

Western Harbour Precinct including the Pyrmont Peninsula
Planning Framework Review Report

September 2019

1. Introduction

Background

This review responds to the request by the Minister for Planning and Public Spaces to the Greater Sydney Commission (the Commission) to undertake an independent review of the planning framework for the Western Harbour Precinct, including the Pyrmont Peninsula, as detailed in correspondence of 14 August 2019 (Attachment 1). The Commission publicly confirmed the Terms of Reference for the review, as below.

This review is to establish the appropriateness of the existing planning framework to deliver the NSW Government's vision for the western gateway to the Sydney CBD.

The Commission will provide a report to the Premier and the Minister for Planning and Public Spaces on the outcomes of this review no later than 30 September 2019. This report is to include any recommendations the Commission might make to ensure good planning outcomes for the Review Area (Map following).

In this context, the Commission will:

- *undertake an assessment of the efficacy and appropriateness of current development standards and controls to deliver the Government's vision for a vibrant mixed-use precinct in proximity to the global Sydney CBD, including the objectives of the Greater Sydney Region Plan – A Metropolis of Three Cities and priorities of the Eastern City District Plan;*
- *receive briefings from relevant NSW Government agencies and the City of Sydney;*
- *undertake a stakeholder engagement program with the community, industry and other stakeholders;*
- *consider the planning framework applicable to the review area, including the integration of significant projects planned and underway and other relevant matters;*
- *consider relevant planning documents applicable to the review area, including technical studies on infrastructure capacity.*

The Review Area was established incorporating the Western Harbour Precinct including the Pyrmont Peninsula. The Review Area is bounded to the north by the harbour and by Wentworth Park to the west, Darling Harbour to the east and Broadway to the south.



The Review Area

Legend
○ Review Area

In accordance with the request, this letter outlines ten findings identified through research and stakeholder engagement undertaken over the six-week period. These findings have informed our three recommendations.

The NSW Government's strategic vision for the Western Harbour Precinct and Pyrmont Peninsula is articulated as an emerging Innovation Corridor that is part of a strong and competitive Harbour CBD in the Eastern Economic Corridor in the Greater Sydney Region Plan - *A Metropolis of Three Cities*. The *Eastern City District Plan* sets out planning priorities and actions to deliver the Region Plan and promotes the attraction and development of innovation activities in the Corridor to enhance Greater Sydney's global competitiveness (refer Map 1 in the Context section).

In addition to these productivity objectives, the *Greater Sydney Region Plan* and *Eastern City District Plan* recognise the importance of collaboration, liveability and sustainability and the importance of place-based planning that aligns infrastructure with growth. As such the review has been undertaken through the lens of the *Greater Sydney Region Plan* and *Eastern City District Plan*.

The time frame for undertaking the review has meant there has been a strategic focus on issues. It does not relate to, or comment on, any individual development application or planning proposal. However, significant projects planned and underway have been identified where they relate to planning processes and how parts of the Review Area functions as a place.

The Review Report documents key aspects of the review and is to be read in conjunction with the Engagement Report documenting the stakeholder consultation program. Therefore, the structure of this report is:

- The Review Area context
- Summary of stakeholder engagement
- Findings
- Recommendations.

The Review Methodology

The methodology for undertaking the review over the six week period was guided by the Terms of Reference. The key components and tasks undertaken are as follows:

- Published terms of references and defined the review area
- Undertook consultation with the community, stakeholders, council and industry
- Undertook site visits
- Carried out a review of the current planning framework and significant projects planned and underway, informed by the consideration of current and historical planning documents and an analysis of current planning activity
- Carried out a review of infrastructure capacity, informed by the consideration of relevant planning documents, including technical studies and briefings.

The review was able to establish evidence-based findings which draw on this analysis, consultation and stakeholder briefings. The recommendations were then formulated in response to the findings.

2. CONTEXT

The Review Area

The Review Area is within the City of Sydney local government area (LGA), part of the Eastern Harbour City and comprises the suburbs of Pyrmont, Ultimo and parts of Darling Harbour and the Bays Precinct.

Topography and Environment

The landform (Map 2) within the Review Area is characterised by a central ridge along Bulwara Road and Harris Street and dividing towards Pyrmont Point and Jacksons Landing. The Pyrmont peninsula extends north into Sydney Harbour from Ultimo, between Blackwattle Bay and Darling Harbour. The Gadigal people named the Peninsula's northern point 'Pirrama', meaning 'rocking stone' and used its high ground as a vantage point over the foreshore¹.

The area experiences regional flooding in the valleys, including Wattle Street and Wentworth Park, as well as some local flooding. Stormwater collected in the Review Area drains into Darling Harbour and Blackwattle Bay via stormwater infrastructure around the waterfront.

The Review Area contains dispersed areas of tree canopy cover, primarily along streets and in public parks. The Review Area has several locations with a high proportion of paved surfaces where the urban heat island effect causes higher temperatures than surrounding vegetated areas².

History

The Gadigal people of the Eora Nation were the traditional custodians of land within the Review Area. Aboriginal people were known to have frequented a natural spring (known by Europeans as Tinker's Well) in Pyrmont³. It is understood that Aboriginal people continued to live in the Pyrmont area into the 19th century, but "quarrying and intense industrial and urban development in the area has destroyed most traces of their presence both before and after the arrival of Europeans"³.

In the early 1900s, the area was predominantly an industrial precinct, with sugar mills, flour refinery, bottled milk dispatch, electricity generation and a busy working harbour¹. By the 1950s, the industrial uses were in decline. With the advent of the Commonwealth Government's 'Building Better Cities' program, including the creation of the City West Development Corporation in the 1990s, the area was extensively renewed. Map 3 illustrates heritage values associated with buildings and neighbourhoods.

Today, the Review Area is a mixed use precinct, including residential, commercial, tourism, higher education and open space. The residential population has grown from approximately 3,000 in the early 1990s, to approximately 21,000 residents (approximately 9,600 dwellings) in 2017⁴. Significant residential development in the northern part of Pyrmont at Jackson's Landing was completed in 2009/10.

¹ Ultimo + Pyrmont Decade of Renewal, Sydney Harbour Foreshore Authority 2004

² Draft Local Strategic Planning Statement, City of Sydney 2019

³ Barani – Sydney's Aboriginal History, www.sydneymarani.com.au 2019

⁴ City of Sydney Floor space and Employment Survey 2017 (derived from ABS Estimated Residential Population updated 27 March 2019)

Land Use

The Review Area is characterised by its location in the western part of the Harbour CBD, with regionally significant tourism and entertainment land uses along its eastern edge and the Sydney Fish Market at Blackwattle Bay to the west. Residential neighbourhoods are located along the ridge and in the north of the Peninsula. Local retail activity is located centrally in both the neighbourhoods of Pyrmont and Ultimo.

