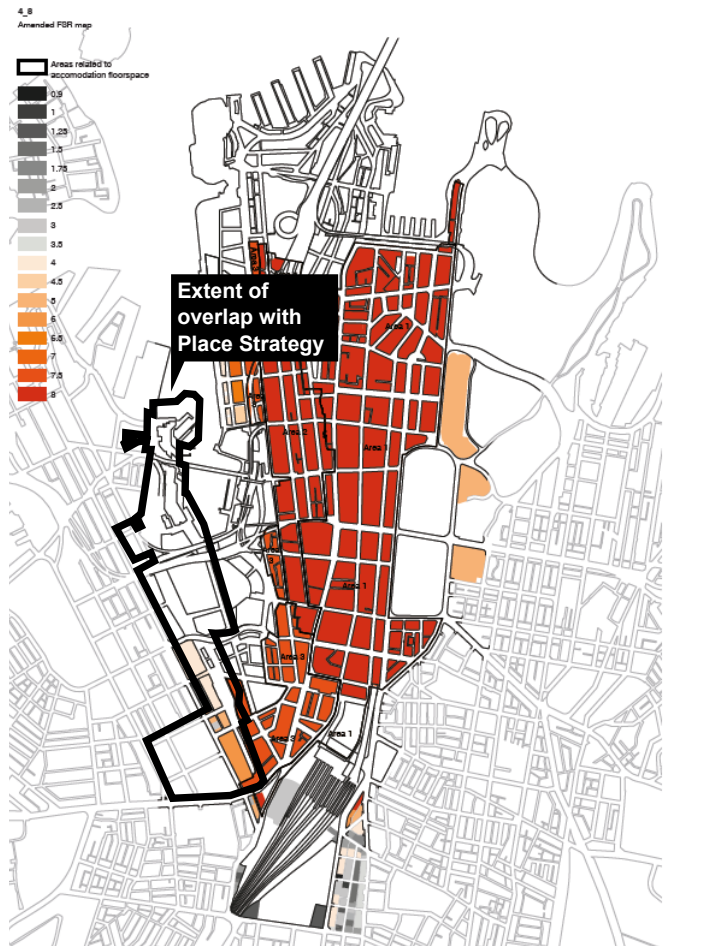
54/ Current and proposed extents of Central Sydney (CoS CSPS)



55/ Height potential based upon solar access to key spaces (CoS CSPS)



56/ Proposed height of buildings (CoS CSPS)



57/ Proposed Floor Space Ratio (CoS CSPS)

Directions for the Pymont Peninsula Place Strategy



The directions for the Pymont Peninsula Place Strategy were released to commence discussion with the business and residential community about the criteria for developing the future place.

Since then they have been exhibited and refined in response to the received feedback. Following is a reflection on what these directions mean for the future form and experience of the peninsula.

Development that complements or enhances the area

New or upgraded buildings fit with the Peninsula's evolving character.

Pymont Peninsula's major commercial, entertainment, residential and retail buildings sit comfortably with terrace housing, smaller shops and heritage areas. New development, including taller buildings, must be in the right locations and designed to enhance Pymont's dynamic, interesting and intimate places.

The various state and local government strategies recognise that unlocking capacity through height and new building stock aligned to the desired industry clusters is necessary.

Reconciling existing and future forms will be key to the success of the plan in reinforcing the experience of place.



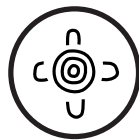
Jobs and industries of the future

Investment and innovation to boost jobs, creativity, tourism and night life.

Pymont Peninsula's mix of innovative industries can be better linked physically and economically with adjoining areas of economic activity to create a successful innovation district. Emerging technology clusters in the Sydney Innovation and Technology Precinct, creative industries in Ultimo, busy tourism and entertainment hubs from Darling Harbour to Barangaroo and Walsh Bay (part of the Western Harbour), and University of Technology, Sydney (UTS) present an outstanding foundation to work from.

The economy of the peninsula is exceptionally diverse.

Its ongoing development will need to connect these businesses to the anchor institutions and the CBD through a high amenity, connected public realm and building typologies that support the big and small.



Creativity, culture and heritages

Celebrating Pymont Peninsula's culture, heritage and connections to Country.

Pymont Peninsula's arts, culture and heritage brings the area to life. The Place Strategy should emphasise this history and the area's constant evolution. The hub of creative industries in Ultimo and links to the ABC and UTS can set a foundation for dynamic and engaging new uses. Exploring and celebrating the area's Aboriginal heritage and industrial past will reinvigorate more areas

Forming part of Sydney's global waterfront, the peninsula is surrounded by anchor institutions to be supported by local narratives and experiences.



Making it easier to move around

Safer, greener streets integrating with new public transport

By its very nature, the peninsula is not easy to traverse. The escarpment created by former industrial activity and the Western Distributor frustrate people's ability to travel around, especially on foot or by bike. These constraints also limit the ability to adapt an already busy road network. The Place Strategy should aim to make it easier for people to walk, cycle or access public transport.

Leveraging the possible investment of a Metro Station and Westconnex to reduce through traffic and calm the existing street network is vital to its future success.



Centres for residents, workers and visitors

New, lively and attractive centres for everyone to enjoy.

Better public transport and community facilities could bring greater energy to more areas across the peninsula, beyond the hubs around UTS, TAFE, ABC and the ICC in the peninsula's south, and Pyrmont village and the harbourfront in the north. The Place Strategy could consider various concentrations of shops, services, cultural areas and work environments that attract more people and investment to exciting, busy centres that are safe, day and night.

Balancing the regional and local demands of the peninsula will in part be achieved by developing the existing centres to provide for local needs within a regional offering.



A unified planning framework

Clearer rules delivering greater certainty and investment.

Pyrmont Peninsula is subject to different planning frameworks administered by either the City of Sydney or the NSW Government. This complexity has created confusion and uncertainty for residents and businesses. The Place Strategy should consider a unified and contemporary system of planning controls that is fair, transparent, easy to use and easy to administer.

The initiatives commenced under the Greater Sydney Commission for unifying the precinct will be developed further to reconcile potentially competing objectives between various planning processes currently underway on the peninsula.



A tapestry of greener public spaces and experiences

Better spaces, streets and parks; a rich canopy of trees; and access to the foreshore.

Beyond Pyrmont Peninsula's open spaces, libraries, museums, plazas and forecourts is the draw of the harbour. Opening the foreshore from Blackwattle Bay to the new Sydney Fish Market could create a new destination for Sydney, not unlike New York's High Line. Better links across the peninsula along shaded, pleasant streets should connect with new or existing parks, squares or facilities.

The Peninsula benefits from excellent access to open space that ranges from pocket parks to regional destinations like Pirrama and Tumbalong Parks.

The opportunity exists to expand the 'green fringe' of the harbour edge up into the heart of the peninsula.



Building now for a sustainable future

An adaptive, sustainable and resilient built environment.

The Pyrmont Peninsula of today will be very different to the peninsula of the future. Just as the 19th century woools stores have been adapted as offices or homes, the buildings that will be developed as the Place Strategy is implemented must be adaptable as technology and society changes. This direction applies not only to buildings, but also to the infrastructure that serves the peninsula.

The sustainable future begins with the underlying natural systems and new precinct infrastructure to deliver a green and connected future.



Great homes that can suit the needs of more people

A diversity of housing types, tenure and price points.

Pyrmont Peninsula is home to social housing, affordable housing and housing that people can privately rent or buy. This diversity is important and should be a focus of the Place Strategy. It means long-term residents can stay in the places they know, and a greater mix of people—with different skills, backgrounds or needs—can be part of a socially diverse Pyrmont Peninsula.

Where homes are to be provided, they need to build upon and enable a diverse community with equal access to CBD living for all.



A collaborative voice

A cohesive, agreed approach to bring about the best outcomes for Pyrmont Peninsula.

Pyrmont Peninsula could be an innovation district—a place that interweaves entrepreneurship, creativity, start-ups, new jobs and great places. Successful innovation districts are governed collaboratively, with local, state, not-for-profit, community and private sector agreement on priorities, funding and programs. The Place Strategy should consider contemporary governance models for the area.

The success of the framework will rely in the cooperation and support of residents, business, cultural organisations and government over the long term.



58 / Watermark: Aerial view of the peninsula with Sydney CBD in the background, NSW Department of Planning, Industry and Environment.

4

Peninsula Analysis



4.1 Water setting

Pymont Peninsula has exceptional land form and water edge that is part of the unique experience of Sydney and a driver of its urban form.

Access to the water for recreation and views is a valued asset within Sydney and has driven a built form that prioritises views to water and narrow frontages around the harbour's edge. It has seen substantial change since European occupation as the nature of international trade and reliance on the water for exchange of goods has evolved.

Stepping back from its real-estate value, the CSIRO framework for valuing water addresses:

→ Indigenous

- Water has deep spiritual significance for Aboriginal cultures.
- Water supports Aboriginal livelihoods and cultural expression.

→ Economic

- It is a commodity sold to support industry.
- It is the medium that supports economic activity such as recreational and fishing, tourism and recreation.

→ Household water use

- Good quality water is essential to sustain life through drinking, washing and cooking.

→ Environmental

- Water is critical for the survival of non-human life.
- Water-dependent ecosystems provide waste processing and water cleaning functions that are complimentary to human life.

Water in Pymont is an asset and risk. It is a contested space for recreation, economic activity and amenity.



59 / Sydney from 20,000 feet, David Moore 1992.

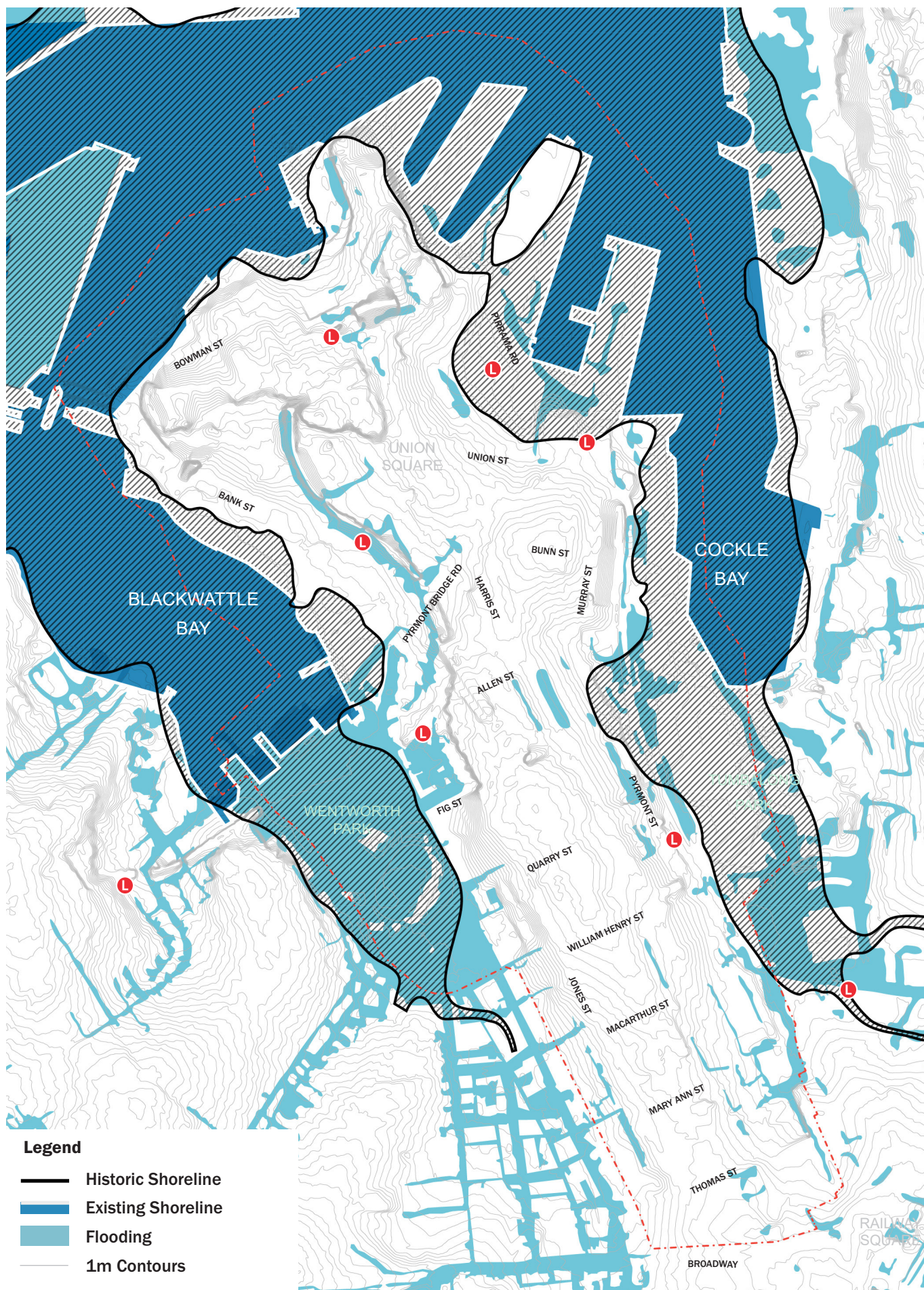
The reclaimed land of Darling Harbour and Blackwattle Bay are flood prone that significantly impacts on the ability to use the road network in heavy rain events.

