

Pyrmont Peninsula Place Strategy

Volume II | Strategic Framework

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
prepared for:



Planning,
Industry &
Environment

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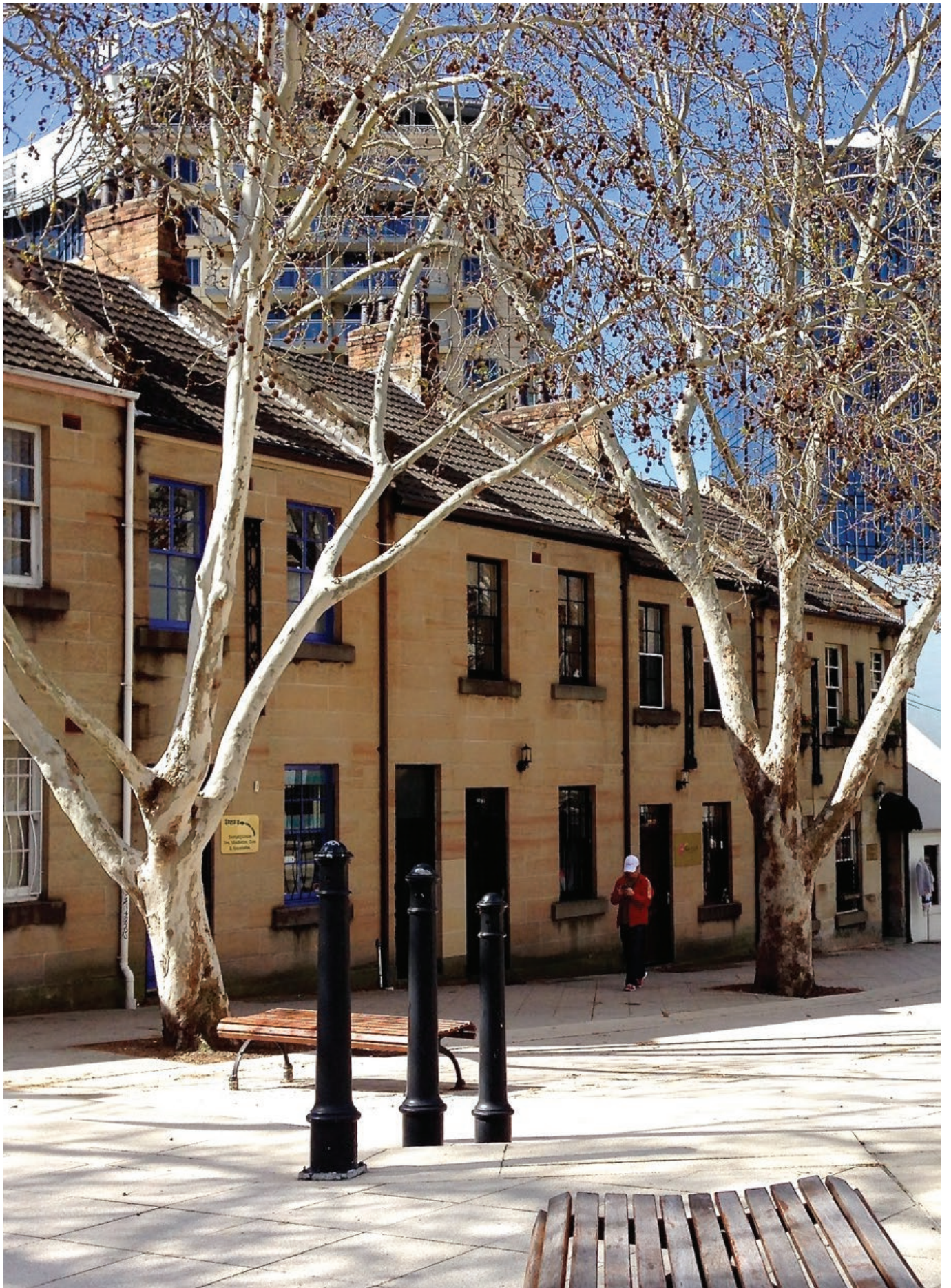


Figure 1.0.1 / Union Square

1

Introduction

1.1 Vision

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

The peninsula is home to a unique mix of heritage fabric, social housing, creative industries and international destinations.

It is a place of overlapping identities, diverse places and distinct communities.

It is quintessentially Sydney - surrounded in sparkling blue, a relaxed, hilly, ramshackle place.

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

The Pyrmont Peninsula is key to the future growth of Sydney, especially in delivering new jobs and homes, major destinations, great public places and experiences. But it plays an equally critical role as a connecting place for the wider success of the Harbour CBD.

Located between Sydney's historic city centre, the emerging Bays Precinct, and anchored by 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, diverse and engaged community, set it apart from the others - and these are the elements that are key to its future success:

- Retaining its local scale, character and activity - complementing the new and old commercial centres that will sit alongside it;
- Embracing, defining and connecting to the water and parklands that sit around its edges;
- Reinforcing and celebrating its special streets, spaces and neighbourhoods;
- Ensuring an integrated and easy network of public transport cycling and walking routes;
- Developing the social infrastructure of the future - the spaces, housing, resources and systems that make this one of Sydney's most sustainable places; and
- Engaging with its communities every step of the way.

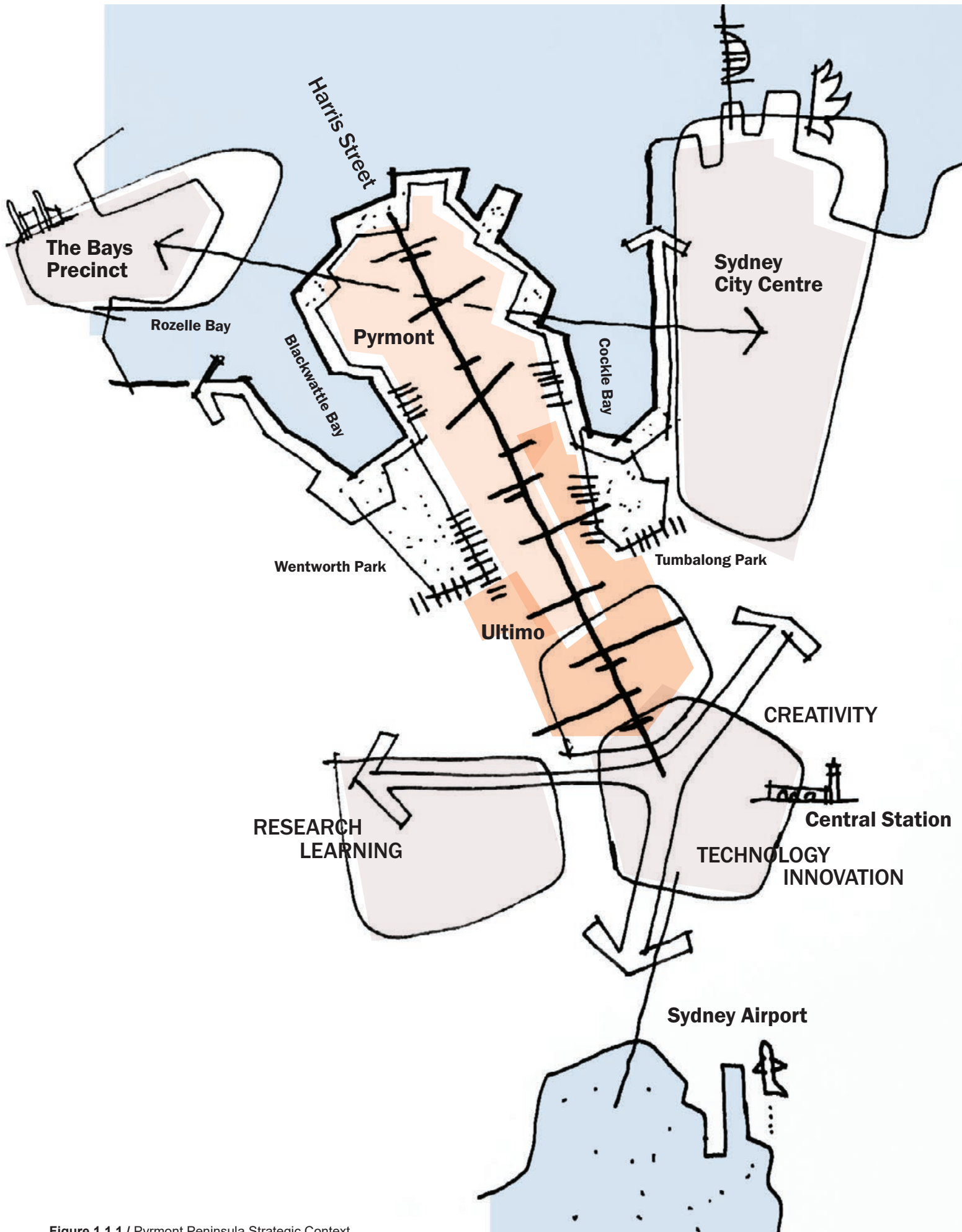


Figure 1.1.1 / Pyrmont Peninsula Strategic Context

1.2 Background

Introduction

The Pyrmont Peninsula ('the Peninsula') is a vibrant and unique area situated in the Western Harbour on the fringe of Australia's busiest business district. The Peninsula is home to over 20,000 residents and close to 40,000 workers.

The area has evolved significantly over time. From its origins as an industrial waterfront, it has transformed into a significant economy in its own right.

Planning Review

In August 2019, the Minister for Planning and Public Spaces requested the Greater Sydney Commission (GSC) review the effectiveness of the planning framework to deliver the Government's vision for the Western Harbour Precinct and Pyrmont Peninsula, as the western gateway of Sydney's existing CBD.

The Commission heard from the community, local and State government and representatives of industry to understand their views and any issues. In September 2019 the Commission submitted its Review Report and Engagement Report, making three recommendations:

- Align planning in the area with the Greater Sydney Region Plan and Eastern City District Plan to help achieve the wider objectives for the area;
- Develop a Place Strategy (economic strategy, master plan, planning framework and governance); and
- Implement the Place Strategy within 9-12 months.

The GSC's reports can be viewed on their website: <https://www.greater.sydney/project/pyrmont-planning-review>

The 10 Directions

To assist with the development of the Place Strategy, DPIE has developed 10 Directions for the peninsula. These directions incorporate the Commission's recommendations and results from prior consultation with the community.

The ten directions focus on encouraging new jobs, innovation and investment whilst also ensuring the area's long-term liveability and sustainability. These are the starting point for a robust, workable Pyrmont Peninsula Place Strategy.

The initial directions were released in March 2020 and will evolve further during the planning process.