Prominent land uses within the Review Area include Darling Harbour (Sydney International Convention Centre, Harbourside Shopping Centre, Australian National Maritime Museum), Star Casino, Sydney Fish Market and Wentworth Park. Educational establishments include University of Technology Sydney (UTS), TAFE NSW – Ultimo, which along with the Powerhouse Museum form part of the Ultimo Creative Industries Precinct.

Public domain within Darling Harbour and The Goods Line is managed by Property for NSW. The City of Sydney manages local streets and parks, with foreshore activities managed by Transport for NSW (Roads and Maritime).

The City of Sydney's Development Capacity Study 2019⁵ identified development capacity across a range of land use zones in the Review Area. While this capacity requires verification, including analysis of economic viability, it infers there is capacity for additional supply of both homes and jobs. Over 20 sites are identified as having development capacity.

The City of Sydney's draft Local Housing Strategy, Housing For All⁶, provides context for considering housing capacity across the local government area. The draft Strategy confirms that there is substantial housing development opportunity already available under the City's current planning controls and notes that 'much of the growth in private market housing will occur in the Green Square Urban Renewal Area as well as on NSW Government controlled sites. Areas such as Chinatown and CBD South Village and Redfern village will also see significant amount of development.'

The City of Sydney's draft Local Strategic Planning Statement⁷ (LSPS) notes that knowledge intensive clusters represent some of the fastest growing sectors in the local government area. The draft LSPS notes that between 2012 and 2017, employment in the professional services, information media and creative industries grew by over 30 per cent⁸. City of Sydney Council also advise that the Harris Street Village area had the largest growth in jobs outside the CBD over a 10 year period to 2017. This was achieved through a significant increase in floor space and a trend towards smaller average workspace per worker across all sectors.

The draft LSPS also notes that restructuring of advanced economies over the last two decades across the globe have had an emphasis on knowledge-based and technology driven activities and consistent with the *Eastern City District Plan* recognises that in the 'new economy' innovation and creativity are central to driving economic growth, which is

⁵ https://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0007/316681/5.-Development-Capacity-Study-2019.pdf

⁶ https://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0004/316678/3.-Draft-Local-Housing-Strategy.pdf

⁷ <https://www.cityofsydney.nsw.gov.au/council/your-say/city-plan-2036-our-draft-plan-for-planning-and-land-use>

⁸ <https://www.cityofsydney.nsw.gov.au/council/your-say/city-plan-2036-our-draft-plan-for-planning-and-land-use>

increasingly based on clusters, agglomeration and the competitive attractiveness of places and cities².

Employment

The Review Area forms part of the Harbour CBD and Eastern Economic Corridor. Employment in the Harris Street Village (Pyrmont – Ultimo) part of the Review Area is reported by City of Sydney⁹. The Survey identifies 1,164 businesses and approximately 35,000 jobs within the Harris Street Village precinct, of which 84.5% of the jobs are in five key growth industry sectors; creative industries, education, information and communications technology (ICT), professional services and tourism.

Major employers in the Review Area include: UTS, TAFE, ABC, Global Switch, Accenture, Google; Reuters; Television and Radio stations (Channel 7, Channel 10, Nova, 2SM, ABC, Macquarie Radio), Fairfax, CGU, John Holland, American Express and IBM. A number of smaller shared work spaces are provided through; WeWork, Here Coworking, Vibewire, Regus and WotSo.

The tourism sector is a major employer and visitor attraction in the Review Area with:

- The multiple businesses in Darling Harbour attracting 4.8 million overnight visitors year ending March 2018¹⁰
- Sydney Fish Markets attracting three million visitors in 2015¹¹ and recent NSW Government investment decisions committing to a major upgrade
- Powerhouse Museum attracting 561,000 visitors in 2016/17¹² which is set to evolve as part of the Ultimo Creative Industries Precinct.

A 2019 Deloitte Study prepared for the Sydney Fish Markets described it as a working seafood market that combines a fishing port and both wholesale and retail operations. It has been in operation at its current location since 1966 and is the largest market of its kind in the Southern Hemisphere¹³.

Transport

The Review Area contains road links of regional significance, including the Western Distributor linking the CBD to the Anzac Bridge and Rozelle, as well as Harris Street and Wattle Street which provide the main thoroughfares for vehicles between Broadway and Western Distributor link roads.

The Review Area also contains a range of public transport services, including:

- Light rail – between Dulwich Hill and Central, via Rozelle and Lilyfield
- Bus services – including Route 389 from Bondi Junction to Pyrmont via CBD and Route 501 - West Ryde to Central Pitt St via Pyrmont and Ultimo
- Ferries – operating from two locations (Pyrmont Bay Ferry Service next to Australian National Maritime Museum and Casino Wharf) and accessing Central Sydney.

⁹ City of Sydney Floor Space and Employment Survey 2017

¹⁰ Destination NSW, Darling Harbour Visitor Profile 2019

¹¹ Tourism Research Australia, Austrade, Australian Government

¹² MAAS Annual Report 16/17

¹³ <https://www2.deloitte.com/au/en/pages/economics/articles/economic-social-impact-sydney-fish-market.html#>

Major pedestrian and cycleway routes include the Union Street cycleway, connecting Pyrmont Bridge to Anzac Bridge and the Pyrmont Bridge providing pedestrian and cycle connection to the Sydney CBD. The Mary Ann Street on-road cycleway provides cyclist access between Glebe and off-road cycle paths in Darling Harbour.

A strategic option for a Metro Station at Pyrmont has been identified for consideration as part of the Sydney Metro West.

Affordable Housing

There has been a long-standing approach to affordable housing in the Review Area, established under SREP 26. The affordable housing contribution provisions are now covered in the Sydney Local Environmental Plan 2012, in conjunction with *Revised City West Affordable Housing Program* (June 2010) and SEPP 70 Affordable Housing (revised schemes).

The current contribution required for affordable housing is 0.8% of the total floor area for residential uses and 1.1% of the total floor area for non-residential uses. The scheme aims to provide about 600 rental units for very low to moderate income households as development continues in the area over the next 15 to 20 years. There has been over 450 affordable rental housing units built in Pyrmont-Ultimo¹⁴ since the commencement of the affordable housing program.

Schools

The Review Area contains one public school, the Ultimo Public School, which is occupying a temporary site at Wentworth Park while the permanent facilities on Wattle Street are redeveloped. The upgraded school is due to open in 2020. High school students living in the Review Area are in the catchment of the Sydney Secondary College, with campuses at Balmain and Blackwattle Bay.