Visual access to water from the land supports orientation and wayfinding in addition to visual amenity.

It's edge provides opportunities for recreation both in and along the water.

It has the ability to bind the headlands in this area into a connected regional park with the harbour at its centre.

4 Peninsula Analysis



60 / Map of the Pyrmont Peninsula showing historic shoreline and extent of 1:100 flood levels (NSW Department of Planning, Infrastructure and Environment)

4.2 Landform

In its nomination for the Australian Historic Engineering Plaquing Program, the Centenary Stonework Program of the NSW Department of Commerce eloquently recounts the way in which the peninsula was steadily shaped from the earliest days of the colony.

The reshaping of the peninsula reflects the different interfaces to the CBD on the east and suburbs on the west. With its current form the result of:

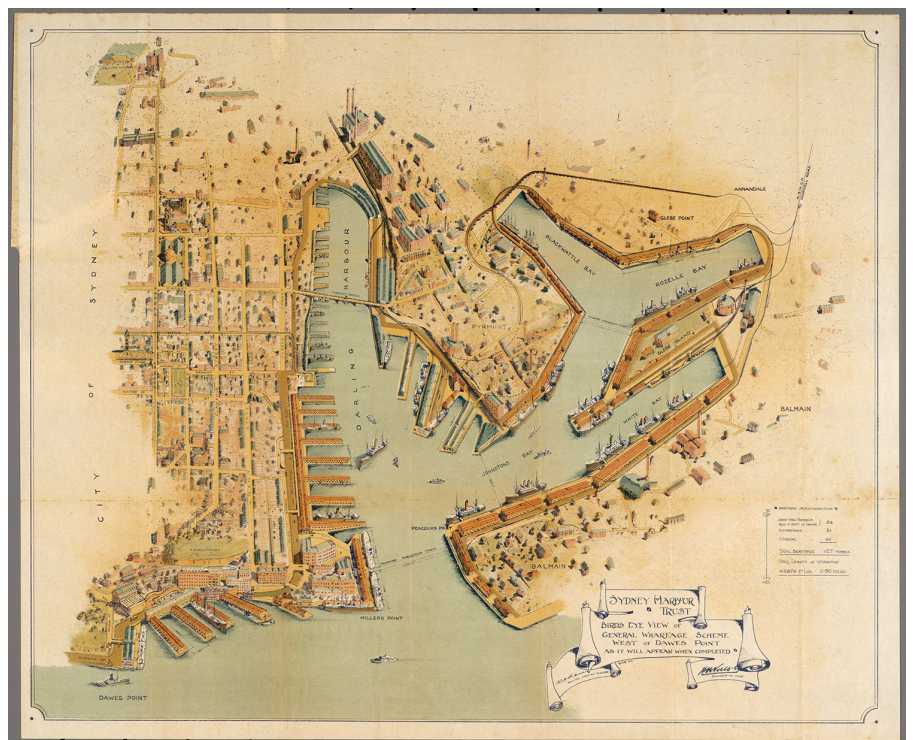
- Stone extraction for construction of civic buildings within and around the CBD.
- Excavation and demolition for logistics, transport and shipping of goods from Darling Harbour.
- Land reclamation to support increasing scale of shipping infrastructure.
- Reclamation for recreation and the creation of Wentworth Park.
- Excavation for regional road infrastructure along Fig Street and the Western Distributor.

The abrupt cuts in the topography along the western edge are the remainders of the 'Saunders Quarries' named 'Paradise', 'Purgatory' and 'Hell Hole' whilst Darling Island, Darling Drive and Pirrama Road reflect where land was reclaimed as a result of the demand for wharfrage integrated with the rail network along the CBD's edge.

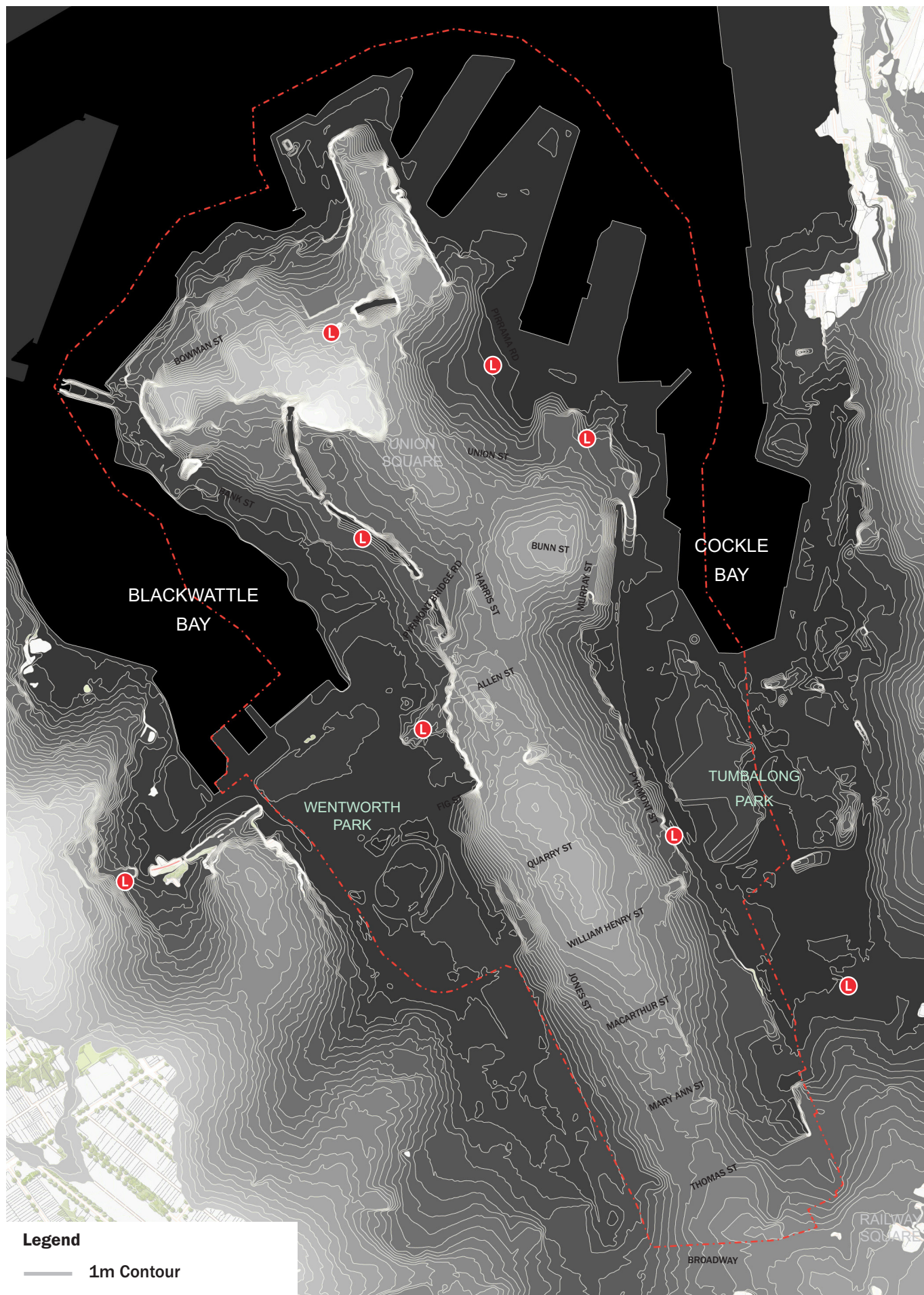
These incisions have heightened the cliff like experience along the peninsula's edge from what was a steep transition to an abrupt vertical jump. It creates a landscape of escarpments and stairs that reconcile the waterfront and ridge line areas.



61 / Aerial view of the Harbour CBD noting historical changes to the Pyrmont Peninsula to support the growth of Sydney CBD.



62 / 'Birds eye view of general wharfrage scheme west of Dawes Point as it will when completed', published 1913, National Library of Australia [MAP RM 2757]



63 / Topographic map of the Pyrmont Peninsula (NSW Department of Planning, Industry and Environment)

4.3 Accessibility (Streets and Escarpments)

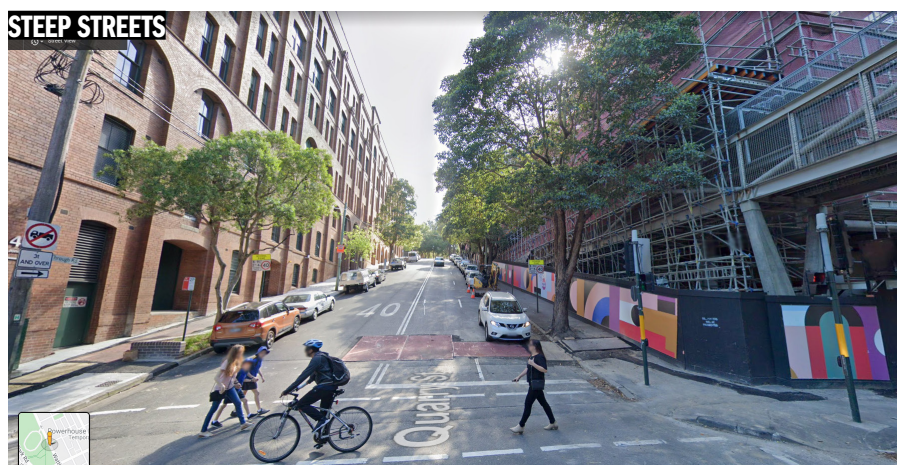
The underlying topography of Pymont Peninsula, whilst creating a unique experience, underpins the accessibility challenges of the peninsula for walking and cycling.

Steep streets are common throughout the peninsula with the steepest streets, the east-west streets, located on its western side. The streets connecting Wattle Street to Jones Street have challenging gradients and uneven street tree coverage:

- Quarry Street – 1:7
- William Henry – 1:8
- Macarthur Street – 1:13
- Mary Ann Street – 1:15
- Thomas Street – 1:18

On the eastern edge of the peninsula gradients vary, between Harris Street and Pymont Street there are steep gradients:

- Allen Street – 1:13
- Quarry Street – 1:12
- Macarthur Street – 1:12



64 / View looking east along Quarry Street from Wattle showing steepness of streets typical along the peninsula, Google Street View 2019



65 / View looking east along Pirrama Road showing the dramatic sandstone escarpments create through historical quarrying across the peninsula, Google Street View 2019

4 Peninsula Analysis



66 / Map of the Pyrmont Peninsula indicating areas of poor accessibility within the public realm as a result of topography (Hassell)

4.4 Accessibility (Infrastructure and Topographic Barriers)

As a city fringe location, the peninsula enables significant volumes of regional traffic movements in and out of the city which reinforce the accessibility barriers of steep streets and escarpments.