- 
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

Place Strategy

The GSC recommended a Place Strategy for Pymont Peninsula that encompasses:

- A simplified planning framework;
- A place-based master plan that addresses the planning priorities and actions of the Eastern City District Plan, including identification and characterisation of sub-precincts, as well as principles for these sub-precincts;
- The development of an economic strategy and industry attraction program that recognises the potential of the area; and
- The establishment of collaborative and inclusive governance arrangements that include State Government, industry, Council and community representation.

This document outlines the first step in the creation of a master plan for the peninsula - a Strategic Framework.

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. It sets a spatial and urban logic for the growth of Pymont Peninsula in the Harbour CBD.

The Framework considers how transport, open space and social infrastructure can be integrated with future growth and renewal, as outlined in the Pymont Peninsula Economic Development Strategy. As such, it will provide criteria for assessment of future project proposals, to ensure they deliver benefits to the city and to the community.

Note on the draft Strategic Framework for public exhibition

The development and delivery of any initiative or idea identified within the draft Framework requires further analysis and research through master plan options, engagement with stakeholders and input from specialist consultants including heritage, transport, open space, economic and events planning. Established strategic, statutory and management processes, including design excellence provisions, will also need to be considered.

1.3 Strategic context

The Pyrmont Peninsula is well located - between the centre of Global Sydney and the thriving local neighbourhoods of the inner city. It is a place of living, of working, of learning, playing, visiting and staying.

The peninsula will play an important role in achieving the strategic objectives of both state and local government - and delivering both commercial and community outcomes.

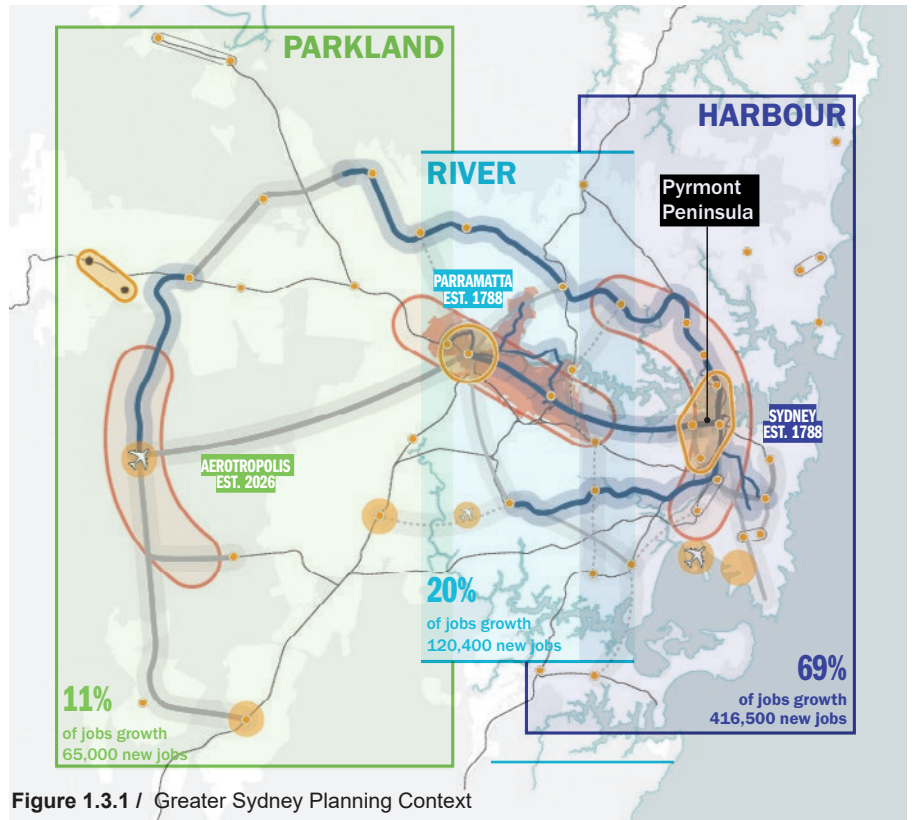


Figure 1.3.1 / Greater Sydney Planning Context

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 land use, public space, transport and infrastructure planning.

It is built on a vision of three cities where most residents live within 30 minutes of jobs, education, health facilities and other services, as well as great parks and urban places.

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 key principles and initiatives that impact its future:

- Inclusion of Pyrmont within the Harbour CBD;
- An "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;
- The Camperdown-Ultimo collaboration area;
- West Metro corridor planning (with potential for a new Metro station within the peninsula); and
- Westconnex and road network planning.

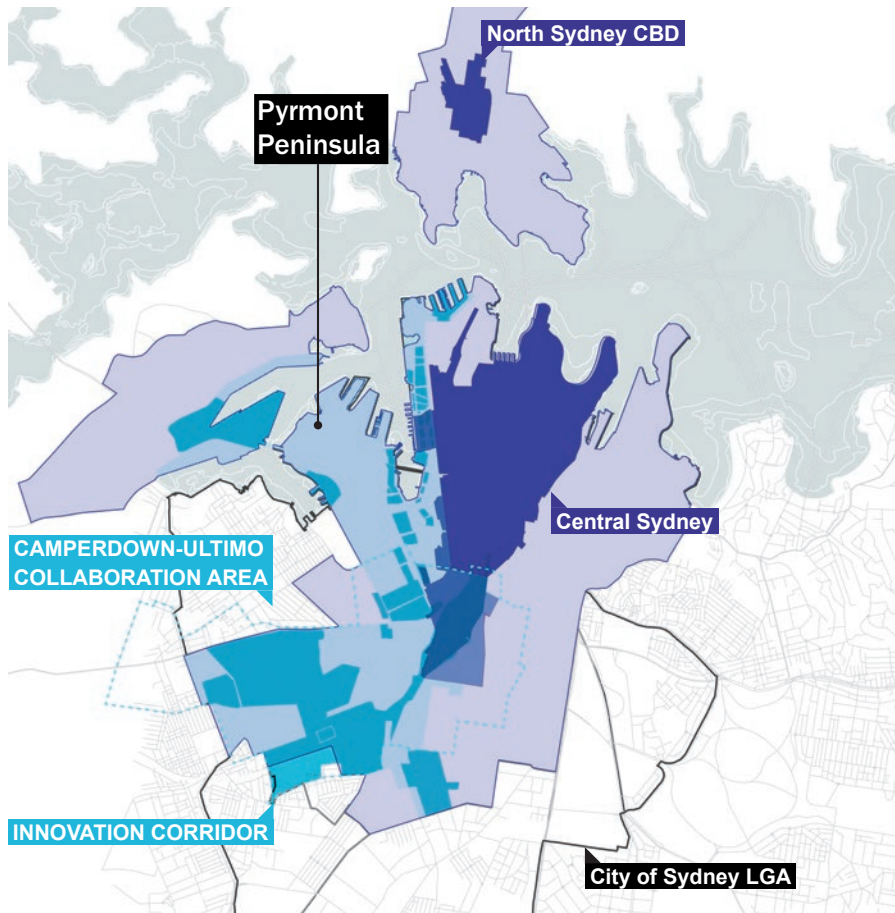


Figure 1.3.2 / Sydney CBD Planning Context

The Eastern Harbour CBD

The Eastern Harbour CBD is an agglomeration of strategic employment areas, regional attractions and residential communities, spanning areas of the 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;
- An emerging innovation corridor;
- Internationally renowned attractions; and
- High amenity, high density residential precincts.

In envisaging the peninsula's role as central to the future Eastern Harbour City, Objective 18 notes the need for:

- Planning controls that enable the growth and needs of the financial and professional services sector, and the innovation economy;
- A 24/7 and night-time economy;
- Protection of amenity of public spaces from overshadowing;
- Maximising vertical development and extension of the CBD;
- A long-term supply of office space not compromised by residential development;
- Public infrastructure investment to increase accessibility and reduce through traffic; and
- Improving walking and cycling links, particularly for the innovation corridor.

1.3 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
- Central Sydney Planning Strategy (CSPS)
- Sydney LEP & DCP 2012

City Plan 2036 and the Central Sydney Planning Strategy are key documents in defining future place strategies for the Pymont Peninsula.

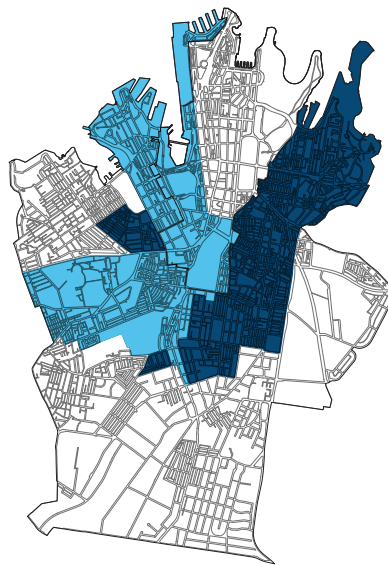


Figure 1.3.3 / City of Sydney Innovation Corridor



Figure 1.3.4 / City of Sydney City Fringe Zone (left) Camperdown-Ultimo Health and Education Precinct (right)

City Plan 2036

City Plan 2036 is the City of Sydney's Local Strategic Place Statement (LSPS), a strategy that all local councils are required to produce. An LSPS is "a 20-year vision for land-use in the local area, the special character and values that are to be preserved and how change will be managed into the future".

The City of Sydney is seen as a network of villages, with the Pymont Peninsula mainly consisting of the Harris Street Village, along with parts of Chinatown and CBD South, and Glebe Point Road villages. The entire peninsula is part of the City Fringe and Innovation Corridor.

City Plan 2036 emphasises the need for the peninsula to deliver greater employment growth, a diversity of well designed spaces to support the innovation economy, specialised and knowledge based clusters, and improved physical and technological connectivity.

Residential development should not compromise the peninsula's employment capacity.

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

- A significant number of arterial and collector roads which reduce east-west connectivity;
- Limited availability of land suitable for employment clusters;
- Potential impacts of taller buildings on open space and existing residential dwellings;
- Interfaces with heritage sites and heritage conservation zones;
- The potential for a new Metro Station to support the right kind of employment growth, affordable enterprise space, retail, community and cultural uses; and
- Improved walking and cycling infrastructure.

