

July 2022

Frequently Asked Questions

What is the Pymont Peninsula Place Strategy?

The Pymont Peninsula Place Strategy (PPPS) was endorsed by the Minister for Planning and Public Spaces in December 2020. It is a framework to guide growth and change across the Pymont Peninsula (peninsula) over the next 20 years and aims to balance new development with the area's character, amenity and heritage.

The PPPS was developed in response to the Greater Sydney Commission's¹ direction to 'unlock the economic potential' of the area. It was led by the Pymont Peninsula Economic Development Strategy prepared by NSW Treasury. Key objectives include liveability, sustainability and infrastructure and collaboration. See the [Pymont Peninsula Place Strategy](#) and the [Economic Development Strategy](#).

What are the sub-precinct master plans?

The sub-precinct master plans build on the priorities set out in the PPPS. They provide high-level guidance to decision-makers, landowners, developers and state agencies, and illustrate how each sub-precinct could develop over the next 20 years to create unique and liveable places.

The seven sub-precincts are:

- Pirrama
- Darling Island
- Blackwattle Bay
- Ultimo
- Pymont Village
- Tumbalong Park
- Wentworth Park.

The sub-precinct master plans **do not** set planning controls for sites. Rather, they guide future planning control changes progressed by the Department, the City of Sydney Council (Council), or others, and have been used to inform the draft planning controls for The Star, University of Technology Sydney (UTS) and Sydney Metro sites.

You can see the sub-precinct master plans in the [Urban Design Report](#).

How do the sub-precinct master plans expand on the place strategy?

The sub-precinct master plans set clear objectives for each sub-precinct and provide clear, structured guidance on how each of the seven sub-precincts should look and feel in 20 years' time.

The sub-precinct master plans guide place, movement, land use, infrastructure, open space and design considerations for future development and are supported by a range of technical studies.

The sub-precinct master plans were developed through a detailed review and analysis

¹ Greater Sydney Commission (GSC), is now known as the Greater Cities Commission (GCC)

process that included:

- reviewing the place strategy vision and objectives
- feasibility testing of potential commercial and residential floorspace capacity
- refining the height strategy and sunlight access controls to protect public open spaces
- undertaking a detailed assessment of existing natural and built form features and identifying important 'character areas' within each precinct
- collaborating with Council and state agencies
- integrating relevant findings from supporting technical studies
- consideration of public submissions during exhibition.

How have public submissions been taken into account?

The Department has reviewed and considered all submissions made during the public exhibition period. Where appropriate, amendments to the documentation have been made to reflect points raised by the community, landowners, industry and government. A detailed response to submissions can be found in the [Finalisation Report](#).

How do the sub-precinct master plans protect existing open space from development impacts such as overshadowing?

The PPPS identified the importance of protecting sunlight to public and open spaces as part of balancing growth and change with character, heritage and amenity, and identified height principles for the peninsula.

The Department has refined these principles into a building height strategy in the Urban Design Report. A key objective of this height strategy is to *ensure that increases to existing building height do not compromise the amenity of public open spaces identified as areas to be protected from additional overshadowing in the peninsula.*

The Urban Design Report includes sunlight access controls to protect open spaces from overshadowing. It sets out specific date and time periods during which sunlight is protected in specific public open space areas in the peninsula.

All future development proposals will need to demonstrate how new buildings protect public amenity aspects such as sunlight access, as well as other considerations such as wind.

How were the planning controls for The Star, UTS and the Metro sites decided?

The planning controls for the four sites were determined by reviewing and assessing technical inputs and reports, including:

- the sub-precinct master plans
- The Star and UTS key site master plans and supporting documentation, and comments from the State Design Review Panels held for each site
- detailed urban design testing and analysis of building envelope options
- development feasibility
- wind and sunlight analysis, as well as other supporting assessments such as acid sulfate and contamination, aviation, noise and biodiversity
- non-Indigenous heritage design advice (for the UTS site only).

The Department also worked closely with each stakeholder following the exhibition period

to ensure the planning controls could enable a feasible development, while ensuring an optimal design outcome for both the site and immediate surrounds. To progress the proposals as envisaged by the planning amendments, each site will need to prepare a detailed development application for consideration by the relevant consent authority.

How will The Star obtain development approval?

The Star's development proposals will be assessed by the Department under a State Significant Development application (SSDA) or applications. Each application requires requesting SEARs (Secretary's Environmental Assessment Requirements), followed by the preparation of an Environmental Impact Statement (EIS) and public exhibition of this and other supporting documentation as part of the SSDA process.

How will the metro sites get development approval?

Formal project planning for Sydney Metro West started in 2019.

In March 2021, the project received its first major planning approval for the Project Concept between Westmead and the Sydney CBD and station excavation and tunnelling between Westmead and The Bays. Subsequent planning applications for major civil construction between The Bays and Sydney CBD, including station excavation and tunnelling, and rail infrastructure, stations, precincts and operations were submitted to the Department of Planning and Environment in 2021 and 2022 and are currently under assessment.