In the East, Darling Drive combined with the Inner West Light Rail corridor is a significant barrier to integrating the peninsula with Sydney CBD.

This, combined with the Western Distributor, creates unclear, often convoluted connections to public transport, in particular the light rail stops across the peninsula.

In the west, Wattle Street prioritises traffic to the Anzac Bridge and Western Distributor for traffic from the south. It has limited crossing points that make access to this significant open space difficult for local residents and workers.

Despite the negative impact of regional infrastructure, movement paths north/south along the contours are relatively flat and local street closures have created pockets of calm walkable neighbourhoods.



67 / View looking west across Darling Drive at Exhibition Light Rail station showing typical barrier contributing to east/west connectivity including, rail corridor and topography, Google Street View 2019



68 / View looking south towards Fish Markets Light Rail station generally poor visibility of existing public transport within the peninsula, Google Street View 2019

4 Peninsula Analysis



69 / Map of the Pyrmont Peninsula indicating areas of poor accessibility as a result of infrastructure corridor (Hassell)

4.5 Road network

Road infrastructure within Pymont Peninsula is one of the biggest barriers to achieving the place outcomes desired under the Greater Sydney Region Plan, Eastern District Plan and recommendations of the GSC review.

Pymont Peninsula has developed over time as a key junction between the Anzac Bridge and Harbour Bridge with the various supporting roads of William Henry Street, Pier Street, Fig Street, Pymont Bridge Road, Harris Street, Darling Drive and Pymont Street forming convenient short cuts for commuters travelling to and from the city to other destinations. This drives a clear segregation between areas north and south of Pymont Bridge Road with the street experience between Pymont Bridge Road and William Henry Street being particularly impacted as a result of the concentration of arterial and distributor roads.

Accidents at any point along these routes result in significant congestion occurring throughout the peninsula.

The high traffic volumes, minimal footpath widths and infrequent opportunities to cross limit the potential for walkability and connectivity more than any other factor on the peninsula.

The opportunity exists, through investment in Westconnex and the possibility of a metro station on the peninsula, to reduce through-traffic in line with the Greater Sydney Region Plan objectives and improve the place outcomes.



70 / View looking north along Harris Street at the Fig Street intersection showing the disconnected experience of Harris Street as a result of the Western Distributor, Google Street View 2019



71 / View looking west along Pymont Bridge Road at the Harris Street intersection showing the poor pedestrian environment as a result of the arterial road network, Google Street View 2019



72 / View looking east along Pymont Bridge Road to Pymont Bridge at the Union Street intersection showing the poor pedestrian environment as a result of the arterial road network, Google Street View 2019

4 Peninsula Analysis

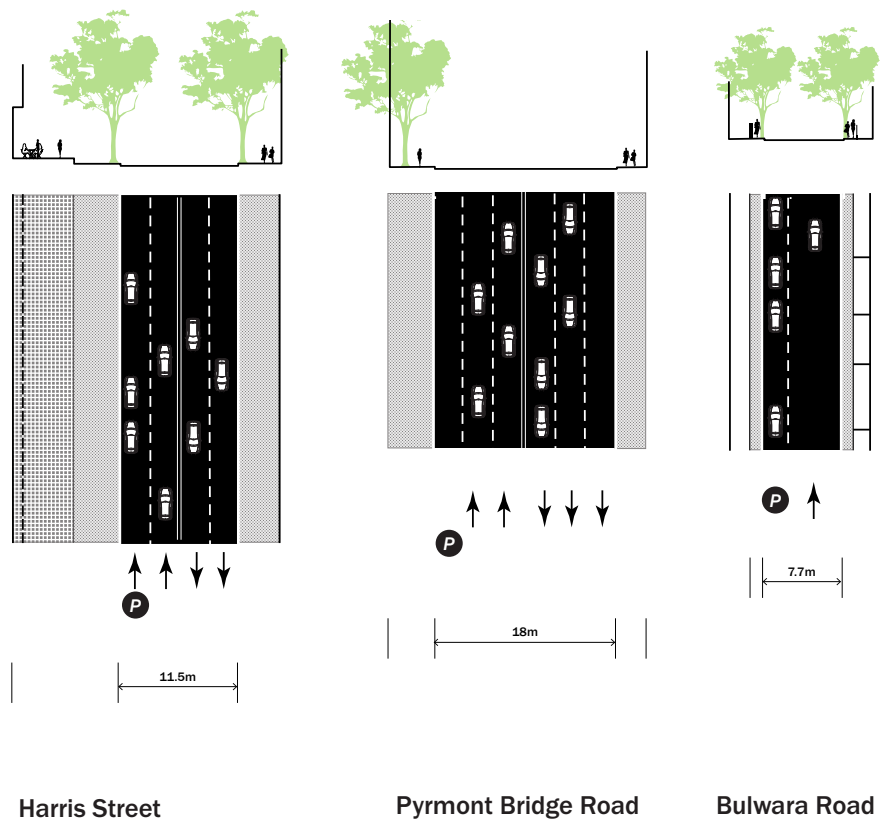


73 / Map of the Pyrmont Peninsula showing road classifications (City of Sydney)

4.6 Street Widths

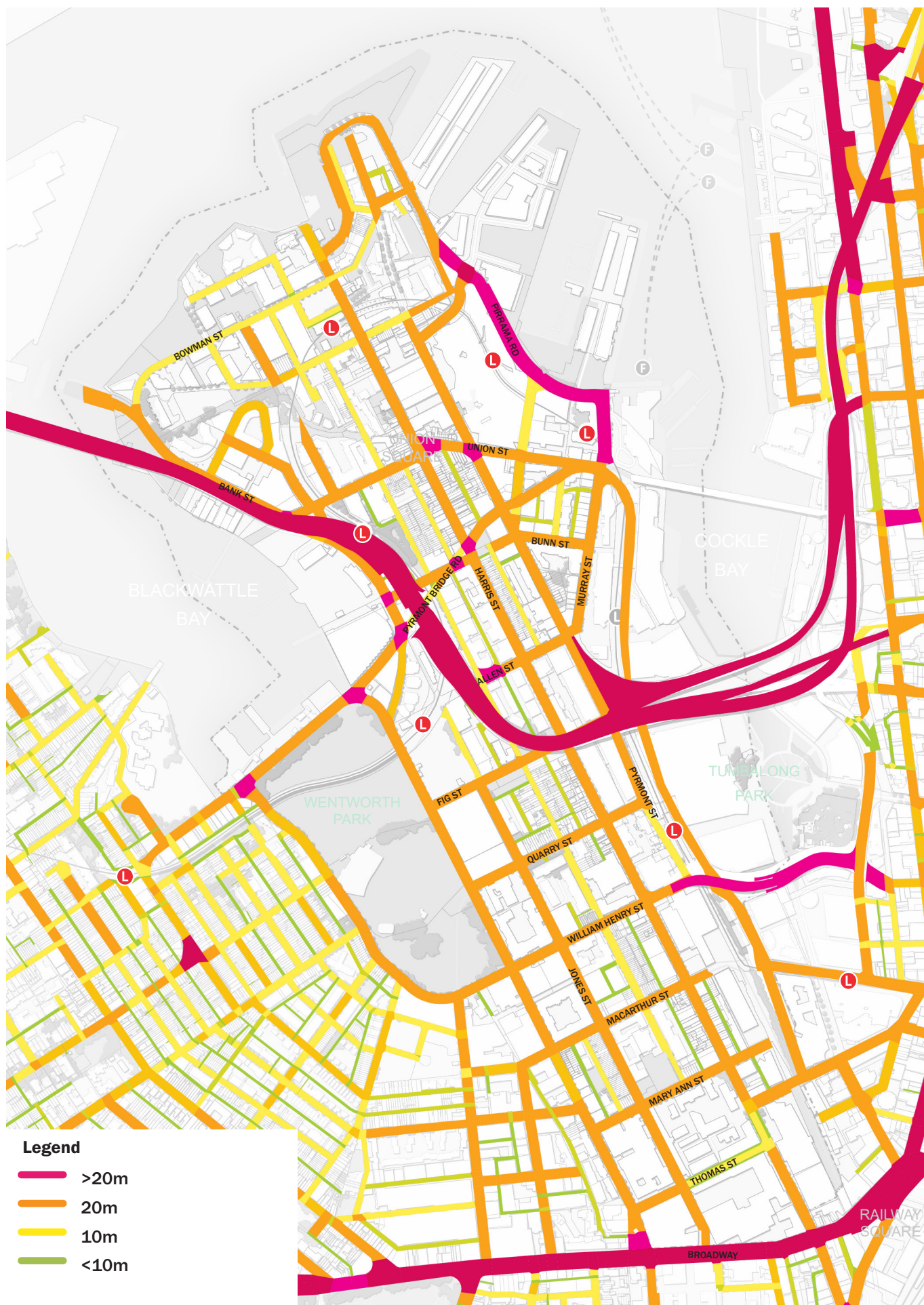
The streets of Pymont Peninsula were largely planned and designed during the late 1800's with a consistent generally consistent street width of 20m with more diversity and narrower streets within the established residential zones.

What is notable is the extent to which the amount of space allocated to cars vs pedestrians varies with arterial roads being dominated by traffic lanes that create a poor pedestrian environment in the relatively limited space which is allocated for pedestrians.



74 / Diagrammatic plan and section of the road configuration in plan and section of key streets within the peninsula.

4 Peninsula Analysis



75 / Map of the Pyrmont Peninsula showing existing road widths (Hassell)

4.7 Landscape

Pymont Peninsula is a distinct piece of the harbour's edge. The Gadigal people named the peninsula's northern point 'Pirrama', meaning 'rocking stone' and used its high ground as a vantage point over the foreshore.

The place has always and always will have:

- A low lying shoreline (flat, low).
- While sandstone ridges with imposing bluffs dominate the northern part of the peninsula (dramatic topography, steep).
- Whilst the landscape of the southern end is more gently undulating (flat-ish).