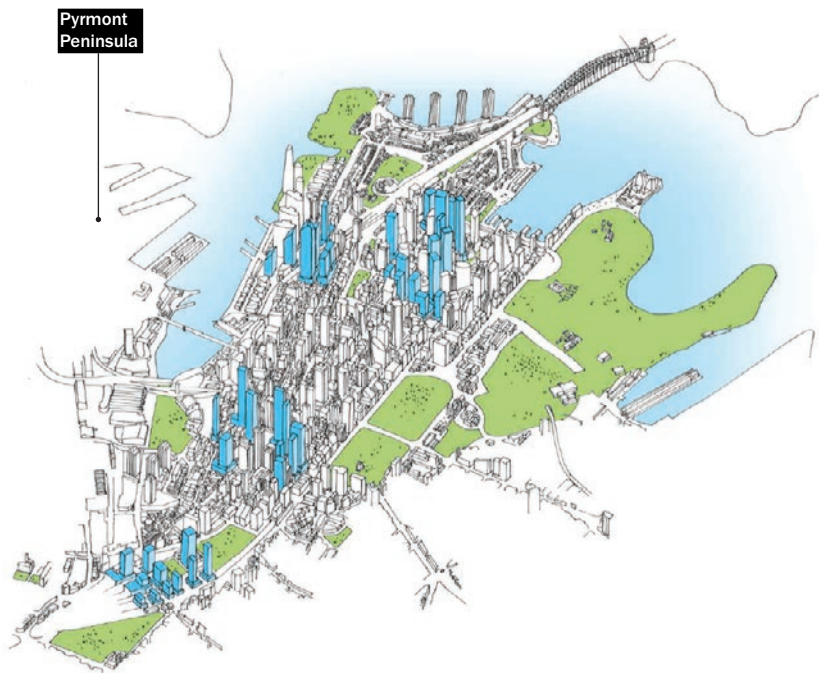


Figure 1.3.5 / View of Central Sydney with future clusters highlighted,

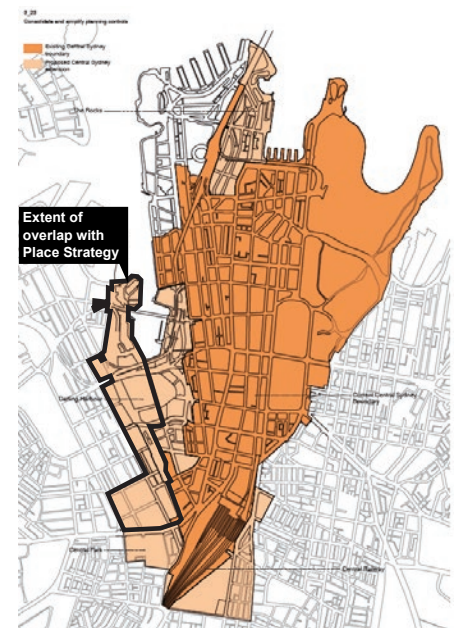


Figure 1.3.6 / Current and proposed extents of Central Sydney

Central Sydney Planning Strategy

First developed in 2016, and currently undergoing amendment, the Central Sydney Planning Strategy (CSPS) aims to ensure Central Sydney maintains its role as Australia's most productive and attractive city.

A primary objective of the CSPS is identifying the opportunity for additional height and density, especially for commercial uses, while ensuring new development enhances the public amenity of the city and achieves design excellence. Solar access planes are a key mechanism for achieving these outcomes.

The currently amendment elevates the importance of the peninsula, noting that *"Pymont is a pivotal location in the Eastern City District's Innovation Corridor. By including a station at Pymont as part of the Sydney Metro West, a continuous employment corridor is established linking Central Sydney, Pymont 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."*

The updated strategy proposes:

- The expansion of Central Sydney to include areas of south-eastern Ultimo;

- A tower cluster at the southern end of the peninsula centred on Central Station and UTS;
- Increasing planning heights along the innovation corridor; and
- Protecting solar access to Tumbalong Park and Railway Square.

The Place Strategy will need to incorporate the expanded CSPS area and consider how it interfaces with lower scale residential and heritage zones along Harris Street, as well as NSW Government proposals for the Ultimo education and creative precinct, Blackwattle Bay and wider planning for the peninsula's future.

1.4 Strategic potential

A powerhouse of the creative economy

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

This strategy 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 Metro) will enhance desirability for commercial tenants, especially professional and knowledge sectors which favour premium grade spaces; and
- The innovation industry requires a diversity of workplaces, to suit larger and smaller businesses, research and learning, as well as supporting services.

The Pymont Peninsula already 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..

The EDS projects future growth on the peninsula, with a focus on supporting the delivery of up to 23,000 new jobs.

Delivery of floorspace to meet this demand - in both new and refurbished buildings - is focused around

- Established economic clusters;
- Existing and planned public transport infrastructure; and
- Renewal areas identified in state and local government strategies and plans

It will require a range of building typologies including expansion of the lower scale campus style floorplate that supports small to medium size businesses alongside taller office towers where appropriate.

Base Population (2021)

Residents	20,500	-
Workers	37,000	-

Future Population (2041)

Residents	29,000	2,000-8,500 increase
Workers	60,000	13,000-23,000 increase

1

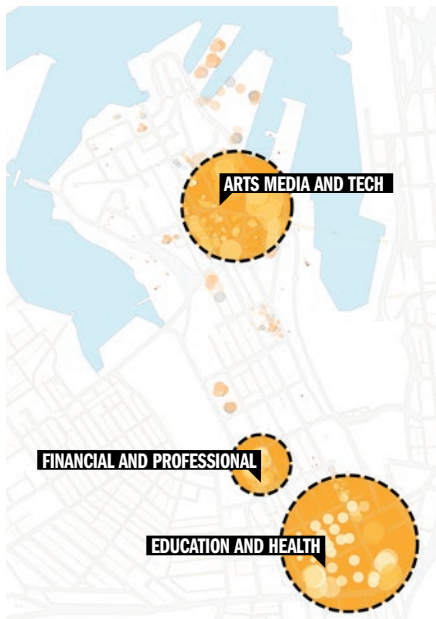


Figure 1.4.1 / Employment Clusters

2

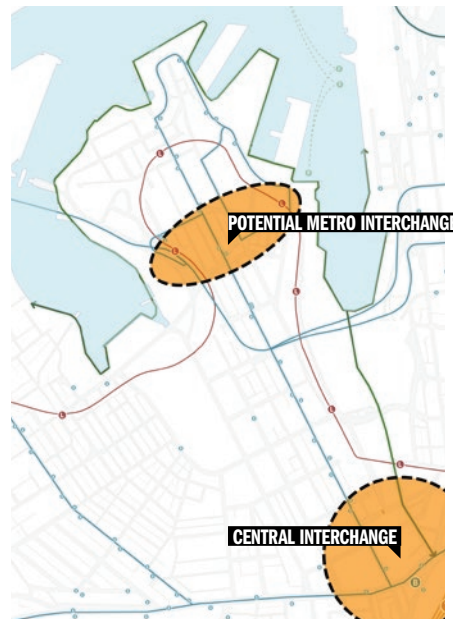


Figure 1.4.2 / Major Transport Interchanges

3



Figure 1.4.3 / Catalyst Sites

Intensify existing economic clusters

The Pyrmont Peninsula currently accommodates approximately 7% of the City of Sydney's jobs, with three distinct clusters located around:

- Darling Island and the eastern end of Union Street, with a focus on arts, media and retail jobs;
- The southern Ultimo cluster of education, research and health;
- A smaller grouping of professional and financial jobs at 330-370 Wattle Street.

These clusters are the hubs for further jobs growth, building on existing business networks, transport links and supporting services. To deliver on the EDS aspiration this will entail diversifying the current office stock to allow for a degree of larger floor plate office towers which supplements the lower scale and valuable heritage fabric.

Leverage investment in public transport

The Economic Development Strategy recognises the importance of public transport access for attracting new businesses to the peninsula. New jobs growth will be located to take advantage of:

- Significant investment in The Central Station precinct, to improve transport capacity (including a new Metro), access and interchange; and
- A future Pyrmont Metro Station located towards the northern end of the peninsula and providing rapid access to the Sydney CBD, The Bays Precinct and Parramatta.

Unlock potential of catalyst sites

State and local government strategies have identified areas that are able to accommodate future growth, including Blackwattle Bay, Ultimo and the eastern extents of the peninsula.

Renewal of these areas would accommodate a large proportion of the growth projected for the peninsula - while enhancing the amenity and character of surrounding neighbourhoods.

Additional sites throughout the peninsula will also support the delivery of the EDS demand, particularly in providing a diversity of workplaces for business, research and innovation.

1.5 The Pyrmont Peninsula



Figure 1.5.1 / Pyrmont Power Station & Pyrmont Goods Yard

The Pyrmont Peninsula stretches from Broadway in the south to Jones Bay in the north, and is bracketed east and west by the open spaces of Tumbalong Park, Cockle Bay, Blackwattle Bay and Wentworth Park. It contains the suburb of Pyrmont and parts of Ultimo, Haymarket and Darling Harbour

An appreciation of the many dimensions of this place is the starting point for the Place Strategy. A Place Strategy needs to incorporate considerations of public spaces and movement systems, existing buildings and new developments, cultural and community meaning - and much more.

The peninsula has had distinct phases of evolution - from a place of natural abundance to a hub of creativity, enterprise and innovation.