Health facilities

The Review Area is serviced by public health facilities operated by Sydney Local Health District. Key facilities are: Royal Prince Alfred Hospital (Camperdown), Camperdown Community Health Centre and Sydney Dental Hospital.

Community facilities

Four community centres (Pyrmont, Ultimo, Maybanke and Harris) and around 10 child care centres are located in the Review Area. There are two swimming pools (Glasshouse Pool and Ian Thorpe Aquatic Centre) as well as sporting courts and facilities provided as part of community centres.

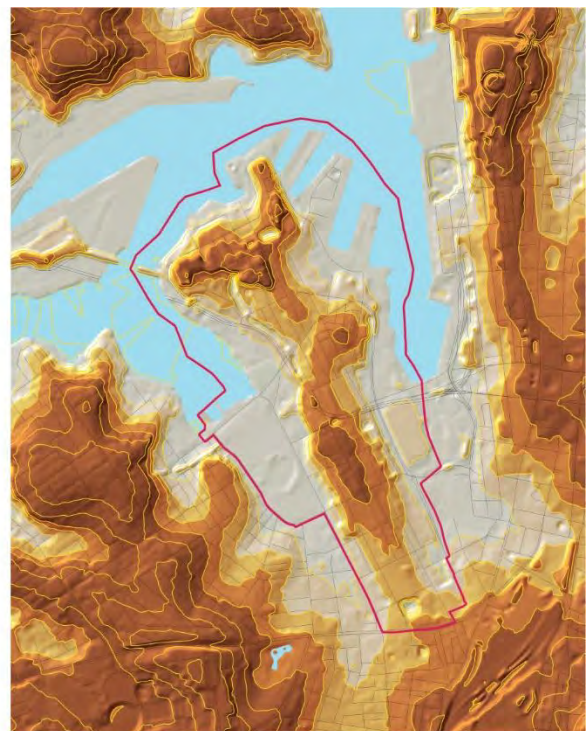
Wentworth Park contains recreational facilities, playing fields and greyhound racing. Open space around the waterfront includes a continuous pedestrian connection from Darling Harbour, via Pirrama Park, to Waterfront Park at Jacksons Landing. Smaller parks are also located within the residential neighbourhoods, such as Mary Ann Street Park. Map 4 shows the open space areas as well as the green grid opportunities for the Review Area.

¹⁴<https://www.cityofsydney.nsw.gov.au/vision/sustainable-sydney-2030/communities-and-culture/affordable-housing>



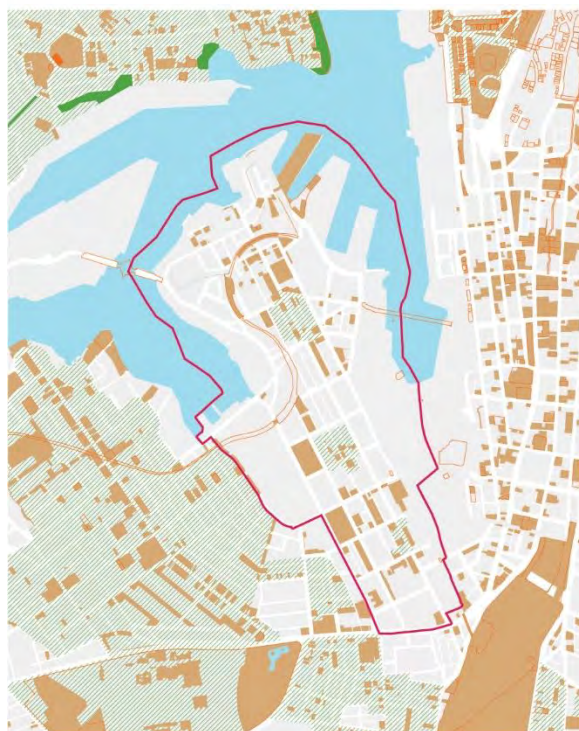
Map 1: Eastern City Innovation Corridor
(Source: Eastern City District Plan)

Review Area Innovation Corridor



Map 2: Topography of the Review Area

Contours 5m



Map 3: Heritage values in the Review Area
(Source: Sydney LEP 2012)

State Heritage Register Curtilage General
Conservation Area - General



Map 4: Open Space and Green Grid Opportunities
(Source: Eastern City District Plan; Darling Harbour aerial)

Open space and parks Existing tracks and trails
Green Grid opportunities



3. CURRENT PLANNING FRAMEWORK

In March 2018 the *Greater Sydney Region Plan – A Metropolis of Three Cities* and the *Eastern City District Plan* were adopted and identified the Review Area as part of the Harbour CBD in the Eastern Economic Corridor. In particular, the role of the Review Area as part of the stronger and more competitive Harbour CBD is detailed in the planning priorities and actions in the *Eastern City District Plan*, and its part in the Harbour CBD's Innovation Corridor.

The Innovation Corridor builds on the Sydney Regional Environmental Plan No. 26 City West (SREP 26) vision for a vibrant mixed-use precinct established over 20 years ago. The SREP 26 still applies to land in the western part of the Review Area.

There is a mix of prevailing state environmental planning instruments that apply to the Review Area (refer to Map 5). The key instruments are listed as follows:

- State environmental planning instruments:
 - Sydney Regional Environmental Plan No. 26 – City West (SREP 26)
 - Darling Harbour Development Plan No. 1
 - Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SEPP Sydney Harbour)
 - State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD)
 - State Environmental Planning Policy (State Significant Precincts) 2005 (SEPP SSP).

SREP 26 and SEPP Sydney Harbour specify principles for assessing development on land to which each instrument applies. Darling Harbour Development Plan No 1 describes principles for development and identifies permissible uses within Darling Harbour.

SEPP SRD includes thresholds for development as follows:

- Development in Darling Harbour and Bays Precinct that is over \$10M capital investment value (CIV) is State Significant Development for which the Minister is consent authority
- Development under \$10M CIV Darling Harbour and Bays Precinct ordinarily requires development consent from City of Sydney Council
- Sites otherwise subject to approval by the City of Sydney, may trigger SEPP SRD subject to a range of thresholds, depending on the relevant land use.

Other State Environmental Planning Policies (SEPPs)¹⁵ that may apply deal with matters such as (but not limited to) affordable housing, development standards, building sustainability, design quality of residential apartments, vegetation in non-rural areas, infrastructure, exempt and complying development. Also, the Draft Environment SEPP exhibited in late 2017 to early 2018 included an intention to supersede a number of existing SEPPs, including SREP Sydney Harbour. The draft SEPP is still under review.