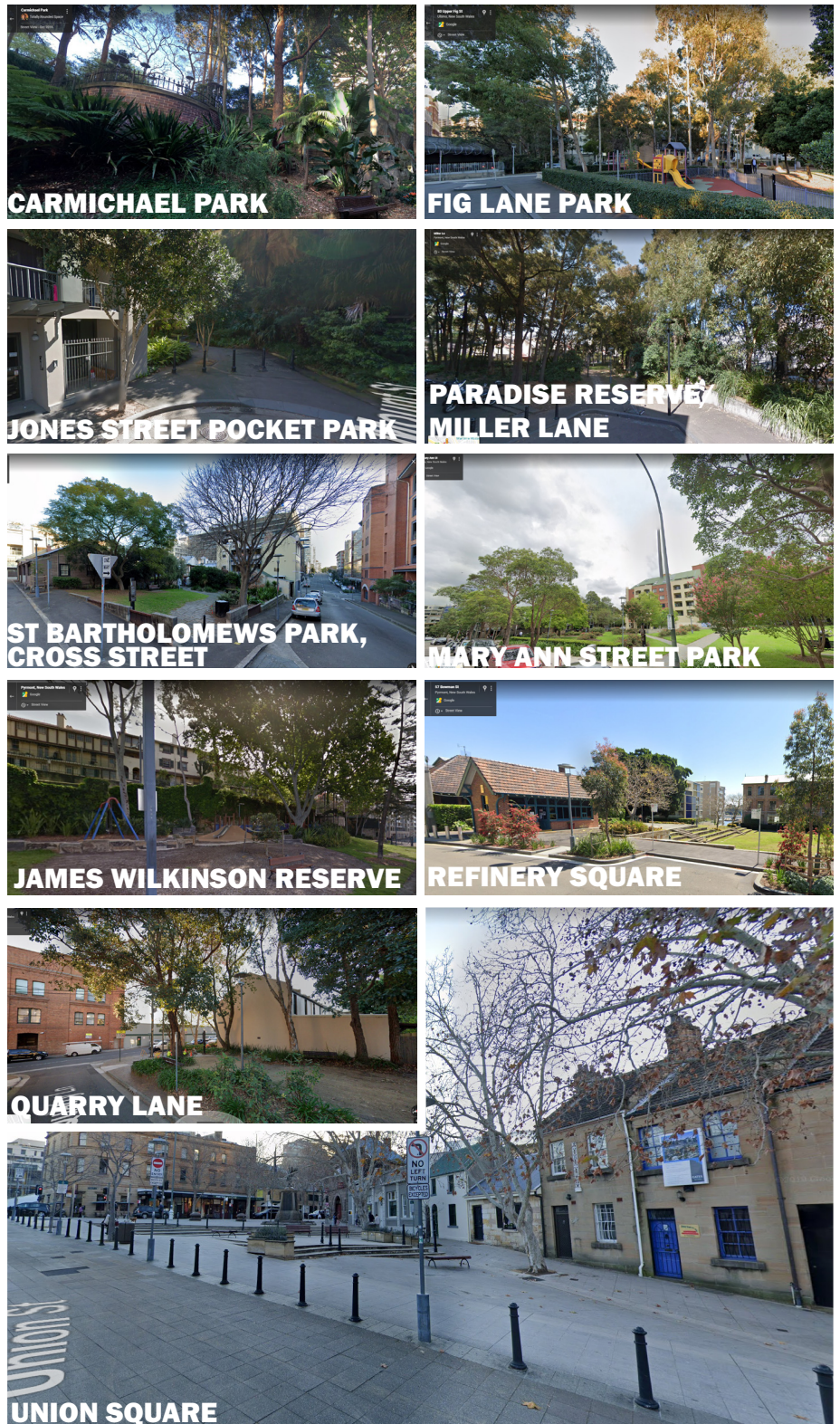
The underlying geology, soils, drainage and vegetation form an interconnected system which adds to the conflicts of flooding brought about by land reclamation in Darling Harbour and Blackwattle Swamp.

The peninsula's steep topography has been boldly cut with direct routes to service access to the city centre with Bridge Road and its extension to Union Street.

It's open space is characterised by big parks along the harbour's edge contrasted with many small community spaces along the ridge.

3.6km of the harbour frontage is accessible with planned additions through the Fish Market Precinct and Darling Island. Access through Darling Harbour is restricted through the Maritime Museum to hours of operation and generally crowded and constrained through Cockle Bay.

There is an ability to expand Sydney's harbour foreshore walk with a unique set of experiences related to the history and landscape of Pymont Peninsula.



76 / Images of existing local open space within the peninsula, Google Street View 2019

4 Peninsula Analysis



77 / Map of the Pyrmont Peninsula showing existing landscape and green grid project opportunities (City of Sydney)

4.8 Street tree cover

In order to create attractive walkable streets, managing urban heat through the provision of street tree planting is a key contributor.

The Greater Sydney Region Plan requires under Objective 30 that urban tree canopy cover is increased with a specific target of 40% required by the NSW Government within the public realm.

Pymont Peninsula's performance is patchy with better performing areas focused around the heritage conservation zones, The Star and the education precinct.

The presence of arterial roads is not considered a barrier to achieving these targets given that Harris Street and Pymont Bridge Road achieve the required 40% within specific sections.

Reviewing the precinct it appears the issue of achieving coverage is driven by the following factors:

- Large spacings between trees.
- Narrow footpaths.
- Competition for space between pedestrian footpaths, street furniture, parking meters, street lights, street signage and awnings.

A review of road space allocations, footpath widths and potential to narrow lanes or introduce parking lanes with interspersed planting is critical to provide improvements in under-performing areas.



78 / View looking north along Harris Street near Union Street showing the street condition where 40% canopy cover is achieved in accordance with the Region Plan objective 30, Google Street View 2019



79 / View looking south along Harris Street near Quarry Street showing the street condition where less than 10% canopy cover is achieved contrary to the Region Plan objective 30, Google Street View 2019

4 Peninsula Analysis



80 / Map of the Pyrmont Peninsula showing percentage of existing canopy cover within the street corridor (City of Sydney)

4.9 Public transport

Public transport access within Pyrmont Peninsula is generally well provided in terms of distribution. However preliminary analysis by VIAE consulting indicates that its connectivity to the wider metro network, employment areas and residential areas is circuitous and as such results in a residential and worker population who:

- Largely work within the Sydney CBD.
- Heavily utilise active transport.
- Do not heavily utilise public transport.

As the second densest populated statistical area 2 of Sydney, Pyrmont-Ultimo is also a significant contributor to employment at 7% of the City's jobs, the peninsula already meets the criteria for needing additional public transport investment with the existing light rail often being at capacity when passing through Pyrmont Peninsula. Its inaccessibility generally restricting the peninsula's ability to access a regional workforce.

Further growth scenarios which do not address greater regional transport access will potentially restrict a variety of opportunities for future residents and workers to access the full range of experiences in Sydney without private vehicles – exacerbating congestion in a street network that is already beyond capacity at peak times.

Outside of the potential inclusion of a metro station, opportunity exists to look at the Light Rail corridor which in its current form acts as a barrier to precinct walkability and connectivity east/west.

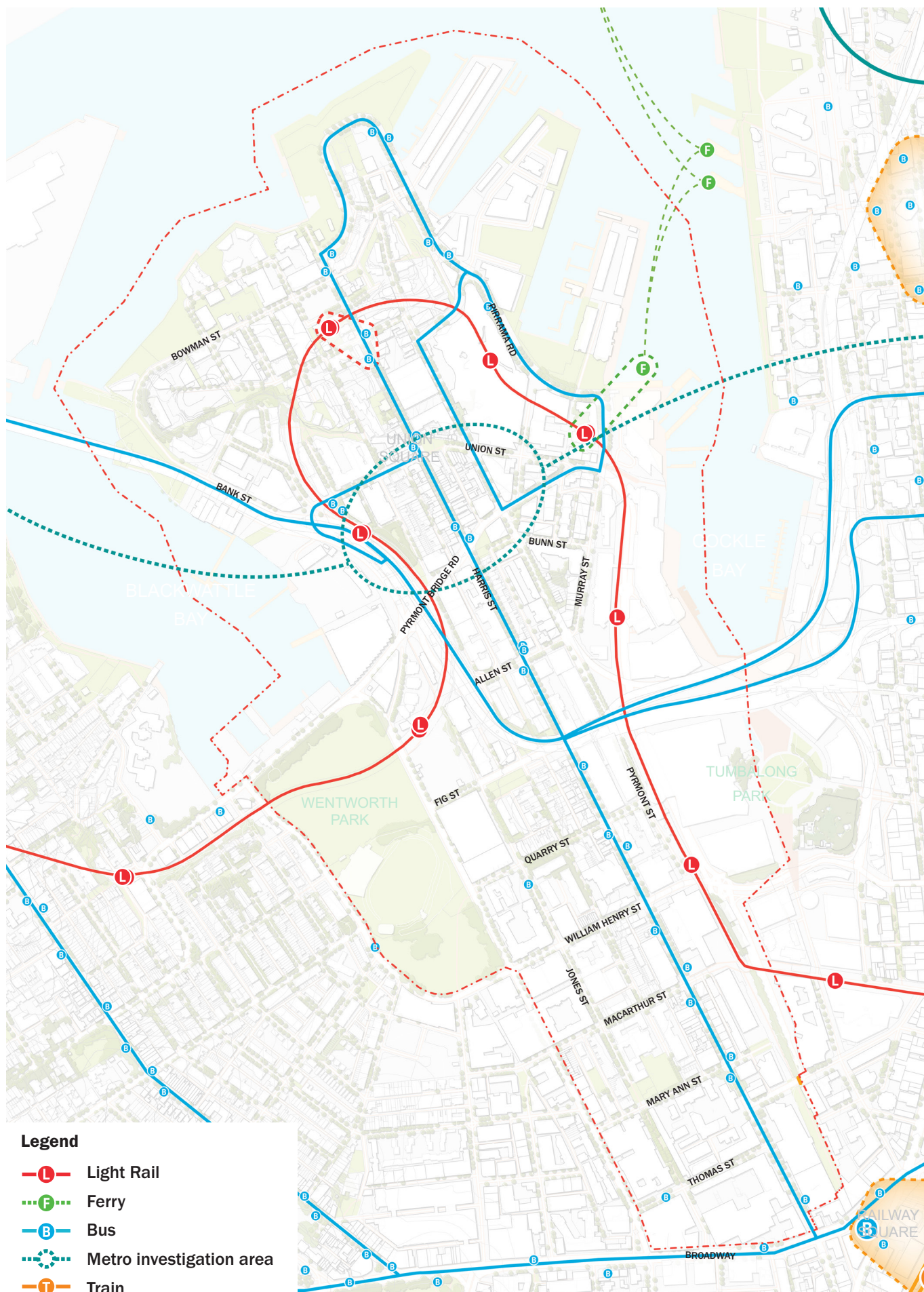


81 / View of light rail arriving at Fish Markets Station, Transport for NSW



82 / View of Exhibition Light Rail Station showing cumulative impact of Darling Drive, light rail corridor and topography which reinforce poor access within and across the peninsula. Transport for NSW

4 Peninsula Analysis



83 / Map of the Pyrmont Peninsula showing existing and planned public transport routes (NSW Department of Planning, Industry and Environment)

4.11 Active transport network

Active transport participation within the peninsula has been identified as well above Sydney averages, in part driven by indirect public transport, congested roads and the localised destination and origin of workers and residents.

Its east/west connections for access into the city centre are well utilised and with the exception of Pymont Bridge Road, generally pleasant.

However North/south links and east/west connections between Thomas Street and Union Street are fragmented and circuitous creating limited movement along the peninsula or across it between Pymont Bridge Road and Mary Ann Street.

The limitations on connectivity are driven by a combination of:

- Sudden changes in topography
- Continuity of road network. obstructed by built form or infrastructure.
- Steep topography east/west.

Improvement of these routes will be important to achieve the desired precinct connectivity that contributes to unlocking the economic potential.



84 / View of pedestrian and cycle access ramp to Anzac Bridge on Quarry Master Drive

4 Peninsula Analysis



85 / Map of the Pyrmont Peninsula showing the current bicycle network (City of Sydney)

4.12 Built heritage

Pymont Peninsula has a significant number of heritage items that are diverse in typology and period of construction.