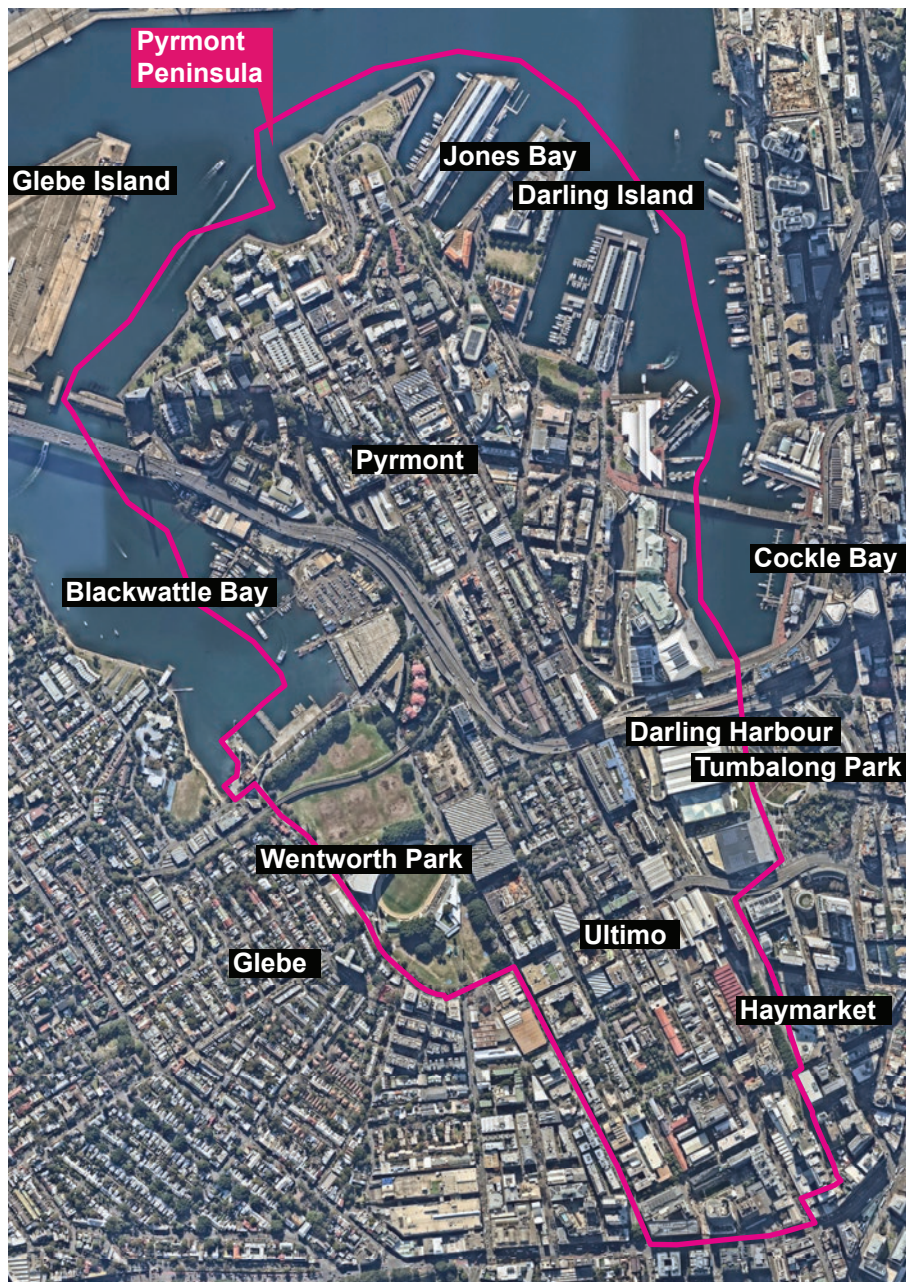


Figure 1.5.2 / Pyrmont Peninsula Boundary

Introduction

Complex ecologies of harbour edge, creeklines and swampy bays, flat fields and bushland were places of occupation, hunting and fishing for millennia. A freshwater spring was located to the east of the peninsula. This place was Pirrama (rocking stone), a recognition of its robust yet dynamic geological foundation.



Figure 1.5.3 / View in Port Jackson

This natural richness also attracted early colonialists - for picnics, farming and grand estates. A new era of land subdivision, ownership and development started in 1795 with the first land grant to Thomas Jones. Later, the Harris estate of Ultimo was broken up to form the first streets and terrace house rows.



Figure 1.5.4 / Pyrmont, showing cattle in a field with sandstone boulders c1871

By the mid nineteenth century, the peninsula was a focus of industry, trade and production - the powerhouse of the emerging modern city. Major quarries extracted sandstone for some of Sydney's grand public buildings. By 1900, this was home to more than 30,000, mostly local workers.



Figure 1.5.5 / Sandstone details Pirrama Rd



Figure 1.5.8 / Pyrmont Quarry 1893



Figure 1.5.6 / Darling Harbour 1946

The peninsula became a place of abrupt cuttings, modified water edges and contaminated land, with communities forced to live alongside noisy and unhealthy industries. In the mid twentieth century, closure of industrial sites, dwindling population and new road infrastructure all had major economic and social impacts.



Figure 1.5.7 / Pirrama Park

In the 1980s, the peninsula began a major renewal process, focused on new housing, jobs and the rejuvenation of streets and public spaces. New cultural, educational and tourism destinations emerged. Within this degraded and difficult context, a new era of innovation and transformation had begun.



Figure 1.5.9 Inner West Light Rail

1.6 Place potential

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



Figure 1.6.1 / Pirrama Park

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



Figure 1.6.2 / 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



Figure 1.6.3 / Artwork Aspire under A4

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



Figure 1.6.4 / Union Square

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



Figure 1.6.5 / Dr Chau Chak Wing Building

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



Figure 2.0.1 / Pyrmont Peninsula potential structure and experience; (Hassell)

2

Structure Plan



2.0 Structure Plan

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

The Structure Plan has been translated into a number of potential projects and programs - and these have been tested against the 10 Directions developed for the peninsula.

Key elements of the Structure Plan



REGIONAL HARBOUR PARKLAND

The harbour edge of the peninsula is a regional parkland that contains a diversity of spaces, activities and characters. This is an accessible, engaging and restorative place for locals, workers and visitors. It repairs the ecological functioning of the water edge and protects against flooding and storm events.



WORLD CLASS HARBOUR FORESHORE WALK

A continuous world class harbour foreshore walk links major event, tourism and entertainment destinations. Walking and cycling paths link the peninsula to the rest of the Eastern Harbour CBD. This harbour walk connects people to the water, to the history of this place, to country.



HARRIS STREET

Upgrades to public transport, footpaths and shopfronts link existing clusters of businesses and homes along the peninsula's historic main street. This is a diverse, affordable, eclectic place of enterprise and economy - linking the peninsula to the broader Innovation Corridor.



LOCAL OPEN SPACES

A network of smaller public spaces across the peninsula, providing moments of respite and places for connection and engagement. These will be confirmed and refined through future master plan and development processes.



GREEN WALKABLE STREETS

All streets are green, walkable, comfortable places that help manage and reverse the dominance of busy roads. New connections overcome barriers between the ridge, parks and water edges. Active movement corridors run east-west and north-south, linking people to major destinations in and beyond the peninsula.



PLACES FOR ECONOMIC INNOVATION

Larger sites along the eastern and western edges, as well as Ultimo, provide the opportunity for renewal aligned to the economic development strategy. New workplaces, homes, places for creativity and learning are created, along with new open spaces and pedestrian connections.



TRANSPORT INTEGRATION

New and existing transport systems are integrated, with easy and legible interchange at key nodes.



Metro Investigation Area



Figure 2.0.2 / Pyrmont Peninsula Structure Plan

2.0 Structure Plan

The Structure Plan contains four key "layers" that are critical for delivering a better connected, more resilient and people-focused place - one that enables the peninsula to achieve its strategic potential, as well as delivery of great economic and community outcomes.

A diverse, connected, restorative public domain



Figure 2.0.10 / Public open space

An integrated movement network



Figure 2.0.11 / Proposed movement network



Figure 2.0.3 / Marry Ann Street Park



Figure 2.0.5 / Queens Quay West Revitalization Toronto Waterfront



Figure 2.0.4 / Croydon South End



Figure 2.0.6 / Goods Line Ultimo,

Ridgetop village character and community



Figure 2.0.12 / Activation of Harris Street Spine and local community

Significant renewal sites at park and harbour edge

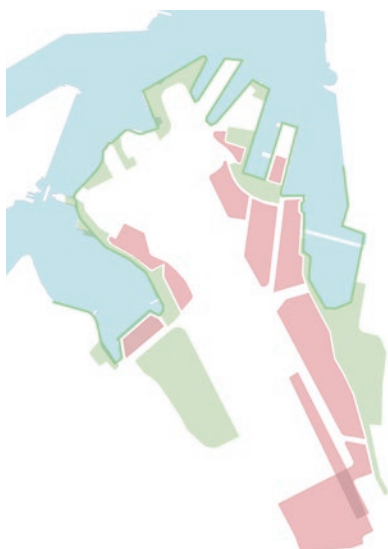


Figure 2.0.13 / Catalyst Sites

Combined layers form the Structure Plan



Figure 2.0.14 / Pymont Peninsula Structure Plan



Figure 2.0.7 / Union Square Pymont



Figure 2.0.9 / Pymont and Mudgee Region Festival, Metcalfe Park



Figure 2.0.8 / Anzac Bridge



Figure 2.0.10 / 100 Harris Street

2.1 Height Strategy Approach

The Greater Sydney Region Plan, in projecting a future for the Eastern Harbour City defined a "Harbour CBD". Pyrmont is located at its centre, bracketed by the existing Sydney CBD and future Bays West, both of which are identified as providing critical medium and long-term employment growth for Sydney into the future.

To enable growth and realise government's objectives for the peninsula, permitting additional height in the right location and for the right land use outcomes is necessary.

The treatment of height within the peninsula reflects at a high level the existing differentiation within planning policy around the Harbour Foreshore Area as defined by SREP (Sydney Harbour Catchment) 2005 and non-foreshore areas.

Pyrmont Peninsula Place Strategy develops this differentiation through reconciling a peninsula specific outcome with the current CBD height principles to enhance the unique differences of topography, character and experience of the peninsula.

The Peninsula-wide Height Strategy has been developed to support the Place Strategy and Structure Plan. It will be further refined as part of sub-precinct master planning in line with the height principles under Direction 2. The master plans will inform updates to planning controls.

The location and height of future built form needs careful consideration. New jobs and housing should be located close to public transport, community infrastructure and services. But, protection of the unique qualities and character of the peninsula are equally important.

The purpose of the height strategy is to allow for new buildings while

- Reinforcing the special historic character of the peninsula;
- Protecting the amenity of key spaces and streets; and
- Recognising that many sites across the peninsula are unlikely to undergo renewal

The height strategy articulates a maximum theoretical height within which development could be realised without negatively impacting on the key criteria noted.

The ability for any single development to access the maximum potential height will be subject to a variety of additional criteria to be developed in sub-precinct master planning and/or development control plans, such as:

- Wind impacts
- View impacts
- Overshadowing impacts to adjacent development including residential dwellings
- Streetscape experience
- Integration with context
- Alignment with EDS for proposed land use
- Design excellence
- Public benefit

Peninsula Open Spaces

As noted under the CSPA, an increase to height for the purposes of increasing capacity needs to ensure that the amenity of streets and public open spaces.

The height strategy expands the work commenced under the CSPA by identifying key public open spaces throughout the precinct, understanding their key use (open space or retail/activity area) and proposing hours of protection on the winter solstice for minimum hours of direct sunlight during which overshadowing above the existing street wall height enclosing the open space will not deliver appropriate future amenity.