All Sydney Metro West stations are being designed to integrate with their surrounding areas to make vibrant and attractive places that reflect the unique context and future aspirations for each place. Where identified, over and/or adjacent station development will be subject to separate planning approval processes, which will include community and stakeholder engagement.

Please refer to sydneymetro.info/west/project-overview for further information.

How will the UTS Indigenous Residential College get development approval?

The development for the UTS' Indigenous Residential College will undergo a competitive design process, following which a development application will be lodged with Council for assessment and approval.

What are the Design Guidelines and how will these be implemented?

The [Design Guidelines](#) provide detailed planning guidance and controls for The Star, UTS and the two metro sites; similar to a development control plan. The Design Guidelines are referenced in the Sydney Local Environment Plan 2012 to ensure they are considered for any development application for these sites.

Non-Indigenous heritage advice has informed the sub-precinct master plans. What about Indigenous heritage?

The PPPS exhibition included an Indigenous Cultural Heritage Report prepared by Kelleher Nightingale Consultants. This report provided an understanding of the Aboriginal archaeological resources and cultural landscape of the peninsula and advised how Indigenous heritage values could be incorporated into the place strategy. See [the report](#).

The Department engaged a consultant to complete an Aboriginal cultural values assessment as part of this phase of work in May 2021. However, this work was not completed, due to the restrictions as a result of the most recent COVID-19 lockdown.

In early 2022, the Department undertook targeted stakeholder consultation with the Metropolitan Aboriginal Land Council and Council Aboriginal cultural advisors.

An Aboriginal cultural design advisor was engaged in 2022 to identify opportunities for Connecting with Country and undertake consultation with Aboriginal knowledge holders. As a result, a new section of the Urban Design Report has been included to incorporate our approach to Indigenous inclusion and Country-Centred Design Principles. This work is ongoing.

How will infrastructure be funded?

The NSW Government's decision to invest in a metro station will be the key catalyst for public transport connectivity and enabler for growth and change on the peninsula.

In recognition of this benefit, the Department is proposing a Special Infrastructure Contribution (SIC) applied to all new development within the catchment of the new Pymont Metro station. This catchment is referred to as the Pymont Special Contributions Area. Development within this area is liable to pay the SIC, which will exclusively contribute towards the provision of the new metro station. Find out more at the [SIC webpage](#).

The growth of the peninsula will also be supported by the delivery of other infrastructure, as detailed in the [Infrastructure Delivery Plan](#). It outlines the proposed infrastructure planning framework for the peninsula over the next 20 years. The plan discusses the local and other state infrastructure required, who could deliver it and when it would be needed.

What transport assessment has been done to support the exhibition package?

The Department has undertaken a detailed assessment to demonstrate that the proposed planning controls and resulting uplift for the key and metro sites can be supported by existing and committed infrastructure. This proposed planning control changes across the four sites has been determined to not adversely affect the traffic conditions in the peninsula, with delivery of the new metro station factored into this analysis.

The Department also looked at proposed transport interventions that could be delivered over the 20-year timeframe that would support development in the peninsula. These include increases in light rail trips, new bus routes and a bus lane on Harris Street. Further transport assessment will be undertaken in the future with any planning control amendments that have the potential to increase transport demands.

The work undertaken by the Department enables a range of transport infrastructure across the peninsula, with a commitment from Transport for NSW to explore delivery options. To this end, Transport for NSW are currently preparing a Pymont-Ultimo transport plan in collaboration with the Department and Council to identify the transport infrastructure priorities for the next 10 years.

When will the other sites capable of change be rezoned?

The PPPS identified more than 40 other sites capable of change that could be investigated for updated planning controls to accommodate forecast growth over the next 20 years.

Council has commenced their review process of these sites, in line with the PPPS and sub-precinct master plans. Throughout 2022/23, their work will involve consultation with community, landowners and proponents in the area.

As part of this work, Council will also bring forward its local infrastructure plan and investigate applying the City of Sydney Affordable Housing Program to Ultimo-Pymont.

What is happening with the Blackwattle Bay State Significant Precinct?

Blackwattle Bay is one of the four key sites identified in the PPPS. Infrastructure NSW is leading the proposal for the redevelopment of this part of the precinct, which includes the relocation and renewal of the Sydney Fish Markets.

A State Significant Precinct Study for the Blackwattle Bay precinct, including proposed planning controls, was publicly exhibited from 2 July to 20 August 2021. The submissions received during this period is being considered by the Department. Find out more at the [Blackwattle Bay precinct page](#).

What happens next?

Council will progress the next stage of implementation of the PPPS through 2022/23 to develop planning controls to give effect to the remaining sites capable of change. This will include Council harmonising affordable housing contribution requirements and progressing a new local infrastructure contributions plan.

Following this, Council will consider rationalising and consolidating the provisions of State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021 (which was formerly Sydney Region Environmental Plan No. 26 and Darling Harbour Development Plan No 1) into Sydney Local Environmental Plan 2012.

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