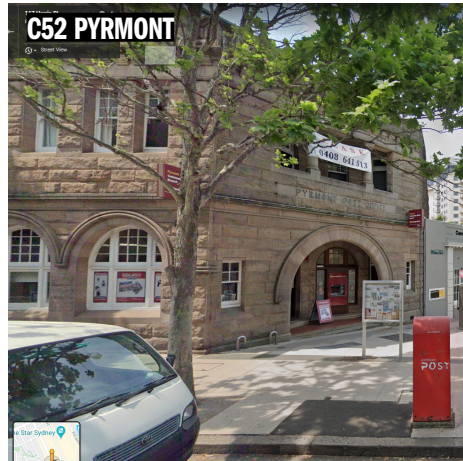
There are three heritage conservation zones are closely aligned with areas of increased activity and in particular provide the identity for experience of Union Square. The zones are:

- C52 'Pymont'
- C67 'Harris St'
- C69 'Ultimo'

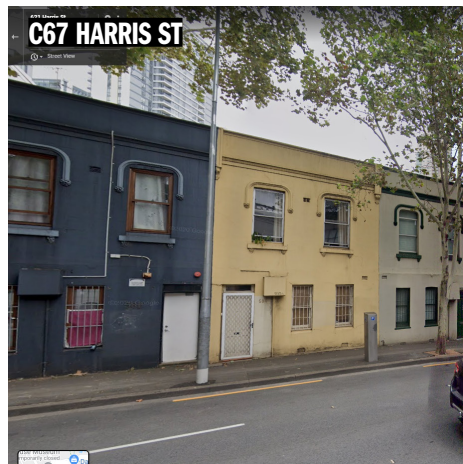
The Sydney LEP 2012 identifies 146 heritage items, this includes a number of state heritage items including:

- Pymont Bridge.
- Former Pymont Post Office (146-148 Harris Street).
- Railyard and Victualling Warehouses A, B and C including the interiors, wharf and sea wall (38-42 Pirrama Road).
- Former Ultimo Post Office (494 Harris Street).
- Electrical Substation (41 Mountain Street).
- Glebe Island Bridge.

These sites will inform future built form opportunities and areas of uplift and will require appropriate treatment for potential adaptation or interface in any design scenarios.



The area dates from one of the key period of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape.



The area represents and demonstrates two of the key period layers for the development of Ultimo/Pymont as a direct result of the Harris & Macarthur Estates, and later Federation industrial development. It is a good example of mid to late Victorian residential and commercial development with Federation era industrial infill development.



The Ultimo Heritage Conservation Area area dates from one of the key period layers for the development of Ultimo/Pymont as a direct result of the Harris and Macarthur Estate subdivisions. It contains good examples of mid Victorian residential, commercial and institutional development.

86 / Images of heritage listed fabric and associated text from the heritage listing description for conservation zones within the Peninsula, Google Street View 2019.



87 / Map of the Pyrmont Peninsula showing heritage listed items and heritage conservation zones (NSW Department of Planning, Industry and Environment)

4.13 Employment density

Whilst it is the second densest residential precincts statistical area 2 of NSW, Pyrmont provides significant employment with the City Plan 2036 noting approximately 7% of all jobs within the LGA.

Employment density across the peninsula is generally reflective of the land use and lot size. Larger lots and those lots located near the CBD or within the education precinct provide a greater intensity of employment and within a larger building typology.

The former industrial warehouses are a unique asset for the area housing a significant concentration of small businesses from a variety of employment sectors.

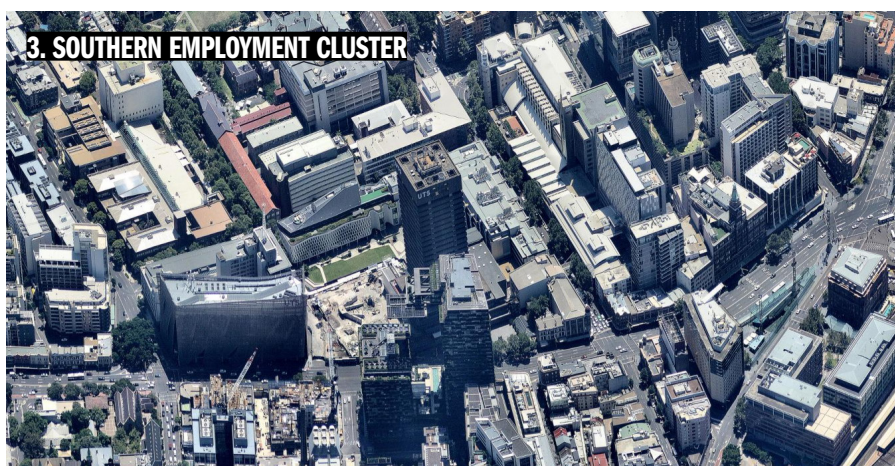
The lower intensity employment and finer grain lot size around Union Square and Harris Street provide retail and services which contribute to the activity and character of the peninsula.



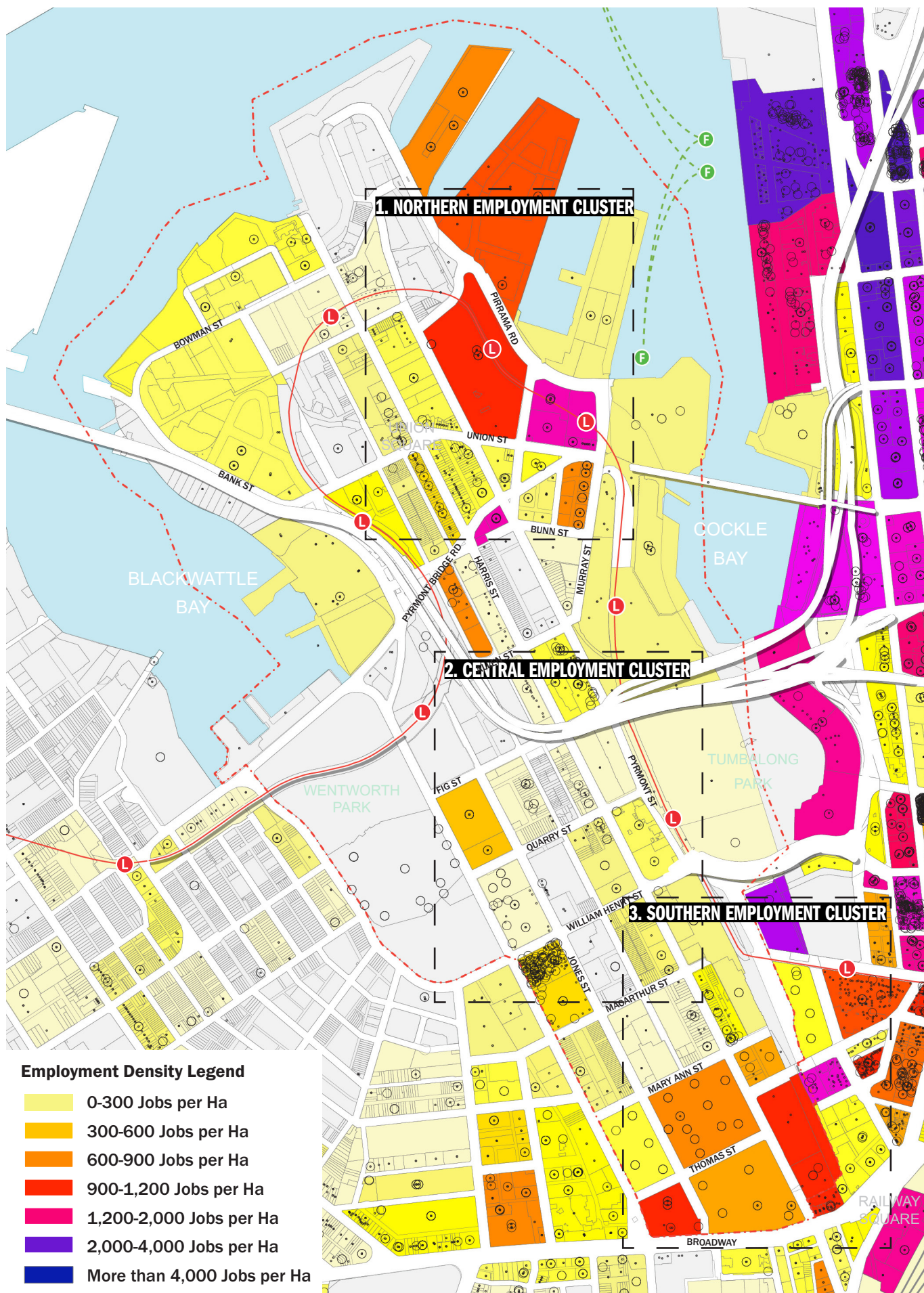
88 / Aerial view of the northern employment cluster within the peninsula, Nearmap 2020



89 / Aerial view of the central employment cluster within the peninsula, Nearmap 2020



90 / Aerial view of the southern employment cluster within the peninsula, Nearmap 2020



91 | Map of the Pyrmont Peninsula showing employment density by block (City of Sydney, Floor Space and Employment Survey 2017)

4.14 Lot size

The street grid of the peninsula was largely established by 1887 with the current pattern reflecting a consistent distribution of large lots around the edge interfacing with sites of historical industry, transport and logistics infrastructure and the waters edge.

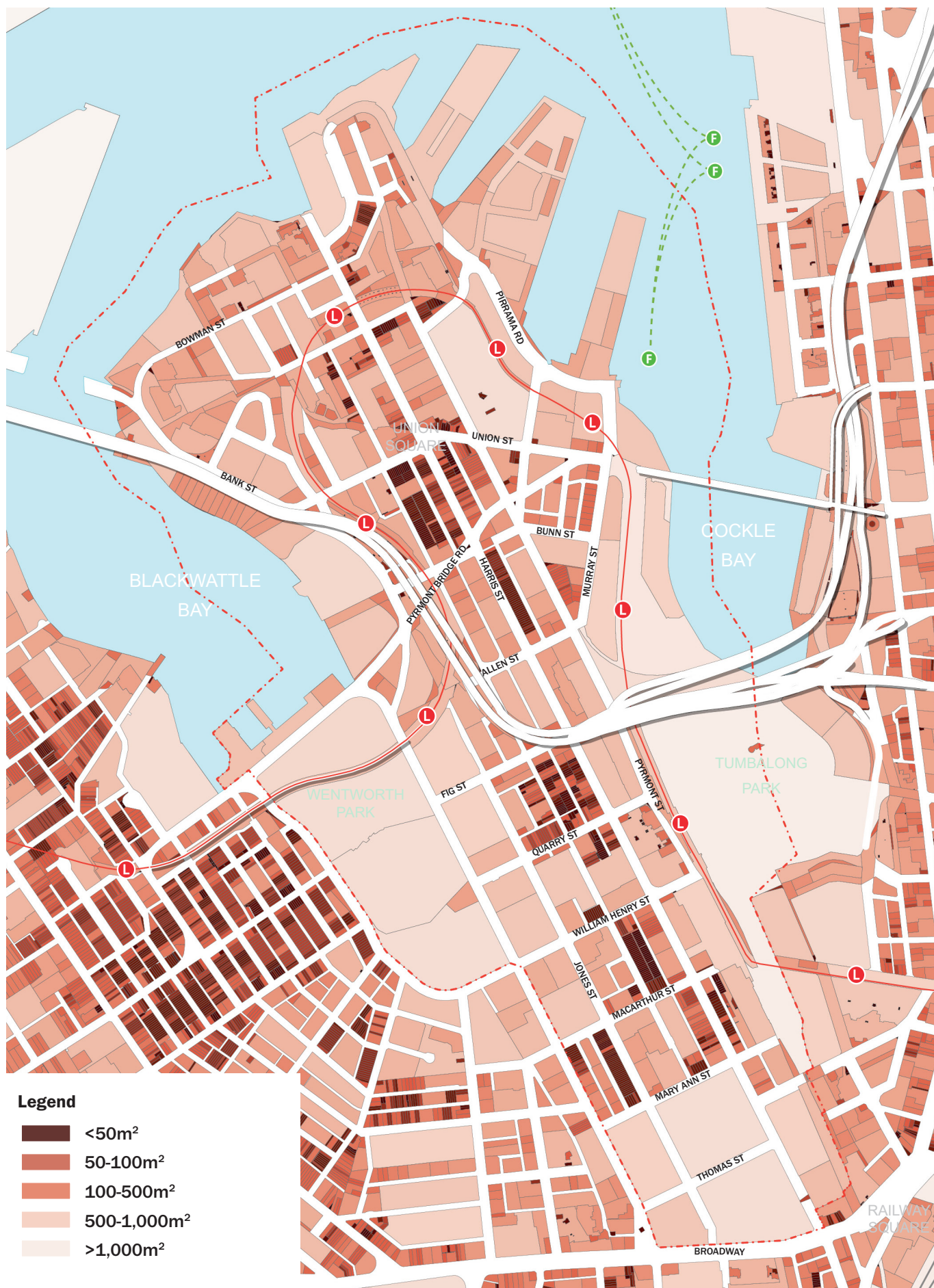
The ridge has maintained a substantial number of finer grain residential subdivisions which are focused on the heritage conservation areas.