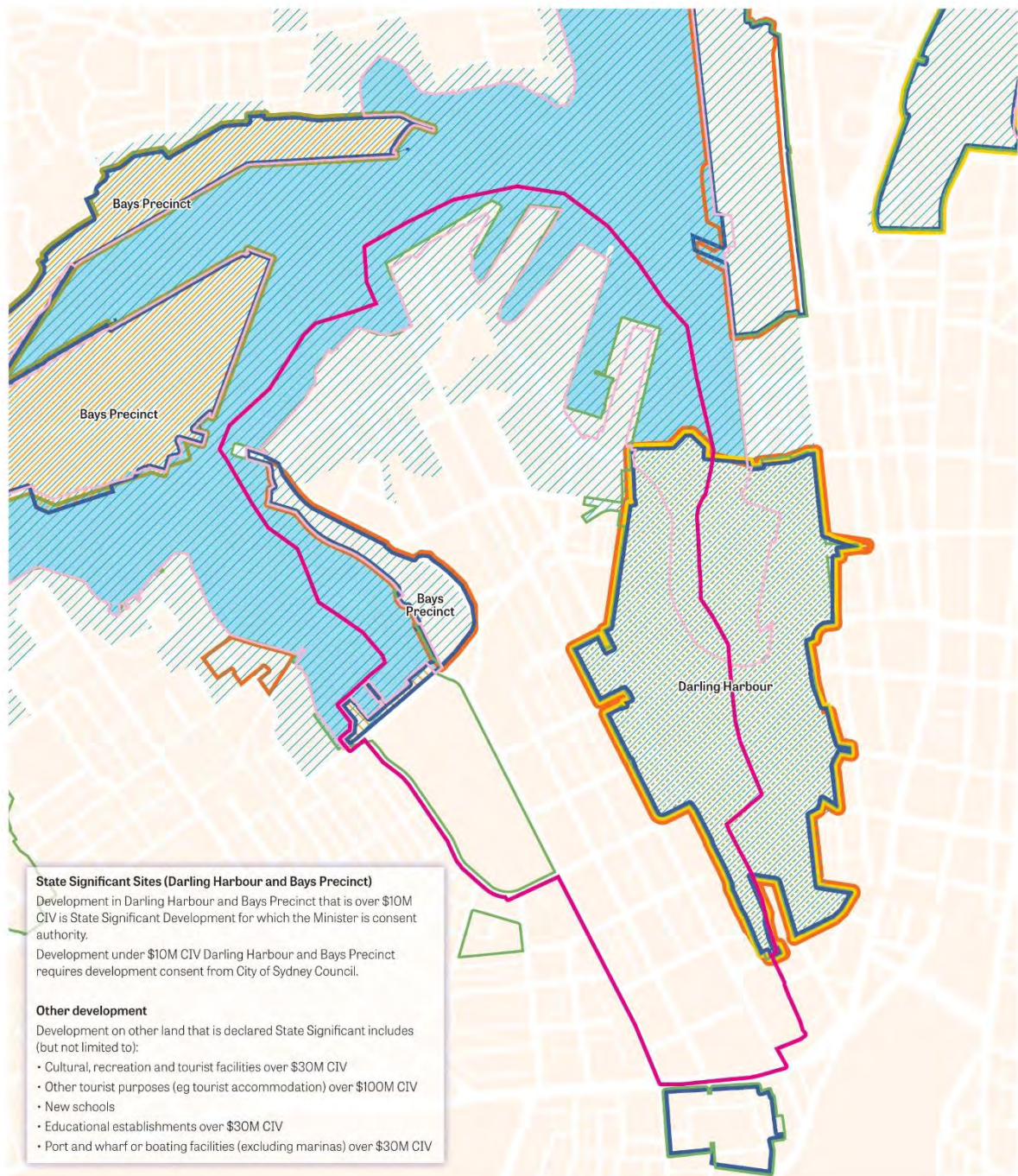
¹⁵ This includes SREPs that have become deemed SEPPs.

Local government environmental planning instruments include:

- Sydney Local Environmental Plan 2012
- Sydney Local Environmental Plan 2005

The local government environmental planning instruments are supported by the Sydney Development Control Plan 2012.

The City of Sydney is currently exhibiting the draft Local Strategic Planning Statement (LSPS) – *City Plan 2036*, which establishes the 20-year vision for land use planning in the city to implement the *Eastern City District Plan* including the innovation corridor. This draws on the City of Sydney's *Sustainable Sydney 2030* – Community Strategic Plan 2017-2021. The draft LSPS includes planning priorities and actions relevant to the Review Area such as its city fringe role supporting global Sydney CBD and local issues such as active streets, local heritage character and improved transport connections.



Map 5: Current planning framework of the Review Area



Significant Projects – Planned and Underway

An analysis of current planning activity confirmed a series of large projects led by either NSW Government, private proponents or partnerships around the edges of the Review Area. These projects are at various stages of the planning process, including assessment stage, planning stage and strategy stage and may be progressed under the relevant planning pathway.

The potential for large scale projects under the Sydney Local Environmental Planning Statement 2012 is detailed in the City of Sydney's Development Capacity Study 2019. By applying a threshold of potential development capacity, 25 larger sites were identified with development capacity across Pyrmont and Ultimo.

Map 6 illustrates the location of significant established projects and projects that are planned and underway as well as the land use zones and sites with capacity identified under Sydney LEP 2012. Table 1 below includes the current planning activities identified and, in cases where the assessment has commenced, the relevant planning pathway and status.

Table 1: Status of significant projects planned or underway

Project (applicant)	Planning framework pathway and/or current status
14-26 Wattle Street	Local Development Application (concept) under assessment. Mixed use development including residential, commercial, child care and recreational uses (Stage 1)
108-114 Miller Street	Local Development Application approved, construction commenced. Mixed use development (2 ground floor commercial tenancies and 32 residential dwellings)
Bays Precinct including Bays West and Bays Market District (NSW Government) Note: Bays West outside Review Area	Bays Precinct is a declared State Significant Precinct under SEPP SRD Strategic Planning phase: Transformation Strategy released 2015 A Bays West Project Update was released in May 2018.
Harbourside Shopping Centre in Darling Harbour (Mirvac)	Darling Harbour is a declared State Significant Precinct under SEPP SRD Development Application under assessment: <ul style="list-style-type: none">• State Significant Development concept proposal for redevelopment of the shopping centre and residential tower• SEARs requested on 3 August 2016• SEARs issued on 30 August 2016• Proposal lodged in November 2016• Proposal exhibited from 15 December 2016 until 14 February 2017.