In addition to open space, the place strategy highlights the following key areas to be protected due as their amenity contributes to local economic activity and gathering:

- Harris Street North of the Fig Street
- The Goods Line North of Ultimo Road
- Darling Harbour Foreshore

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

Winter Solstice Solar Protection 10-2pm

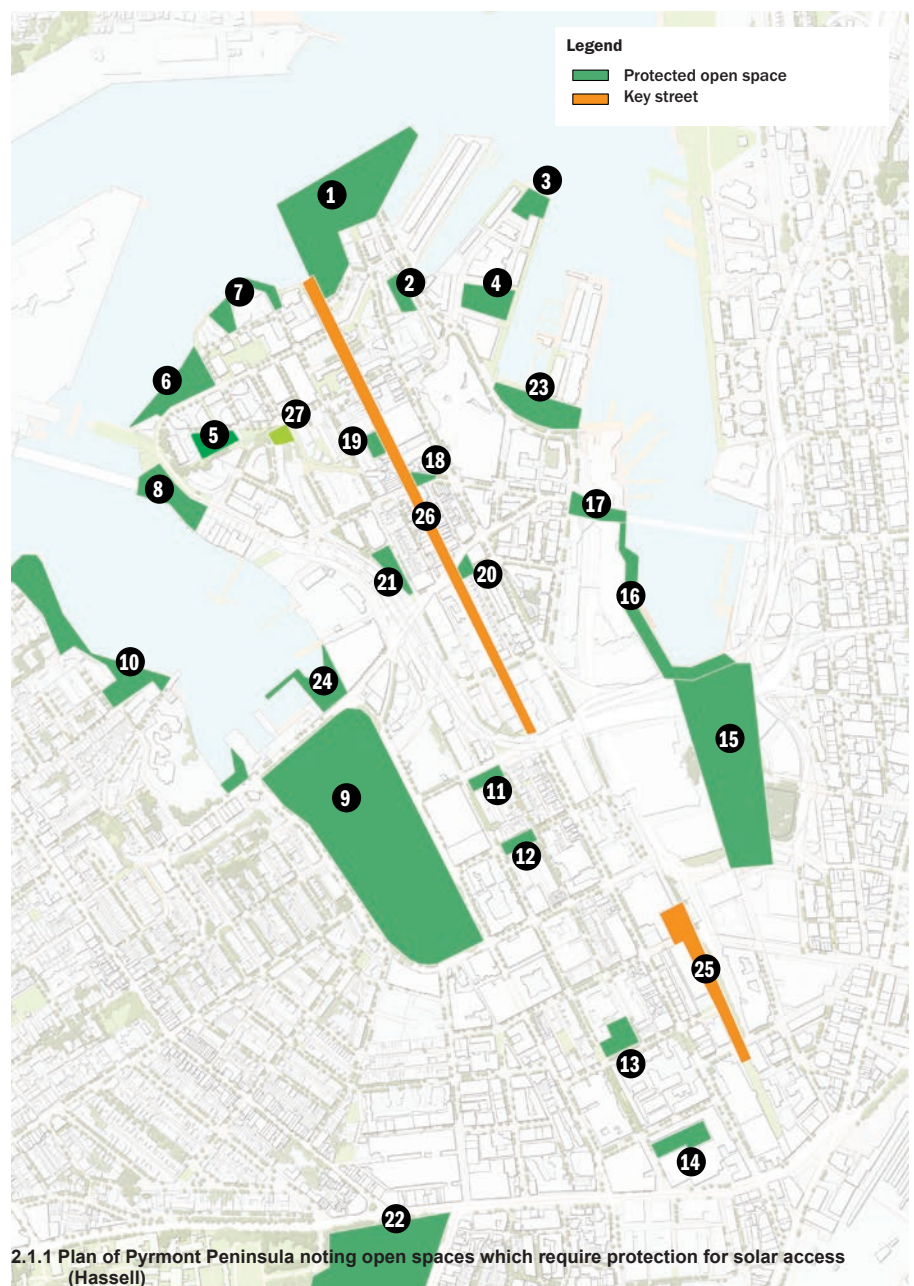
1. Pirrama Park and Gibs Park (RL10.08)
2. James Watkinson Reserve (RL21.56)
3. Ballarat Park (RL2.0)
4. Metcaalfe Park (RL3.67)
5. Distillery Drive Park/The Knoll (RL36.0)
6. Waterfront Park (RL9.81)
7. Cadi Park (RL5.04)
8. Banks Street Park (RL4.27)
9. Wentworth Park (RL3.73)
10. Blackwattle Bay Park (RL4.32)
11. Fig Lane Park (RL20.77)
12. Quarry Green (RL20.43)
13. Marry Ann Street Park (RL14.45)
14. Alumni Green (RL12)
15. Tumbalong Park (RL2.2)
16. Darling Harbour Foreshore (RL1.73)
17. Pyrmont Bridge Forecourt (RL7.01)
18. Union Square (RL15.17)
19. Maybanke Park (RL23.75)
20. Elizabeth Healey Reserve (RL15.12)
21. Paradise Reserve (RL9.13)
22. Victoria Park (RL22.99)
23. Pyrmont Park (RL1.5)

Winter Solstice Solar Protection 12-2pm

24. Sydney Fish Markets Urban Park (RL1.73)
25. Goods Line (RL6.5)
26. Harris Street (RL12.07)

Winter Solstice Solar Protection 10-12pm

27. Carmichael Park (RL23.6) - no additional overshadowing beyond 12pm



Reinforce peninsula scale and character

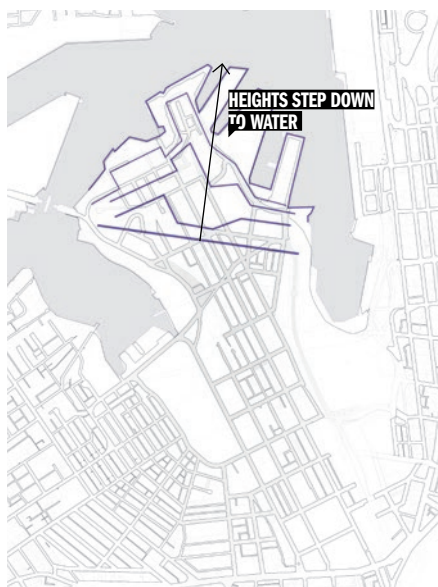


Figure 2.1.2 / Peninsula Character Height Strategy

The unique character of the peninsula is best appreciated from the harbour, where there is a layering of water, landform and landscape, industrial waterfront, heritage structures and newer mixed use buildings. A stepping down of building heights from the topographic high points within the peninsula to the harbour edge protects this layered character, which is a key differentiator of the place and an attractor of workers and residents alike.



Protect amenity of streets and spaces



Figure 2.1.3 / Peninsula Amenity Based Height Strategy

The peninsula has a strong urban identity, with a network of characterful streets and spaces. As the population grows, the accessibility and amenity of these places becomes even more important. Solar access planes are applied to new buildings to protect sunlight into the peninsula's parks, plazas and main streets - an extension of the approach used by the City of Sydney within Central Sydney.

Identify sites capable of change

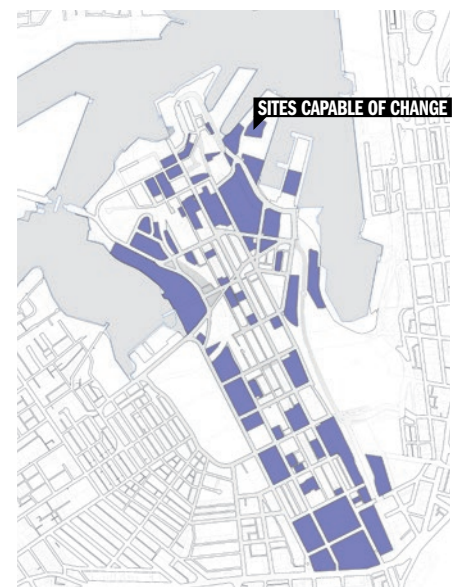


Figure 2.1.4 / Sites capable of change

An analysis was undertaken to identify sites across the peninsula that are capable of change, according to the following:

- State Significant renewal sites;
- Sites identified by the City of Sydney in their Development Capacity Study 2019;
- State or Local Government owned land;
- Land within single ownership;
- Strata commercial sites and residential with 10 or less lots;
- Heritage warehouse sites suitable for adaptation.

Smaller sites, heritage items and sites in conservation zones have been excluded. The exclusion of key areas and focusing of density in appropriate areas enables for the character of the Peninsula to be maintained alongside development.

Identify sites that enable the structure plan



Figure 2.1.5 / Identify sites where development is required to realise the strategy (Hassell)

In defining zones that could accommodate taller buildings, an analysis of the structure plan against sites identified sites where realisation of the place strategy outcomes are reliant upon site redevelopment and aligned to projected government investment in Metro, other public and active transport infrastructure, open space and community facilities.

These site clusters will be the subject of further analysis through the sub-precinct master plan process to determine appropriate maximum heights that will enable the desired land use of the EDS, implement the structure plan and deliver on the Place Strategy vision.