It is the perimeter of the peninsula where sites are larger and retained in single ownership that initially indicate greatest potential for transformative change in the future.



92 / View looking over Pyrmont Peninsula towards Sydney CBD showing a variety of building typologies on varying lot sizes, City of Sydney 2019

4 Peninsula Analysis



93 / Map of the Pyrmont Peninsula showing the size of individual lots (NSW Department of Planning, Industry and Environment)

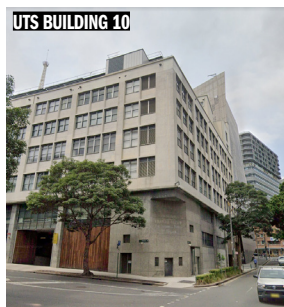
4.15 Employment clusters

The industry clusters across the peninsula and the size of businesses accommodated reflects the anchors of the CBD to the north and UTS/TAFE in the south and creative industries occupying former warehouse buildings along Wattle Street.

There is a clear north/south differentiation which is driven by a combination of land use, lot size and lack of connectivity.

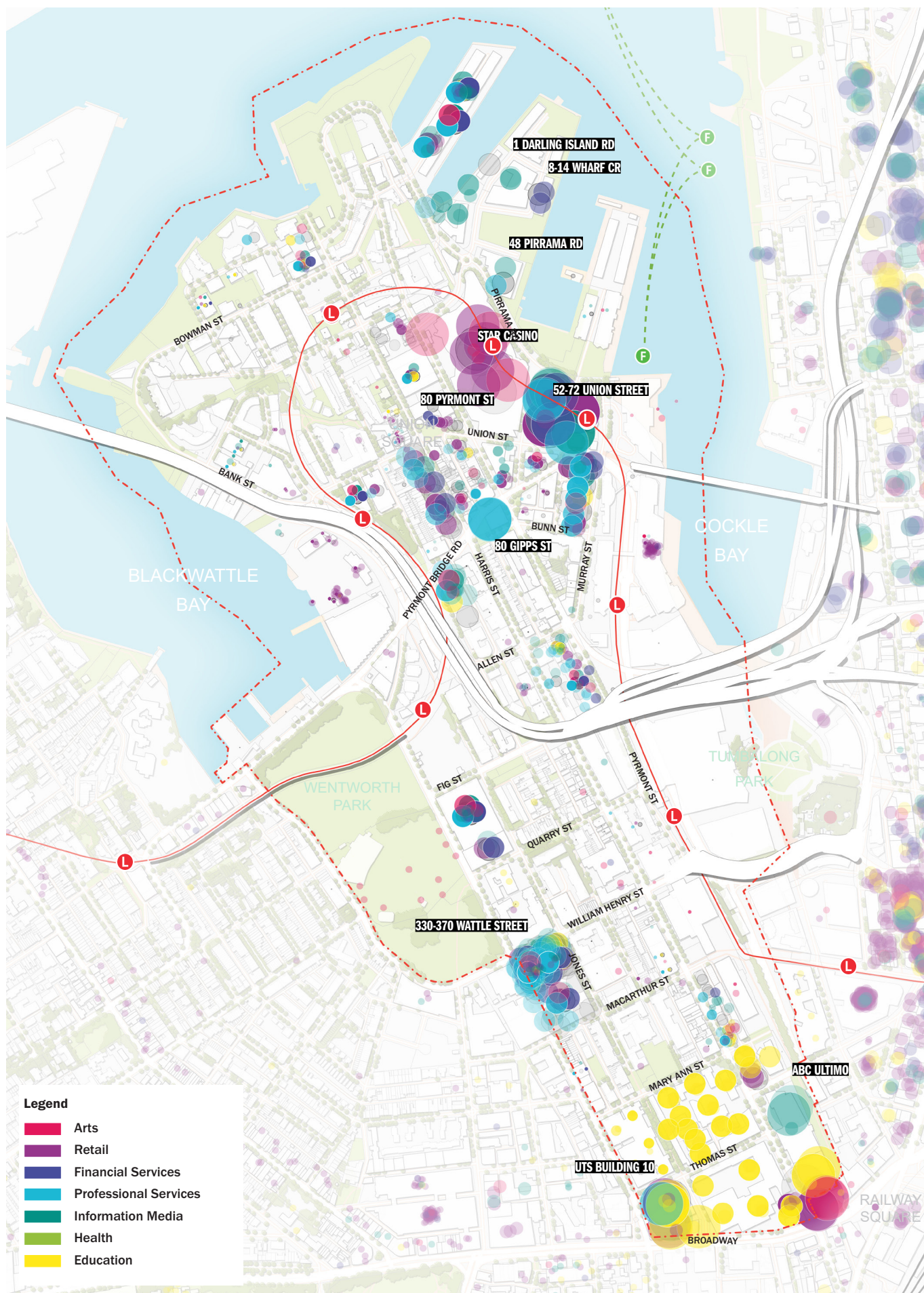
The exception to this is the heritage industrial buildings along Wattle Street which house a diverse range of generally small businesses from across the spectrum of employment sectors.

The challenge exists to create a more consistent distribution of small and medium entities between these anchors to drive the innovation economy.



94 / Images of commercial buildings within the peninsula that house significant numbers of employees and a diverse range of businesses, Google Street View 2019

4 Peninsula Analysis



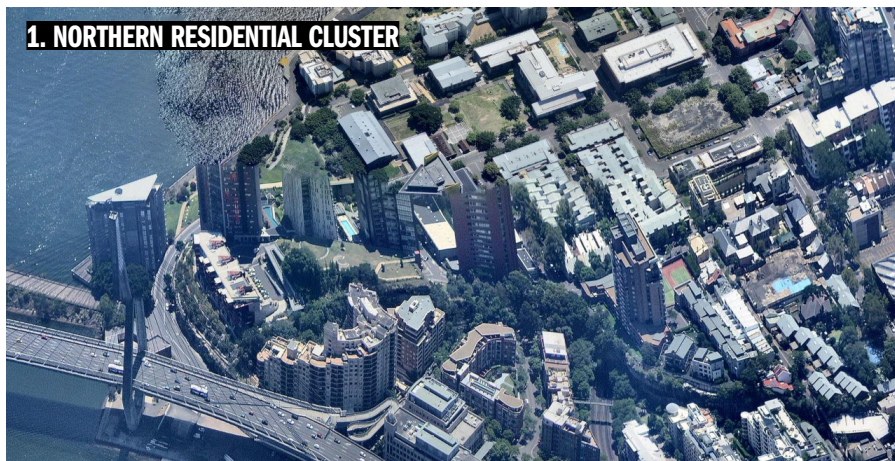
95 / Map of the Pyrmont Peninsula showing employment clusters by industry (City of Sydney, Floor Space and Employment Survey 2017)

4.16 Residential density

Pymont-Ultimo SA2's population density makes it the second densest residential neighbourhood in Sydney after, behind Potts Point-Woolloomooloo SA2.

Residential densities across the peninsula reflect the development stages with higher density areas being constructed since 1990 in new multi-residential towers and large warehouse building conversions located along the edges and focused on Jacksons Landing in the North and Pymont Bridge Road in the centre.

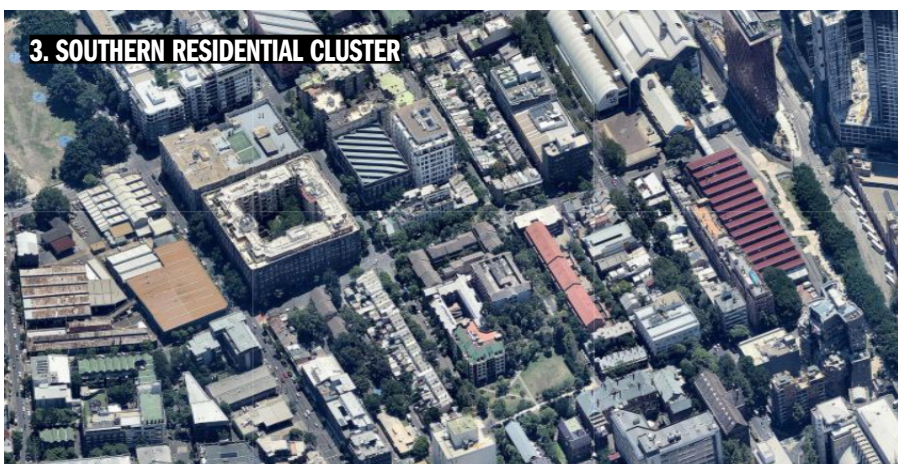
The lower density ridge reflects the heritage listed terraces with a significant number of long-term residents.



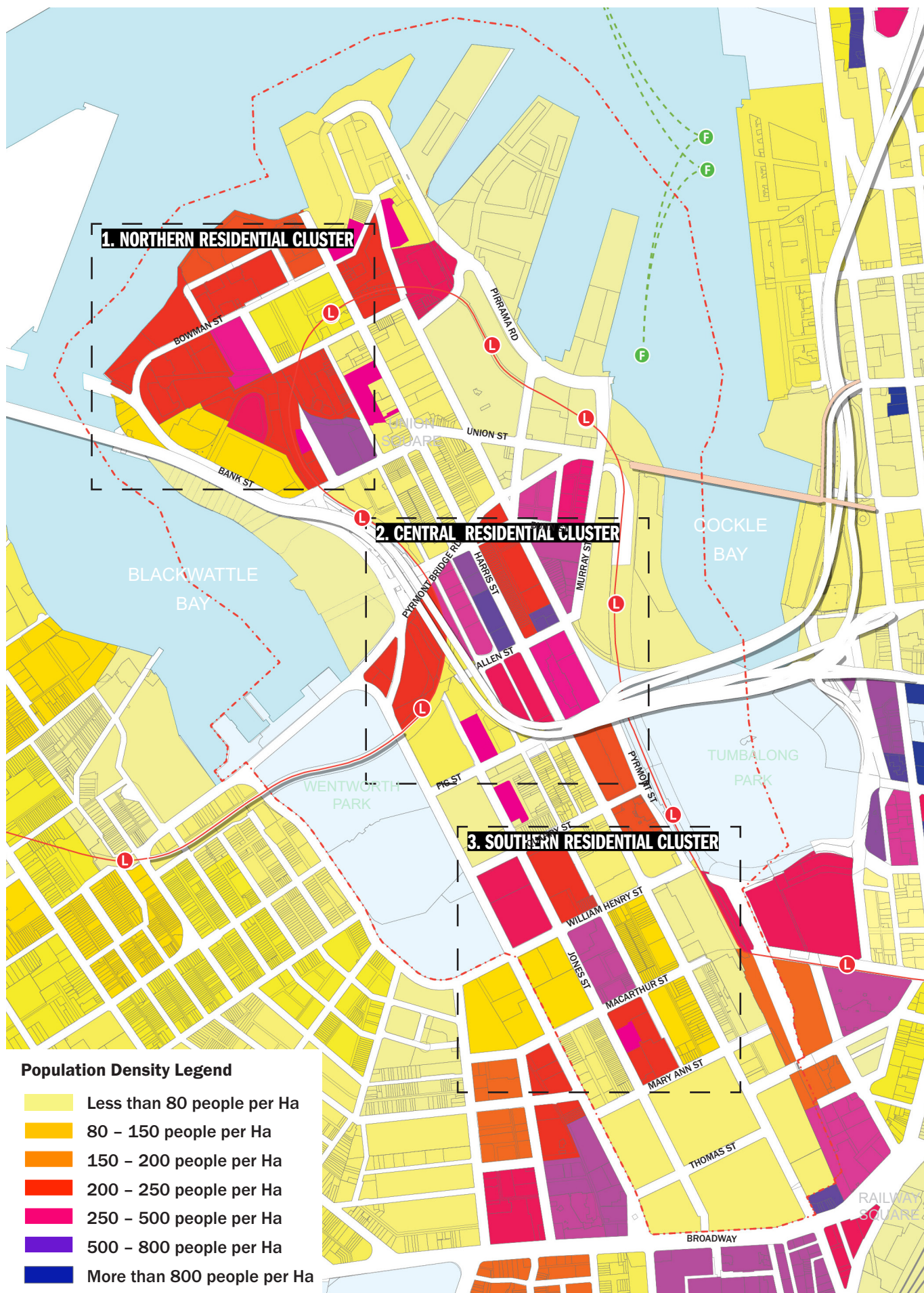
96 / Aerial view of the northern residential cluster within the peninsula, Nearmap 2020