Project (applicant)	Planning framework pathway and/or current status
New Fish Market (NSW Government)	<p>Part of Bays Precinct declared State Significant Precinct, under SEPP SRD</p> <p>Development Application lodged and EIS in preparation:</p> <ul style="list-style-type: none"> • SEARS issued 22 December 2017 • Investment decision September 2019
Redevelopment of existing Fish Market site (NSW Government)	<p>Part of Bays Precinct declared State Significant Precinct, under SEPP SRD</p> <p>In strategic planning phase: Consultation pending</p>
Powerhouse (NSW Government)	<p>In strategic planning phase: Master planning and business case development preparation</p>
Star Casino (Star Entertainment Group Limited)	<p>Modification to existing Part 3A project approval</p> <p>Modification application under assessment:</p> <ul style="list-style-type: none"> • Secretary's Environmental Assessment Requirements issued 9 February 2016 and amended SEARs issued on 9 May 2016 • Exhibited from 22 August until 18 October 2018 • Design excellence competition October 2016 • Department of Planning, Industry and Environment's assessment and recommendation referred to the Independent Planning Commission for determination on 25 July 2019
University of Technology Sydney master plan (UTS)	<p>Modification to existing Part 3A concept approval</p> <p>Department of Planning, Industry and Environment currently assessing a proposed modification to the concept plan to increase building height and GFA on Harris Street:</p> <ul style="list-style-type: none"> • SEARs issued for proposal on 1 February 2018 • Proposal exhibited between 1 November 2018 and 10 December 2018 • Next steps: Department finalising assessment before being referred to the decision maker <p>Note: UTS Master Plan includes sites outside the Review Area</p>



Map 6: Key locations and sites with potential capacity



4. Summary of Engagement

A separate Engagement Report documents the process and the key matters raised in the engagement process. This included consultation with community representatives, industry, councils and other key stakeholders.

There were differing views regarding the appropriateness of the current planning framework put forward by different stakeholder groups. The range of common themes that emerged for the Review Area, included:

- the current planning system arrangements within the Review Area are complex, and it can be hard to understand the application of planning controls and their relationship to the vision for the area
- there is a need to give more certainty on planning processes and timeframes and strengthen collaboration between State Government agencies and the Local Council
- some infrastructure is perceived to be at capacity, including open space, recreation facilities, social infrastructure, community facilities and primary education services
- there is a need to improve transport connectivity, particularly pedestrian and cycle links east-west and north-south across the Peninsula and to provide greater capacity on the Light Rail
- there is a need for more consistent and ongoing consultation and engagement
- the area is already successful in attracting innovation enterprises and there is a need to maintain and enhance the village nature of Pyrmont, its heritage and liveability and its attractiveness to residents, visitors and innovative businesses.

Several stakeholders also raised concerns about the short timeframe for undertaking this planning review and the timeframe for making submissions.

Briefings were received from 14 stakeholders including state agencies, local government, the University of Technology Sydney and TAFE. These confirmed key technical documents relevant to the review and provided further clarification on a range of matters in the review Area and its surrounds. Attachment 2 provides a table of the stakeholders and reference documents.

5. FINDINGS

On the basis of the analysis and engagement the following findings have been identified.

Planning Framework

Finding 1: The vision for the Western Harbour Precinct and Pyrmont Peninsula, within the Innovation Corridor, in growing a stronger and more competitive Harbour CBD, requires comprehensive and detailed planning at the local level, informed by the existing strengths of the area

The origins of the vision and planning framework for Pyrmont – Ultimo, contained in SREP 26 City West date back to the mid 1990's and included a vision for a vibrant mixed-use precinct with a high quality public domain with public access to the entire foreshore. A vision and separate planning framework for Darling Harbour was established in the 1980's. The SREP 26 planning framework for parts of the Review Area was transferred into the Sydney LEP 2005 and again into the Sydney LEP 2012 (excluding several areas that remain within SREP 26 City West including Wentworth Park and the Bays Precinct).

The original SREP 26 and Darling Harbour vision for the Review Area have guided the transformation of the Review Area. Together these have facilitated regionally significant tourism destinations and a hub for creative industries, ICT and media companies which is one of the top 10 precincts in the Greater Sydney Region for professional services jobs.

The *Greater Sydney Region Plan* and *Eastern City District Plan* recognise the area's importance, forming part of the Eastern Economic Corridor and role as an Innovation Corridor in the Harbour CBD. The Innovation Corridor extends south from The Bays Precinct through Pyrmont, Ultimo, University of Sydney to Royal Prince Alfred Hospital and includes North Eveleigh, Australian Technology Park, Central Station and parts of Surry Hills. It contains knowledge intensive, creative and start-up industries along with health, education and research services that support the global competitiveness of the Harbour CBD.

The table shows recent job numbers in each sector in Pyrmont – Ultimo, with ICT the highest growing sector.

Table 2 – Employment by Sector Pyrmont/Ultimeo

Key sector	Total jobs in Pyrmont (2017)	Proportion of total jobs in Pyrmont (2017)	Growth since 2007 (%)	Growth since 2007 (total jobs)
Creative Industries	6587	18.80%	26%	1371
Higher Education and Research	6451	18.40%	55%	2289
Information & Communications Technology (ICT)	6317	18.10%	428%	5121
Professional and Business Services	5324	15.20%	250%	3802
Tourist, Cultural and Leisure	4894	14.00%	48%	1582

City of Sydney, Floor Space and Employment Survey, 2017

There is also a strong presence of higher education, research facilities and an increasing number of shared office spaces reflecting a wider trend for flexible work practices and co-location benefits for smaller businesses.

The concentration of creative industries, ICT companies and start-ups has been driven in part by the location of the Review Area, on the fringe of the Harbour CBD, available telecommunications infrastructure and the availability of character buildings providing affordable and scalable office spaces. The accessibility and proximity of the area to other parts of the Innovation Corridor enables the exchange of ideas and the establishment of networks. It also has access to affordable and diverse housing options, a range of cultural, entertainment and leisure activities, including strong night-time activities.

The City of Sydney draft Local Strategic Planning Statement identified the Harris Street Village, including Pyrmont and Ultimo, as having strengths in ICT, creative industries along with a mix of other uses in professional services and tourism. This is reinforced by the Eora Journey Economic Development Plan that identifies finance and professional services, tourism, retail and creative industries as key sectors of interest for supporting employment opportunities for Aboriginal people.

The *Greater Sydney Region Plan* and *Eastern City District Plan* state that leveraging an area's productivity, liveability and sustainability strengths underpin a place-based approach to growth. Critically, state and local government can support the growth of these industries by taking a place-based approach to an area, utilising infrastructure and program levers to inform development, particularly when actions are collaborative and well-coordinated across portfolios and stakeholders.