Indicative renewal zones and taller building clusters

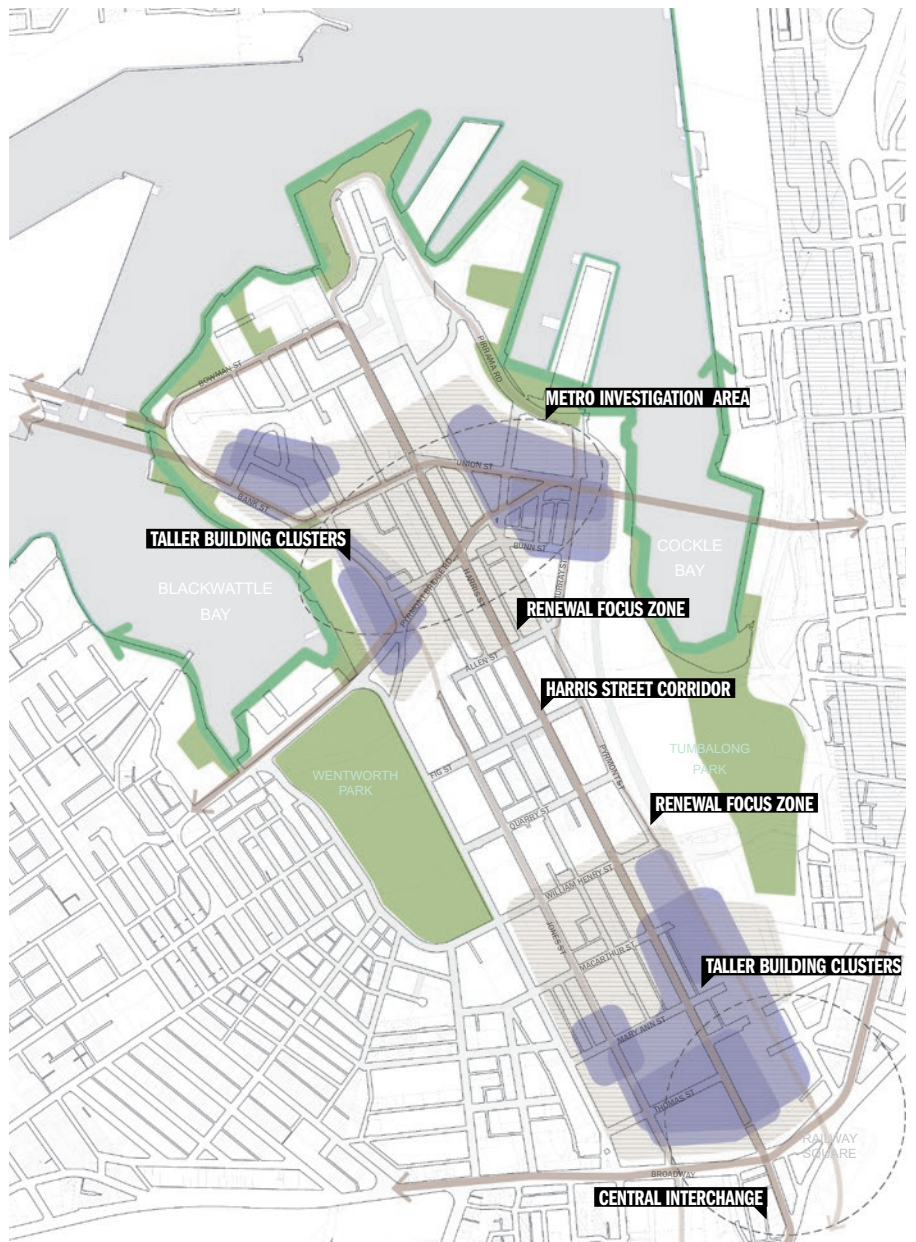
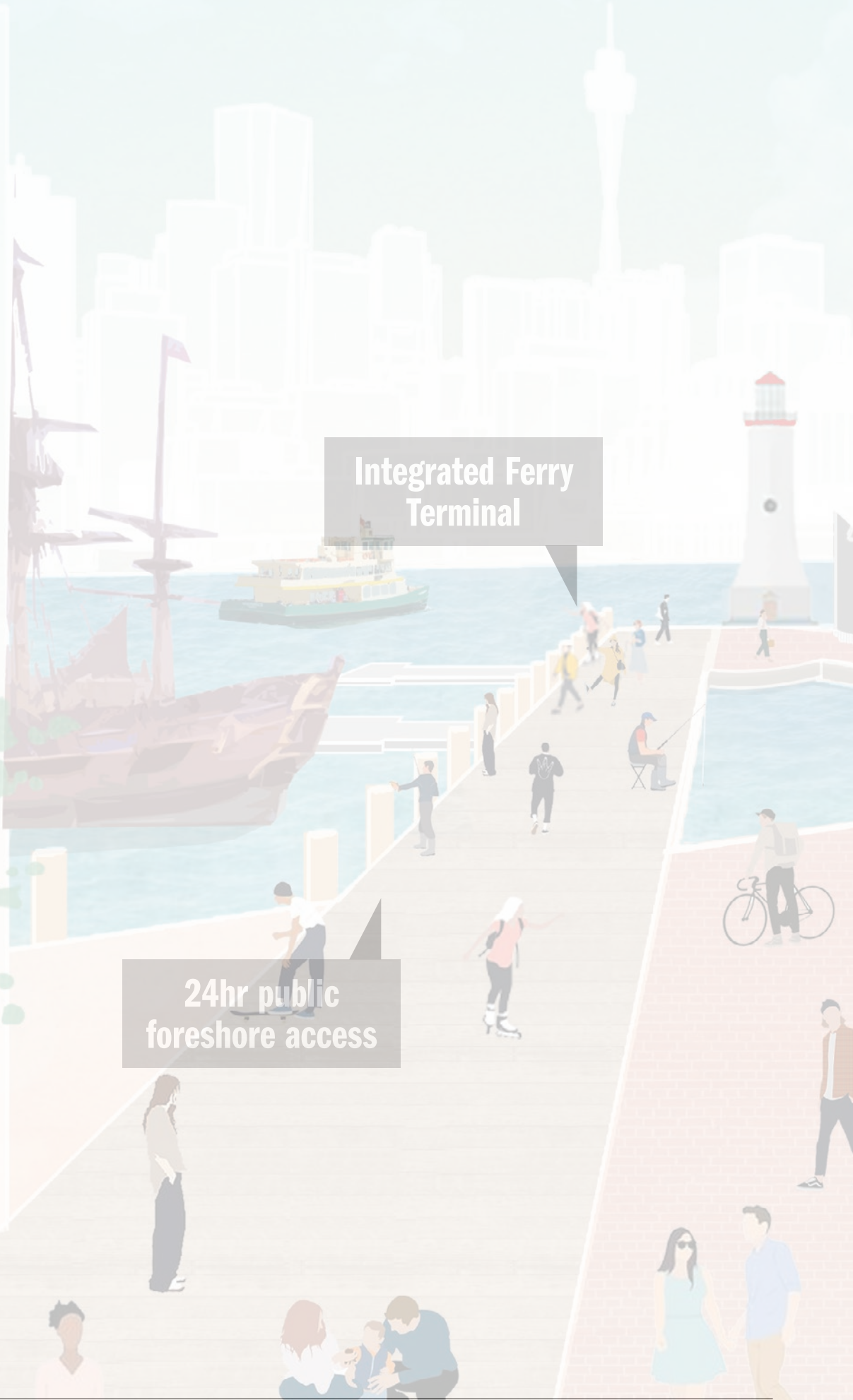


Figure 2.1.6 / Renewal focus zones and tall building cluster

NOTE: These areas are indicative only and do not relate to specific sites or building heights. The confluence of sites of an appropriate size, restrictions on open space overshadowing and appropriate land use form the criteria for considering zones for tall building clusters.



Integrated Ferry Terminal

24hr public foreshore access

3

New active frontage and museum entry

Implementing the directions

MUSEUM

Connection to harbour

Pymont Bay Park as key gathering space

3.1 Directions overview

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 an explanation on how these future directions are spatially realised through the structure plan.



Development that complements or enhances the area

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

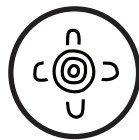
Pymont Peninsula's major commercial, entertainment, residential and retail buildings sit comfortably with terrace housing, smaller shops and heritage areas. New development, including taller buildings, must be in the right locations and designed to enhance Pymont's dynamic, interesting and intimate places.



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.



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



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.



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.



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.



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.



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 woolls 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.



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.



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.

3.1 Direction 1

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.

Structure Plan response

The Structure Plan identifies distinct sub-precincts across the peninsula, based on existing uses and desired future character and experience:

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

There is significant renewal opportunity on larger sites in the Ultimo, Blackwattle Bay, Tumbalong Park and Darling Island subprecincts which can be delivered in a way that enhances the amenity and quality of the existing context.



Figure 3.1.1 / Pymont Peninsula Sub-precincts

3.2 Direction 2

Jobs and industries of the future

Investment and innovation to boost jobs, creativity, tourism and night life
 Pyrmont 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 that links the CBD and Camperdown-Ultimo to the future Bays West. Emerging technology clusters in the Sydney Innovation and Technology Precinct, education and 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.

Structure Plan response

The Structure Plan builds on existing centres of creativity and activity, while identifying sites for delivery of significant new floorspace - with diversity and flexibility being critical to future jobs growth.

1. Delivery of major floorspace capacity on larger sites around the harbour and park edge, within the Blackwattle Bay, Tumbalong Park, Darling Island and Ultimo sub-precincts through a range of building typologies including expansion of the lower scale campus style floorplate that supports small to medium size businesses alongside taller office towers where appropriate.
2. New public spaces, pedestrian connections and community facilities, upgrades of existing streetscapes and historic buildings to support innovation and entrepreneurial economies.
3. Investment in existing clusters of local enterprise and innovation (such as along Wattle and Harris Streets) to retain a mix of affordable, flexible and collaborative workplaces.
4. Enhanced and activated connectors between ridge and edges, providing for supporting retail and services.
5. Continued growth and diversification of uses around the Ultimo education and creative precinct, to deliver spaces for education, employment, research and innovation.

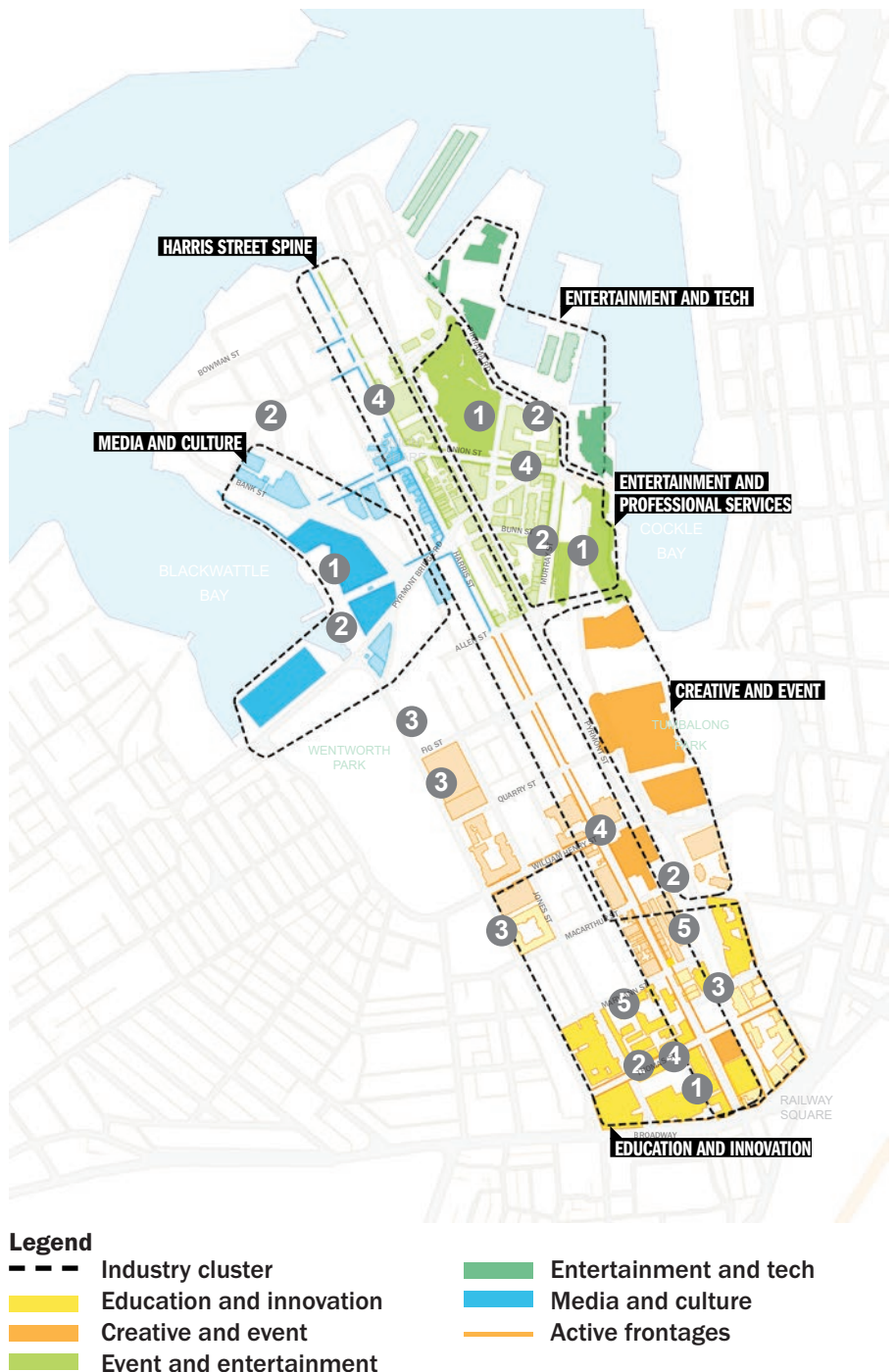


Figure 3.2.1 / Pyrmont Peninsula Activity and Employment Clusters

3.3 Direction 3

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 Sydney 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.