97 / Aerial view of the central residential cluster within the peninsula, Nearmap 2020



98 / Aerial view of the southern residential cluster within the peninsula, Nearmap 2020

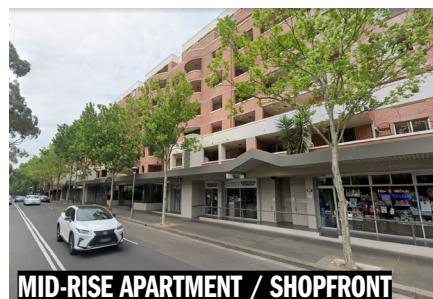


99 / Map of the Pyrmont Peninsula showing residential population density by block (Australian Bureau of Statistics 2016)

4.17 Building typologies

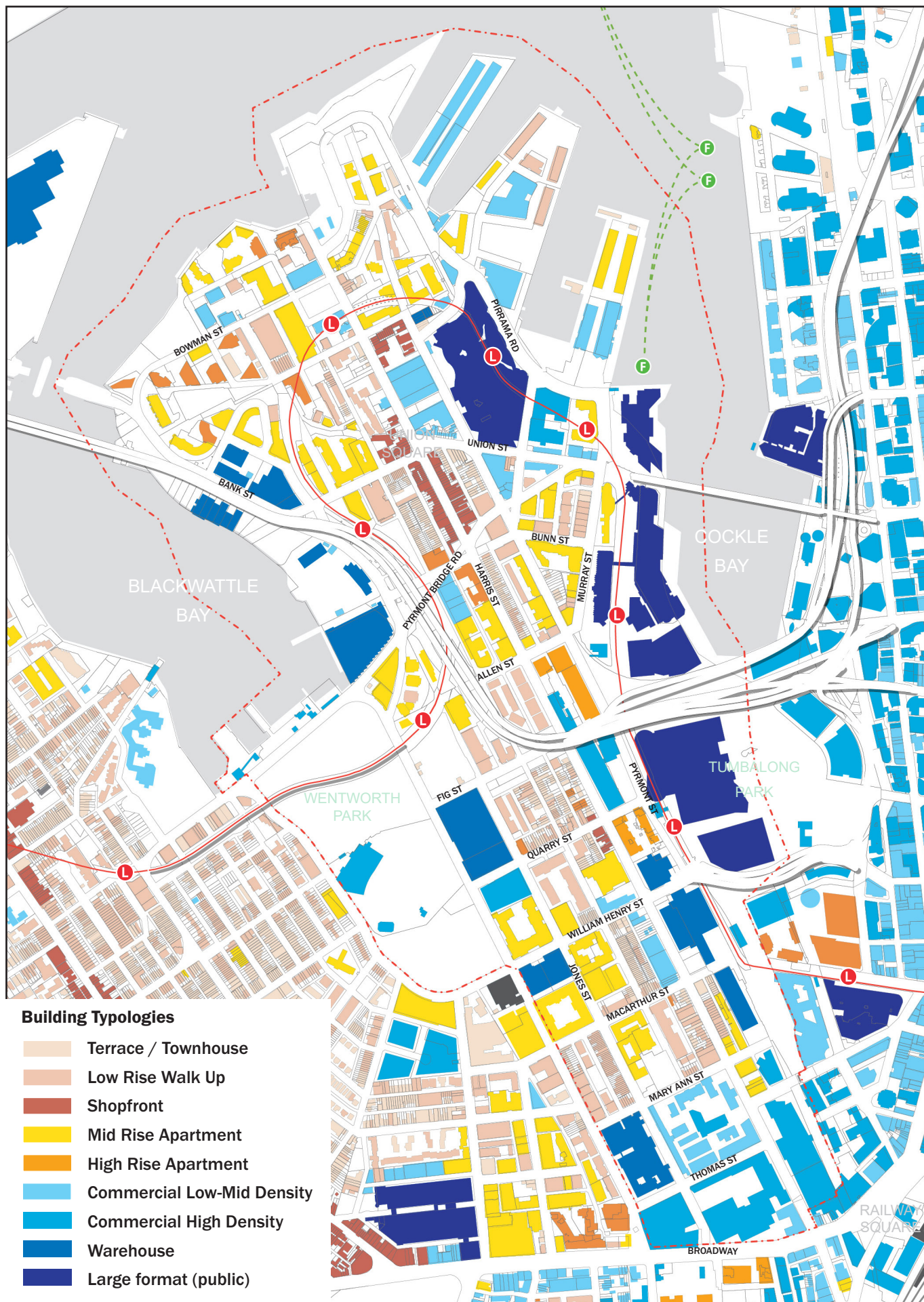
As a CBD fringe area, the built fabric of Pyrmont Peninsula displays exceptional diversity reflective of its historical development as well as the changing nature of industry and employment over time.

In undertaking future renewal, the challenge will be to retain and extend this diversity such that amalgamations and redevelopments do not result in impermeable and generic outcomes that detract from the vibrancy and urbanity of the peninsula.



100 / Images of building typologies within the peninsula, Google Street View 2019

4 Peninsula Analysis



101 / Map of the Pyrmont Peninsula showing building typologies (Hassell)

4.18 Barriers and boundaries

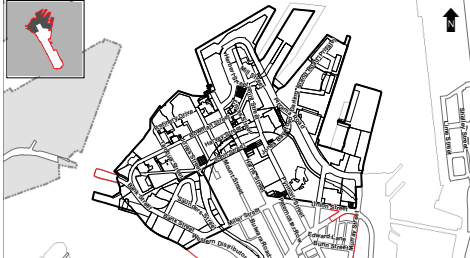

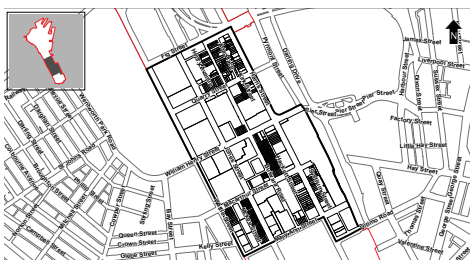
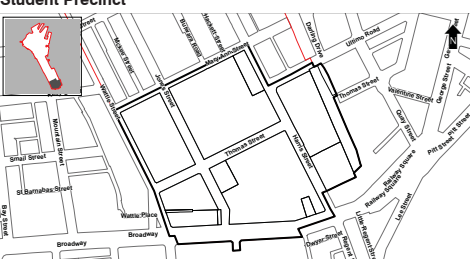
The City of Sydney identifies 4 localities under the DCP for the peninsula however, the urban form is interrupted by changes in land use, arterial roads and topography.

There is a distinct change in character north of Pyrmont Bridge Road to a active, leafy residential focused precinct that has limited regional traffic, high quality and substantial open space and built form.

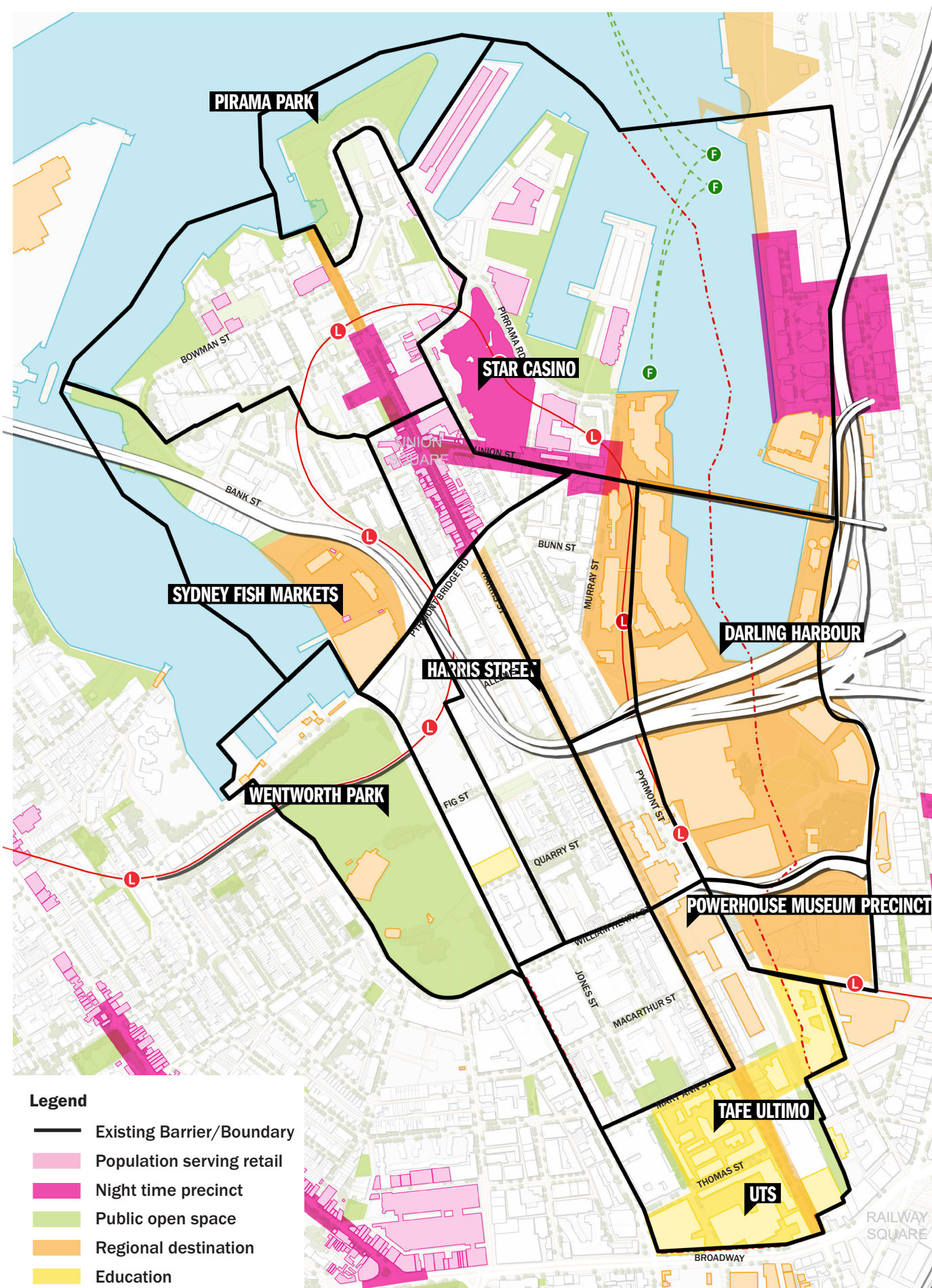
South of Pyrmont Bridge Road, the transport function of Harris Street takes precedence leading to an east and west condition that is further fragmented according to land use with pockets of quiet residential lands around Fig Street Park bordered by large format inactive commercial lots.