Finding 2: The current planning framework activated by significant sites, promotes a project-based approach over a place-based approach to planning outcomes

Planning for development in the Review Area generally follows two pathways, depending on the nature and scope of development. These are:

- Developments on land in Pyrmont – Ultimo subject to approval by City of Sydney Council and assessed in accordance with LEP 2012 development standards and DCP 2012 development controls
- Specified development or development on specified sites being subject to State Significant Development approval process and assessed on their individual merits.

LEP 2012 (which incorporated SREP 26 provisions) is recognised as having delivered a fine-grain built form and character enabling the protection and enhancement of local character. Many stakeholders commented on the successes of the planning framework over the past 20 years to deliver jobs and housing at the same time as enhancing the local character and amenity in the Review Area.

State Significant Development follows an assessment process driven by the size, economic value and potential impacts of particular projects. The assessment of State Significant Development applications must address the Secretary's Environmental Assessment

Requirements¹⁶ which are issued in response to individual projects and provide a critical context for varying local development controls.

A project by project approach to development assessment has limited ability to address the needs of a place and effectively consider the cumulative impacts and benefits associated with other projects and developments.

The issue of cumulative impacts on the Environmental Impact Assessment process for State Significant Developments was noted in the Environmental Impact Assessment Improvement Project Discussion Paper (2016), prepared by the Department of Planning, Industry and Environment (DPIE). In 2017, feedback was sought on draft guidelines¹⁷ which included proposed improvements to the approach to cumulative impacts assessment.

During this time, the Government Architects Office also commenced the NSW State Design Review Panel – Pilot, which may be applied to relevant State Significant Development to provide independent and expert design advice.

The *Greater Sydney Region Plan* and *Eastern City District Plan* require a place-based planning approach that brings together cumulative considerations and design considerations in a way that recognises the unique potential and characteristics of place. A place-based approach builds collaborations to deliver solutions that respond to a place's potential in an ongoing way and would be appropriate in both local and state contexts.

Finding 3: There is no coordinated spatial framework to guide assessment of competing project priorities to deliver place-making outcomes

As the character of the Review Area has grown and changed over the last 20 years, its diversity has also increased. This has become an important economic cluster, tourism destination and residential community on the fringe of the Harbour CBD.

The Review Area has not had a comprehensive urban design strategy since previous master planning exercises were carried out for the Building Better Cities program in the 1990s. As a place grows there is a need to maintain a spatial organising framework that articulates the unique characteristics of the place that guides an understanding of its urban quality and how it functions, what the key physical connections and relationships are, and what the evolving potential of the place is.

As the Innovation Corridor evolves there is a need for ongoing monitoring. This way planning can be continuously improved and updated to support the unique economic attributes and character of the Review Area. By pro-actively managing this, it can deliver wider benefits to residents, workers, students and visitors.

The *Greater Sydney Region Plan* and *Eastern City District Plan* promote development of a shared vision and a spatial framework for places. A coordinated spatial framework is the basis for future development, sequencing of infrastructure, clearer governance and appropriate allocation of responsibilities in order to implement place-based actions.

¹⁶ Scoping an Environmental Impact Statement - Draft Environmental Impact Assessment Guidance Series, June 2017

¹⁷ <https://www.planning.nsw.gov.au/-/media/Files/DPE/Guidelines/guideline-3-draft-scoping-an-environmental-impact-statement-2017-06.pdf>

Infrastructure Capacity

Finding 4: The quality of place is impacted by regional traffic corridors, including cross regional traffic and freight

The Review Area includes a number of routes which are key freight routes for Sydney:

- Broadway
- Harris Street (southbound only, between Allen Street and Broadway)
- Wattle Street (northbound only, acting as a 'pair' with Harris Street)
- Allan Street (between City West Link and Harris Street)
- Pyrmont Bridge Road between Wattle and Bulwara Streets.

These streets are approved 25/26m B-Double routes linking air, port and freight access and servicing south of the Sydney CBD with key distribution routes, producers and customers in the northwest and north of Sydney, and beyond.

The freight role needs to be balanced with land use in Pyrmont – Ultimo. Transport for NSW (Roads and Maritime Services) road planning documents recognise these challenges and note an increase in place function for Harris Street.

In the shorter term a range of works are aimed at streamlining the integration of the motorway and general road networks, which may impact road traffic in and around the Review Area.

The Commission's engagement process confirmed some residents have concerns about the impact of road traffic and infrastructure capacity more generally in Pyrmont. Some of these residents see this as a barrier to further development while others recommend additional infrastructure should be provided as a priority.

The *Greater Sydney Region Plan* and *Eastern City District Plan* were prepared in parallel with the *Future Transport 2056*. Together these strategic plans seeks to align growth with the provision of infrastructure and transition infrastructure provision from network-based services to a place-based service approach.

In the longer term, the governments investment in infrastructure, such as WestConnex, Western Harbour Tunnel, Sydney Metro City and Southwest, the Sydney CBD and South East Light Rail and land use projects such as the Central Station Precinct Renewal will provide for the opportunity to consider changes to road space allocation and task, network configuration and travel expectations for private, commercial and freight travel.

The Western Harbour Tunnel project in particular, is anticipated to reduce through traffic from the road network around the CBD, taking pressure off the Anzac Bridge and Western Distributor, in turn reducing congestion on feeder routes such as Wattle Street, Harris Street and Pyrmont Bridge Road.

Finding 5: There are barriers to a connected and reliable transport network supported by a fine grain pedestrian network

Walking, cycling and public transport are key modes of transport in and through the Review Area. Transport for NSW analysis of the Pyrmont and Ultimo suburbs report very high levels of work commuting as pedestrians (38% and 35% respectively) and by public transport (21% and 33%). Pedestrian counts for the area by the City of Sydney record weekday foot traffic

on Broadway of between 30,000 (Wattle Street) and 60,000 (Railway Square) and on Harris Street of between 2,300 and 5,800.

Whilst connections for walking and cycling are highly utilised, there are several key locations where links are disjointed and interrupted by major road corridors. Pedestrian links connecting Darling Harbour to Harris Street Village are indirect and links between Darling Harbour/Pymont Bridge and the Sydney Fish Markets are constrained and lack amenity.

The Inner West Light Rail has proved to be an important and popular link to get between the suburbs of the inner west, Pymont and Harbour CBD. Transport for NSW is investigating the purchase of four new light rail vehicles to improve the frequency of services.

Bus services currently provide almost 1,500 peak hour weekday trips. UrbanGrowth NSW's 2015 *Bays Transformation Strategy*¹⁸ identified the potential to reconnect Balmain to Pymont via the adaptive re-use of Glebe Island Bridge for a pedestrian, cycling and bus link. This could reduce distance travelled by pedestrians and cyclists by removing the steep grades and poor amenity of the Anzac Bridge link.