Structure Plan response

The Structure Plan builds on existing centres of activity within the peninsula and identifies the opportunity for new centres along movement corridors and within renewal areas.

1. Harris Street rejuvenation through a new street-based transport route that creates new hubs of activity at each stop, improving the safety and enjoyment of this important historic street
2. Existing centres at northern end of Harris Street (such as John Street and Union Street Squares) are reinforced and enhanced through shopfront, streetscape and public space programs
3. New centres of activity created at southern end of Harris Street with development of major sites delivering new connections and open spaces, activation of street frontages and the transformation of Harris Street into a high amenity pedestrian environment
4. Renewal sites (within the Blackwattle Bay, Darling Island and Tumbalong Park sub-precincts) deliver new public spaces, shops and services to create smaller nodes of activity



Legend
 ○ Transport node
 Local / community centre
 Local spine
 Regional attractor
 Foreshore walk
 Regional open space

Figure 3.3.1 / Pyrmont Peninsula future local centres

3.4 Direction 4

A unified planning framework

Clearer rules delivering greater certainty and investment

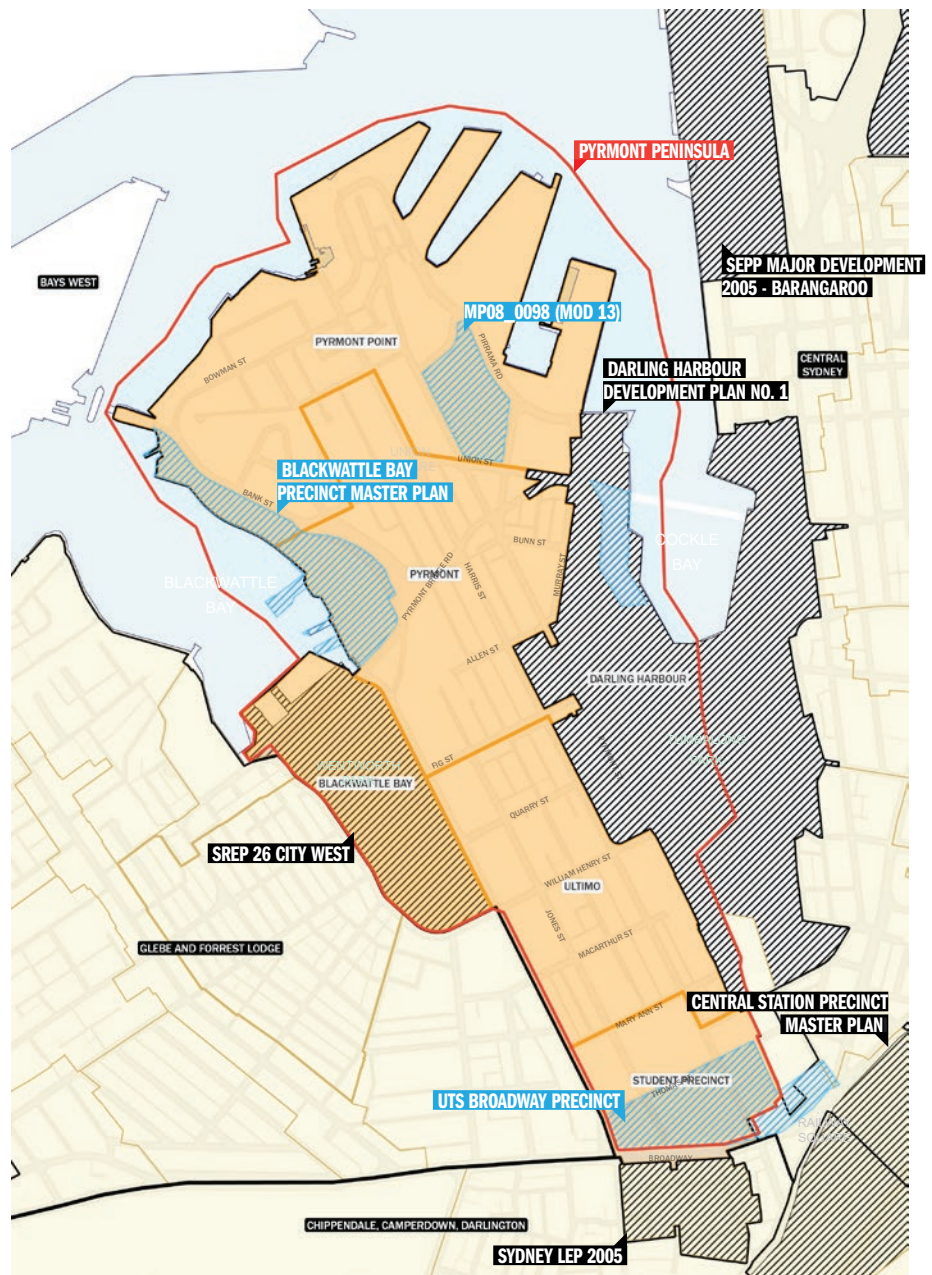
Pyrmont Peninsula is subject to different planning frameworks administered by either the City of Sydney or the NSW Government. This complexity has created confusion and uncertainty for residents and businesses. The Place Strategy should consider a unified and contemporary system of planning controls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

Structure Plan response

The Structure Plan provides the opportunity for a rationalisation of planning strategies and controls for the peninsula. By identifying preferred commercial and community outcomes, a refined planning framework can focus on how these outcomes can be delivered, across different parts of government, with industry and the community.

Considerations should include

1. Integration with the broader Eastern Harbour City objectives and targets
2. Open space networks especially delivery of a contiguous harbour edge parkland and harbour walk that links from Wolloomooloo to the Bays Precinct
3. Improved east-west and north-south connections and integration with surrounding context
4. Planning and design principles for major sites including provision of community outcomes
5. Prioritisation and funding of public domain and public building upgrades
6. The potential for demonstration projects on key sites
7. Responsibility for design and delivery of key projects within state and local government



Legend
 Precinct Boundary
 City of Sydney identified localities within Peninsula
 Surrounding City locality areas
 Area subject to State Planning
 State Significant Master Plans

Figure 3.4.1 / Pyrmont Peninsula Precincts and Planning Integration

3.5 Direction 5

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.

Structure Plan response

The Structure Plan recognises the need for a diversity of accessible, comfortable and engaging public spaces.

1. A contiguous world class harbour foreshore walk and harbour-edge parkland that provides for regional recreational and cultural uses, as well as spaces for the local community
2. Investigate the return of the Wentworth Park greyhound track land, and the temporary pop up school, as newly activated, publicly accessible open space as part of a larger and enhanced parkland once their terms expire
3. New public spaces delivered as large sites (such as Blackwattle Bay and Harbourside) redevelop
4. Expanded network of smaller spaces and connections across the whole peninsula, through street closures, footpath widening, new connections within developments, etc (including temporary, trial and time-based street closures)
5. New publicly accessible spaces created in southern creative precinct, including TAFE, ABC and Powerhouse sites
6. Investment in community programs to co-create, program and care for these spaces
7. Improving access to the water for recreational uses throughout Blackwattle Bay, Jones Bay and Cockle Bay.



Legend
 → Key active connectors
 Harbourfront parkland spaces
 Local parks, plazas and laneways

Figure 3.5.1 / Pyrmont Peninsula green grid initiatives

3.6 Direction 6

Creativity, culture and heritage

Celebrating Pyrmont Peninsula’s culture, heritage and connections to Country.

Pyrmont 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 education and 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.

Structure Plan response

The Structure Plan sets a framework for celebrating the creative, cultural and historic character of this place, connecting people to its watery setting, to its history of industry and innovation.