The eastern edge, nestled along the valley floor is a mixture of public, tourism and professional services buildings which speak to the CBD in their global appeal and economic contribution. The steep topography along Darling Drive and Pirrama Road combine with The Star to limit interaction between the CBD and ridge of Pyrmont Peninsula.

The character shifts once more south of William Henry Street with apartment buildings that have removed the finer grain terrace experience and a steady transition to the metropolitan anchors of TAFE, UTS and the Powerhouse Museum.

<p>Pyrmont Point</p> 	<p><i>Pyrmont's mixed use character is to be maintained. The area is to function as a combined living and working precinct while protecting historic buildings and topography. The striking cliff faces are important to remain as exposed landmarks visible from within the area and from the Harbour.</i></p>
<p>Pyrmont</p> 	<p><i>A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained.</i></p>
<p>Ultimo</p> 	<p><i>Ultimo is to continue its existing mixed-use character comprising residential, cultural, retail and commercial uses. The historic low scale housing and large scale historical and industrial buildings are to be protected.</i></p>
<p>Student Precinct</p> 	<p><i>The diverse historic building stock is to be protected and adaptively re-used. New development is to respect, and not mimic these buildings and their setting. New development is to maintain street legibility and provide useable pedestrian and bike links through and within the neighbourhood.</i></p>

102 / Extract of City of Sydney DCP 2012 character areas within the peninsula.



103 / Map of the Pymont Peninsula showing current character areas and distinct barriers and boundaries between areas within the precinct (Hassell)



104 / Watermark: Aerial view of the peninsula with Sydney CBD in the background, NSW Department of Planning, Industry and Environment.

5 Next Steps



A powerhouse of the creative economy

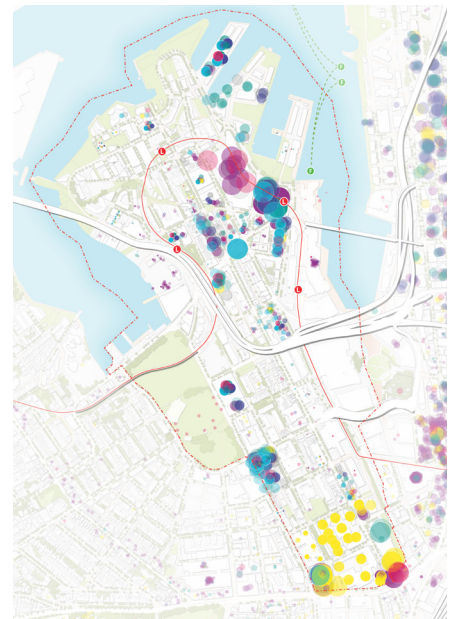
Concurrent to the Place Strategy, an Economic Development Strategy (EDS) has been developed for the Pyrmont Peninsula.

The EDS investigates current and projected employment floorspace demand, as well as the role of the peninsula in delivering the ambitions of the Innovation Corridor.

Key findings of this strategy:

- The current profile of businesses (big anchors and institutions, and many small businesses) is similar to the Sydney CBD.
- Better connectivity (particularly the introduction of a Metro and north-south intermediate and active transport) will enhance desirability for commercial tenants, especially professional and knowledge sectors.
- The innovation industry requires a diversity of workplaces, to suit larger and smaller businesses, research and learning, as well as supporting services.

In the 2020 Pyrmont Peninsula accommodates a significant workforce of more than 37,000 people. Many businesses and workers are attracted to the unique qualities of the place, its historic warehouse-style buildings, characterful streets and community facilities. It supports many small and local enterprises, retailers and services.



105 / Peninsula employment clusters

Legend

- Arts
- Retail
- Financial Services
- Professional Services
- Information Media
- Health
- Education

The EDS projects future growth on the peninsula, including how a new Metro Station would impact on commercial and residential development demand.

An analysis of development potential of sites (taking into account lot size, ownership patterns, heritage and other constraints) demonstrated the ability for the peninsula to accommodate this additional demand.

Base Population (2021)

Residents	20,500	-
Workers	37,000	-

Future Population (2041)

Residents	29,000	8,500 increase
Workers	60,000	13,000-23,000 increase

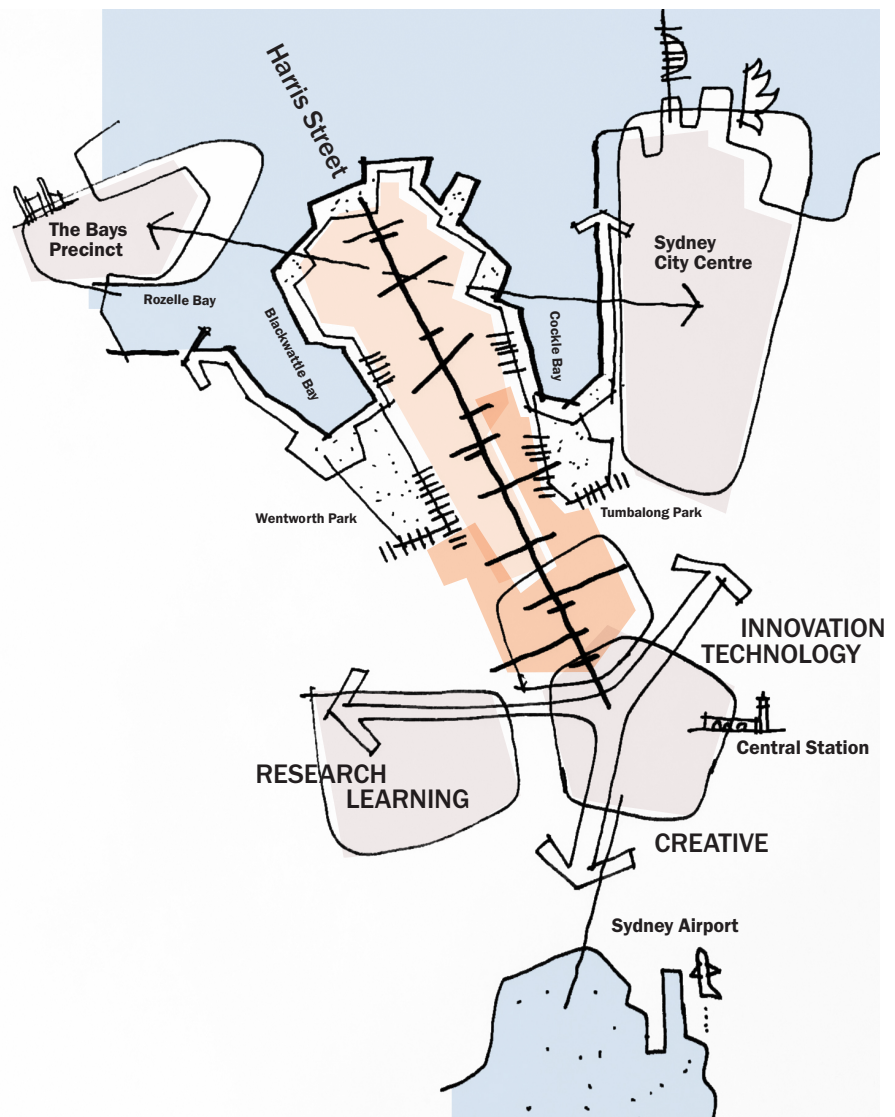
A connector of people and places

While Pyrmont Peninsula has the capacity to deliver this development demand, it also plays an equally critical role as a connecting place.

Located between Sydney's historic city centre and the emergent Bays Precinct, and adjacent to the fast-evolving Central Station area – the peninsula will have a unique role in linking and supporting these hubs of the Eastern Harbour City.

Its incredible natural setting, heritage streets and spaces, set it apart from others – and these are the elements that are key to the future success:

- Retaining local character and activity – a contrast to the new and old commercial centres that will occupy the peninsula;
- Embracing, defining and connecting to the water and parklands that sit around its edges.
- Reinforcing and celebrating its special streets, spaces and neighbourhoods.
- Balancing regional and local connectivity.
- Developing the social infrastructure of the future the spaces, housing, resources and systems that will make this one of Sydney's most sustainable places.

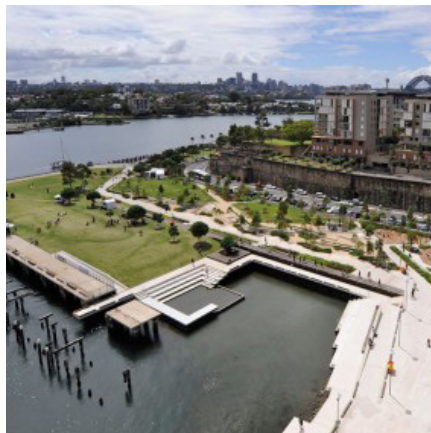


106 / Diagrammatic representation of strategic location of Pyrmont Peninsula in connecting the innovation corridor anchors

From an analysis of the complex, layered nature of the Pyrmont Peninsula, five unique characteristics of this place have been identified.

These characteristics reveal some of the challenges and opportunities the peninsula faces over coming decades, and informs the key elements of the Strategic Framework.

1



107 / Pirrama Park, City of Sydney

A peninsula landform, a true Sydney setting

The natural setting of this place is quintessentially Sydney, a city of rocky peninsulas and bay parks, of close connection to water. And with a deeper recognition of millennia of occupation, of connection to and care for country. The dynamic topography and natural systems of the peninsula are fundamental to its character, historic development and urban structure - but also create barriers to movement.

The Opportunities

- Expand and enhance the public domain - accessible, engaging and restorative places for everyone
- Improve access to and engagement with the harbour
- Restore damaged ecologies especially at the water edge
- Reinforce and enhance viewlines along streets to the water

2



108 / Pyrmont Markets in Metcalfe Park

Socially inclusive, a dynamic community

Sydney's original industrial heartland, the peninsula has always housed a diverse, dynamic community ... from factory workers and green ban activists to tech workers and international students. It is a place of social inclusion, community hubs and cultural destinations, an innovator in the provision of worker housing, new industries and great public places.

The Opportunities

- Retain a diversity of affordable, high quality homes and workplaces
- Protect existing community spaces and facilities
- Engage the community in the planning, design and care for places

3



109/ Aspire (light sculpture), Warren Langley

Close to everything, not well connected

The peninsula has always been considered "city fringe", a place bisected and often overwhelmed by regional road, rail and industrial infrastructure. It is well positioned, but some places (including big attractors like the fishmarkets and museums) can be difficult to get to, with limited public transport and many disconnected movement paths. The peninsula community choose to walk and cycle most places.

The Opportunities

- Investigate opportunities for new transport connections such as Metro, light rail and cycleways
- Ensure streets are green, walkable, enjoyable spaces
- Explore ways to overcome barriers of topography, roads and rail lines

4



110/ Union Street Square, Real Estate View

Heritage layers, authentic places

The Pymont Peninsula has a constellation of different neighbourhoods, streets and spaces. It has a rich layering of industrial, commercial, residential heritage - a built fabric that is diverse and delightful. From the terrace house to warehouse, the peninsula is packed with great buildings that attract workers and residents alike.

The Opportunities

- Consider ways to express the Aboriginal story of this place
- Reinforce the unique character and qualities of each neighbourhood
- Regenerate historic ridgeline villages to retain diversity, affordability and local character
- Support economic diversity, including reuse of warehouse and industrial buildings

5



111/ Dr Chau Chak Wing, UTS

Adaptation and innovation

This has long been a place of change and transformation - from landscape to farmland, working harbour and production hub, to today's thriving urban community. The peninsula has adapted to social and economic change: its people, its buildings and spaces are resilient. It is a place of social and economic innovation, Sydney's creative heartland.

The Opportunities

- Renew larger sites to create workplaces for the innovation and creative economies
- Ensure development protects public amenity and delivers community outcomes, including new spaces and connections
- Deliver peninsula-wide sustainability outcomes including "net-zero" demonstration projects