A strategic option for a Metro Station at Pymont has been identified for consideration as part of the Sydney Metro West. This strategic option is complex and requires the consideration of improved accessibility to Pymont in the context of a range of investment priorities.

Cycleway improvements are underway with the joint NSW Government and City of Sydney initiative for a new cycle link on Saunders and Miller Streets in Pymont to provide the final link in a dedicated separated cycle link between the Inner West and the Sydney CBD (via the Anzac Bridge, Pymont Bridge and King Street).

Customer access to the Sydney Fish Market is proposed to be facilitated by public transport (including ferry services) and improved active transport links rather than increased vehicle access. The Transport for NSW Tourism and Transport Plan identifies the need to improve services for the growing number of visitors to key destinations such as Darling Harbour.

The *Greater Sydney Region Plan* and *Eastern City District Plan* confirm the importance of connections and opportunities for interaction to deliver competitive innovation precincts. These areas depend on high levels of amenity and walkability, with good transport connections, including walking and cycling, spurring the exchange of ideas and the establishment of networks.

Finding 6: Community infrastructure facilities are in high demand and serve a broad community base including residents, workers, tertiary students and visitors

The growth in resident and working population over the past 20 years has increased pressure on community facilities in Pymont and Ultimo. Sports fields at Wentworth Park and other local sports facilities (swimming pools, basketball courts, tennis courts) are experiencing longer periods of high demand due to the limited number of facilities being used by both residents and workers.

The *Eastern City District Plan* emphasises the integrated and targeted delivery of services and infrastructure as key to supporting growth and responding to the different needs of

¹⁸ <https://thebayssydney.nsw.gov.au/assets/Document-Library/Reports-and-Plans-2014-/2015-Transformation-Plan.pdf>

population groups. For the Review Area, liveability factors such as provision of community facilities and social infrastructure influence both the amenity for residents as well as the attractiveness for workers and students to locate there.

City of Sydney Council has indicated that additional community facilities are programmed for delivery in 2024. Council also identifies key actions to support the population include; improving connectivity, providing a better environment for walking, supporting local centres and delivering affordable and social housing.

Growth in population has also required an upgrade and construction of a new primary school. The new Ultimo Public School will have capacity for 800 students¹⁹. Construction is underway and is set to be completed by early 2020. Temporary use of the Wentworth Park to facilitate the upgrade of the Ultimo Public School has provided a solution in an otherwise constrained location.

The needs of the residents, workers and visitors to Pyrmont/Ultimo are changing as the resident and worker population increases and patterns of activity change. The demand for community services, facilities and public open space in the Review Area are increasing and expected to continue to increase in the future.

Enhancing liveability and enabling diversity among contributors to innovation is a key element of successful Innovation Corridors. The *Eastern City District Plan* recognises the importance of accessible and culturally-appropriate social infrastructure to serve a changing population, encourage creative and cultural expression and support social connections.

Stakeholders

Finding 7: The community and other stakeholders have had various roles in past planning processes and should be engaged consistently in planning for the future

A range of stakeholders and community members expressed a strong desire to continue to participate in planning for the future of the Review Area.

The Review Area has experienced several phases of planning for renewal. The Commonwealth Government's 'Building Better Cities' program transformed parts of the Review Area and more recent renewal of Darling Harbour has delivered new international standard exhibition and convention facilities, a hotel and public domain enhancements.

The community was regularly consulted as part of the 'Building Better Cities' program by the City West Development Corporation with input to public domain and built form designs obtained at regular meetings and information sessions.

Community members cited recent positive engagement with Government and some industry recognised engagement as part of the Bays Precinct Transformation Plan. This process recognised stakeholder and community engagement as fundamental to the renewal of the Bays Precincts and embedded this in the Statement of Principles underpinning the Transformation Plan.

In accordance with Objective 5 under both the *Greater Sydney Region Plan* and *Eastern City District Plan* ('A collaborative city'), future planning for the Review Area needs to continue to

¹⁹ <https://www.planningportal.nsw.gov.au/major-projects/project/6486>

provide strong and inclusive stakeholder, industry and community engagement opportunities.

Finding 8: Planning processes in the Review Area have become increasingly complex and difficult to understand

Whilst there were differing views regarding the appropriateness or otherwise of the current planning framework put forward at the Listening Sessions by different stakeholder groups, many stakeholders expressed that the current system is complex and difficult to understand and that the current vision and existing development standards are not well understood.

The complexity of the current planning framework is shown in the Planning Framework map, Map 5 with multiple overlapping layers for various environmental planning instruments and approval pathways within the Review Area.

In addition to the vision for the Review Area and the *Greater Sydney Region Plan* and *Eastern City District Plan*, there are aims and objectives also contained in a number of SEPPs including the Darling Harbour Development Plan No.1. This references Bicentennial initiatives applying to Darling Harbour and the foreshore considerations contained in the SEPP Sydney Harbour Catchment. Additionally, the original vision for the area under SREP 26 remains relevant, although the SREP only now applies to Wentworth Park and the Bays Precinct.

The vision and priorities that guide development are not easily found or understood, especially to the community. The complexity and uncertainty of the existing planning framework (including the vision) generates inconsistency in the application of development standards and principles for development. This is amplified by the overlapping state and local approval processes.

Opportunities to coordinate and realise greater efficiencies in the implementation of plans have been made possible by recent planning reforms that include a legislative framework for strategic planning. This framework provides a clear line of sight from the regional level to planning and delivery at the local level. The common requirement for the plans to identify their basis having regard to economic, social and environmental matters and for monitoring and reporting creates the opportunity to improve transparency of decision-making and evaluation across all three spatial levels of planning (regional, district and local).

The Commission is in the process of 'giving effect to' the *Greater Sydney Region Plan* and *Eastern City District Plan* via collaboration with local councils as part of the local strategic planning statement process. The ongoing implementation and delivery of plans by State and Local Government and their consideration in both state and local contexts will improve transparency and improve the process of decision making as part of the planning framework.

Significant projects planned or underway

Finding 9: The current planning activity is substantial but characterised by a small number of large but disconnected projects, many on the edges of the review area

The main opportunities at present for development are found in the significant projects located on the periphery of the Review Area. These projects are proposed by both the NSW

Government, private sector and institutions and are at different stages of the planning process. They are shown in Table 1 and Map 6 (refer Section 1 of this report). Several of these projects have already met the threshold for State Significant Development, recognising their size, economic value or potential impacts.

Being located on the periphery of the Review Area means the ability to realise cumulative opportunities and benefits can be limited and disconnected. These opportunities and benefits may be both in terms of place outcomes and ongoing collaborative partnership opportunities.