1. A world class harbour foreshore walk as a continuous water-edge experience, one that connects people to an understanding of place, and of care for country
2. An interpretative connection between Pyrmont and Glebe Island Bridges, two significant heritage items that celebrate stories of industry and enterprise
3. A "market to museum" link between two water-based tourism destinations, along Bridge Road, including improved pedestrian space, new crossings and signage
4. Harris Street enhanced as the historic urban spine of the peninsula, with heritage building enhancement, streetscape improvements and interpretative elements
5. An integrated plan for the Ultimo education and creative precinct, including improved presence of and access to heritage buildings, enhanced opens spaces and new pedestrian connections

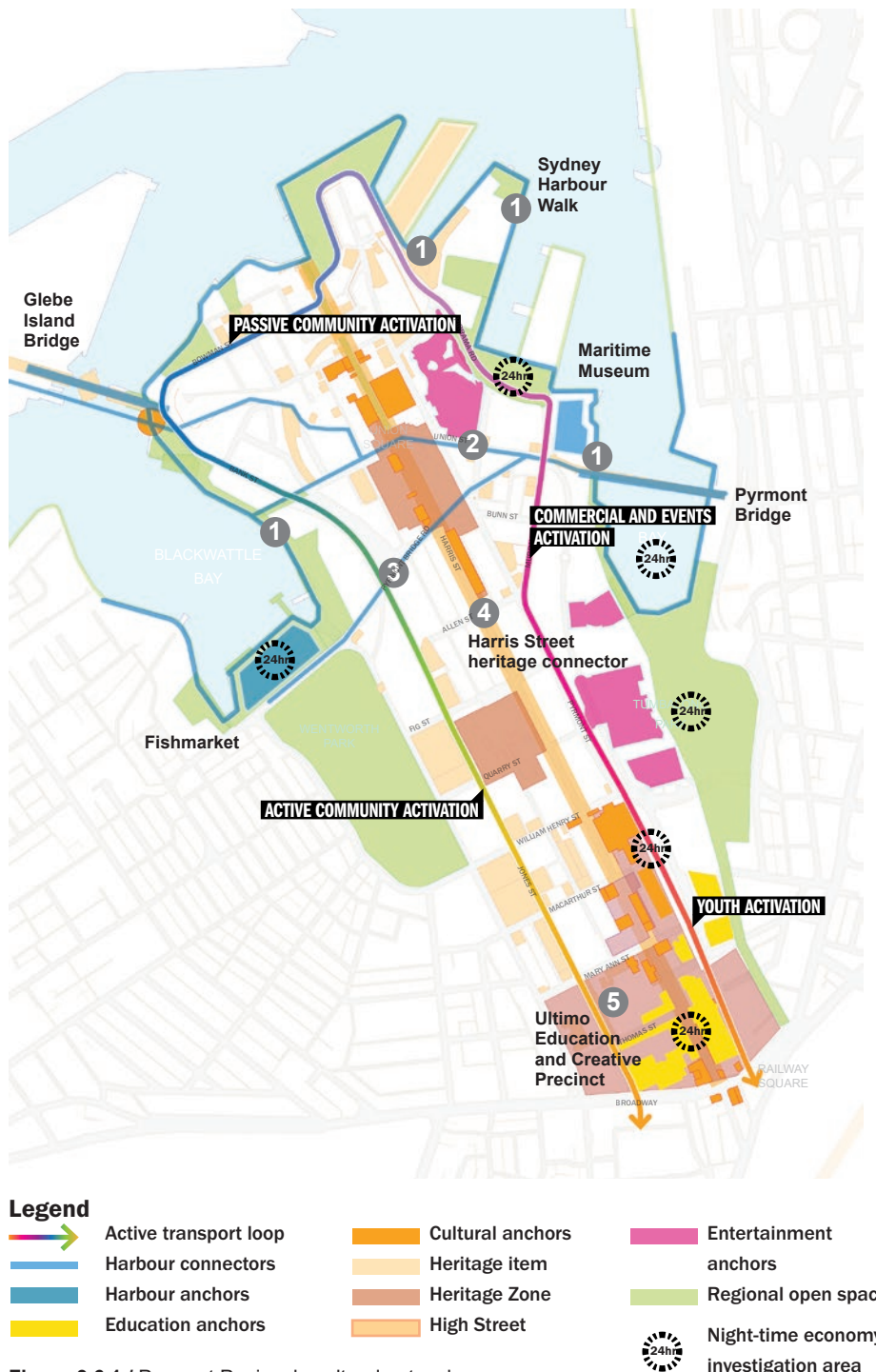


Figure 3.6.1 / Pyrmont Peninsula cultural network

3.7 Direction 7

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.

Structure Plan response

The Structure Plan prioritises making this Sydney's most connected neighbourhood, with a network of easy walking and cycling routes, and new public transport to unlock the potential of the peninsula.

1. A world class harbour foreshore walk as a continuous walking and cycling route that links the peninsula to the broader Harbour City
2. Active transport corridors running along Jones and Pyrmont Streets, forming a "mid level" loop around the peninsula
3. Strengthened east-west connections on Union Street, Bridge Road, Quarry and Maryann Streets, with wider footpaths and cycle lanes
4. New and enhanced "ridge to harbour" walking links, especially through redevelopment sites and with provision of new crossings, ramps and lifts at existing barriers to movement
5. Investigation of a new street-based public transport link (eg bus or light rail) along Harris Street, providing connectivity along the Innovation Corridor (from the Bays to Central/Redfern)
6. Safe and legible interchange between bus, light rail and ferry, as well as a potential Metro station that is sited to protect and conserve the unique heritage of Harris Street and the Pyrmont Heritage Conservation Zone.



Legend
 —○— Intermediate transport spine
 — Active transport loop
 — Regional pedestrian/cycle link
 — East/West link upgrade
 □□□□ Transport interchange
 ↔ Key connection

Figure 3.7.1 / Pyrmont Peninsula movement network

3.8 Direction 8

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 wools 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.

Structure Plan response

The Structure Plan envisages a place of ecological and social wellbeing, which in turn supports economic growth and resilience. In addition alignment with NSW Government's '20-year waste strategy' and many small interventions, ambitious "demonstration projects" are proposed on key sites.

1. Active transport corridors providing rapid local access to key employment, housing and recreation areas
2. A world class harbour foreshore walk and harbour edge parkland to support social and ecological resilience (including flood and sea level rise mitigation)
3. Comprehensive street and park tree planting program to achieve 25% canopy cover, reduce "heat island effect" and create a network of walkable, comfortable public spaces
4. Investigation of "multi-utility hubs" to be created on larger development sites, linked to road and light rail, and providing potential for a range of social and ecological outcomes, including precinct parking, energy and water systems, cultural and community spaces
5. New buildings designed to high environmental standards, net-zero water and energy targets, and providing for flexibility and future adaptation

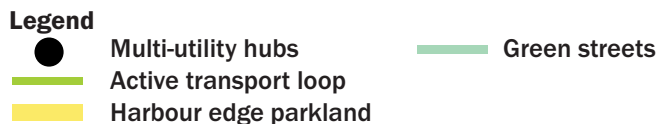


Figure 3.8.1 / Pyrmont Peninsula sustainable infrastructure

3.9 Direction 9

Great homes that can suit the needs of more people

A diversity of housing types, tenure and price points

Pymont Peninsula is home to social housing, affordable housing and housing that people can privately rent or buy.

Structure Plan response

The Structure Plan proposes that housing growth is focused primarily in existing residential areas, across the ridgeline village and along the western side of the peninsula. This is focused in the Pymont Village, Pirrama, Blackwattle Bay, Wentworth Park and Ultimo (northern) sub-precincts.

There will be opportunity for residential development in other locations, but this needs to be assessed against the strategic objective of delivering greater commercial floorspace for the peninsula.

New housing provision must deliver

- Diversity to suit different household sizes, configurations and needs;
- Affordability to ensure a mix of people can live on the peninsula (including social, affordable, rental and market housing);
- Sustainability for reduced environmental impact and for better health and social outcomes; and
- Adaptability to suit changing needs over time.



Figure 3.9.1 / Pymont Peninsula residential growth areas

3.10 Direction 10

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, startups, 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.

Structure Plan response

An enduring collaboration framework is required around which delivery partners across community, Government and the private sector can collaborate and work towards the shared vision and directions set out in this strategy.

This is recognised as a critical component to the successful delivery of innovation precincts around the world and to manage the growth and transformation anticipated under this strategy over the next twenty years.

There are several options for models of collaboration including:

- An industry-led business improvement district proposed by the Western Harbour Alliance and the Committee for Sydney;
- An innovation district model based on the Camperdown-Ultimo Collaboration Area Place Strategy;
- A local government-led model that recognises the special focus and attention required to achieve the vision; and
- NSW Government-led model that coordinates and aligns across State agencies in consultation with local government, businesses and landowners and community.

This direction necessitates ongoing communication, engagement and collaboration across government, stakeholders and the residential and business community to develop, implement and safeguard initiatives for the long-term success of the peninsula.



Figure 3.10.1 / Pyrmont Place Strategy engagement overview



Cele

Light Rail connection to
Bays West and Central

New sports courts

Open spa

4 Next Steps

Celebrate and activate heritage

Space expansion

New pedestrian connection to Mount Street

4.0 Next Steps

This Strategic Framework provides a direction for the future transformation of the Pyrmont Peninsula - a place of growing economic importance, as well as important social, ecological and cultural meaning.

Opportunities for change have been identified and assessed against the 10 Directions developed for the peninsula.

Key areas for further consideration and analysis include:

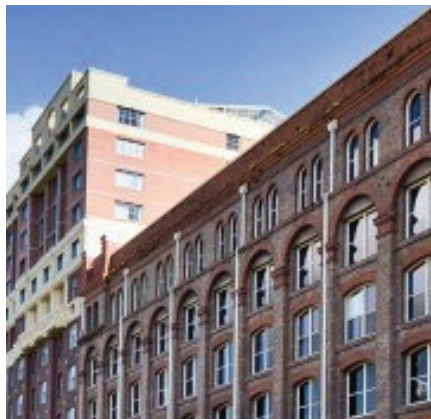


Figure 4.0.1 / Torrens University Pyrmont



Figure 4.0.2 / New York Times Square

Renewal sites and opportunities

Sub-precincts and larger sites need to be further investigated to determine

- Potential to contribute to the quantum, type and location of floorspace targets outlined in the Economic Development Strategy
- Potential for delivery of new public spaces, connections and social infrastructure
- Optimal location, configuration and height of buildings to protect and enhance amenity and character
- Alignment with Strategic Framework objectives and strategies

Open space and public domain strategies

An overarching public domain strategy should investigate

- Areas for new public domain, including parks, plazas and laneways
- Opportunities for street enhancement including expanded footpaths, street trees and new crossings
- Priorities for public domain delivery within renewal sites
- Delivery mechanisms, funding and priorities



Figure 4.0.3 / Sydney Trains

Transport strategies and projects

Transport strategies that require further investigation, testing and approval

- The proposed Harris Street transport route, including optimal mode, stop locations and integration with existing streetscape
- Upgrades to existing bus, ferry and light rail
- Expansion and upgrades of footpaths and new pedestrian connections
- Opportunities for new stairs, ramps and lifts at topographical and infrastructure barriers



Figure 4.0.4 / UTS Rooftop Garden

Potential planning frameworks

The Structure Plan, specific projects and initiatives need through planning frameworks related to

- Heights and density, setbacks and articulation of building forms
- Land use mix, clustering of activities and activation
- Viewlines especially to the harbour
- Heritage integration
- Protection of amenity especially solar access to public spaces and residential buildings
- Retention of existing character, diversity and affordability
- Mechanisms for delivery of enhanced public benefit as part of the development process



Figure 4.0.5 / UTS Alumni Green

Ongoing engagement

Through the further development of the Structure Plan, engagement will occur with

- Key government agencies (especially economic, transport and planning)
- Local government
- Strategic local partners in the fields of innovation, research, education, business, culture and entertainment
- Local Aboriginal, cultural and community groups
- Most importantly, the people of the peninsula

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