The City of Sydney's capacity analysis²⁰ shows that while a large part of the Review Area has been realised under current planning controls (Harris Street Village Precinct) there is capacity for additional housing and/or jobs across more than 20 sites.

The *Eastern City District Plan* includes a range of considerations, particularly that urban renewal projects should capitalise on opportunities to deliver the Innovation Corridor vision, such as delivering cultural infrastructure and enhancing cycling and walking connections. The locations of the significant projects means there are challenges in coordinating between significant projects in the Review Area, particularly how they connect and activate the public domain.

The *Greater Sydney Region Plan* and *Eastern City District Plans* state that delivery of high-quality place-based outcomes requires integration of site-specific planning proposals with precinct-wide place and public domain outcomes through place-based planning. This method of planning provides a better understanding of a place, builds relationships and collaboration to deliver a vision and solutions that respond to a place's potential.

In the Review Area, taking a place-based approach and improving the coordination of significant projects will contribute to better place-based outcomes, particularly in linking public domain and connecting the major precincts, including Ultimo, Darling Harbour, Wentworth Park/Blackwattle Bay and Pyrmont/Harris Street Village.

Finding 10: The economic attributes of the review area are not supported by a co-ordinated economic strategy or package of investment attraction initiatives

The NSW Innovation and Productivity Council Report, NSW Innovation Precincts – Lessons from international experience (September 2018)²¹ notes that a vision underpinned by a coordinated economic strategy would facilitate growth by:

- seeking to leverage economic advantage through coordinated development of major sites
- coordinate infrastructure investment
- improving the physical environment amenity
- ensuring social planning is delivered to keep up with growth
- define and coordinate domestic and international investment attraction.

The Review Area's competitive advantage is anchored in its specialisations in media, ICT and creative industries. At the same time, increases in international and domestic tourism as

²⁰ City of Sydney Development Capacity Study 2019

²¹ <https://www.industry.nsw.gov.au/business-and-industry-in-nsw/innovation-and-research/research-series/innovation-precincts-report>

part of the redevelopment of Darling Harbour, particularly the International Convention Centre and the planned redevelopment of the Sydney Fish Market, will enhance the Review Area's contribution to global Sydney's offer.

The *Eastern City District Plan* stresses the importance of place making to the success of the Innovation Corridor noting that 'more than any other sector digital innovation and start-ups rely on physical location to maximise success and ultimate profitability. Digital and cultural industries require event spaces, and affordable and scalable office spaces. They seek out character buildings and are attracted to a diverse pool of talent and expertise, research facilities customers and investors'.

As part of delivering the Innovation Corridor, recent initiatives have included the Camperdown-Ultimo Place Strategy and the Sydney Innovation and Technology Precinct adjacent and overlapping with the Review Area. The innovation corridor however, extends north to the Pyrmont Peninsula where there is an existing cluster of innovation businesses and does not have an overarching economic strategy.

Preparing a Place Strategy can proactively and collaboratively guide future economic growth, transport connectivity, whilst providing for liveable and sustainable places with authenticity, character, outstanding architecture, engaging streetscapes and built environment.

6. Recommendations

Overall, the review has found that, for the planning framework to be fit for purpose to deliver the vision of the *Greater Sydney Region Plan* and *Eastern City District Plan*, a place-based approach that addresses these Plans holistically must be implemented.

Given these findings, the following recommendations are made:

Recommendation 1: Alignment with the Greater Sydney Region Plan and Eastern City District Plan

In the Western Harbour Precinct, including Pyrmont Peninsula, actively support the consistent delivery of objectives of the *Greater Sydney Region Plan – A Metropolis of Three Cities* and the planning priorities and actions of the *Eastern City District Plan* across infrastructure and collaboration, liveability, productivity and sustainability. This particularly includes the Innovation Corridor role of the Review Area set out in Planning Priority E7, Growing a Stronger and More Competitive Harbour CBD, included in **Attachment 3**.

This should involve the consistent and holistic consideration of the *Greater Sydney Region Plan* and *Eastern City District Plan* in both Local and State contexts so that cumulative benefits can be realised for the Harbour CBD.

Recommendation 2: Develop a Place Strategy (planning framework, master plan, economic strategy and governance)

A Place Strategy should be developed for the Western Harbour Precinct, including the Pyrmont Peninsula, encompassing:

- A simplified planning framework that co-ordinates the delivery of the Western Harbour Precinct and Pyrmont Peninsula Place Strategy
- The development of a place-based master plan that addresses the planning priorities and actions of the *Eastern City District Plan*, including
 - Identification and characterisation of the sub-precincts, including: Ultimo, Darling Harbour, Blackwattle Bay/Wentworth Park and Pyrmont and Harris Street Village
 - Development of principles to respond to the individual character and potential of the sub-precincts
- The development of an economic strategy and industry attraction program that recognises the potential of the Western Harbour Precinct and Pyrmont Peninsula in growing a stronger and more competitive Harbour CBD
- The establishment of collaborative and inclusive governance arrangements that include State Government, industry, council and community representation. These arrangements should focus on master planning and land use controls in the short term and on the transition to ongoing collaborative curation-of-place in the medium to long term.

Recommendation 3: Implementation of the Place Strategy

Within one month of a decision by the NSW Government to prepare a Western Harbour Precinct Place Strategy (Recommendation 2) the following actions are to be undertaken:

- Finalise Terms of Reference and the 9 - 12 month program for delivery of a Place Strategy that addresses the requirements of the *Greater Sydney Region Plan* and *Eastern City District Plan* across the themes of infrastructure, liveability, productivity and sustainability
- Confirm the most effective and efficient collaborative governance model to manage development of the Place Strategy and its implementation. Options include:
 - a Commission-led Collaboration Area;
 - a Department of Planning, Industry and Environment planned or collaborative precinct;
 - the Sydney Innovation and Technology Precinct Advisory Board; or
 - a bespoke arrangement specific to the Place Strategy area.
- Establish the collaborative governance arrangements
- Confirm the required resources and source of funding.

Attachment 1 – Letter from the Minister for Planning and Public Spaces requesting the Greater Sydney Commission provide advice



The Honourable Rob Stokes MP
Minister for Planning and Public Spaces

Ms Lucy Turnbull AO
Chief Commissioner
Greater Sydney Commission
GPO Box 257
PARRAMATTA NSW 2124

Dear Ms Turnbull *Lucy,*

I am writing in relation to the future of the western gateway to the Sydney CBD, namely the Western Harbour precinct and Pyrmont peninsula.

Public commentary in recent weeks has questioned whether the existing planning framework for this area remains fit for purpose and will deliver good planning outcomes consistent with the desired future character of this important part of our city. I am also aware that *Sydney Regional Environmental Plan No 26 – City West* (SREP No 26 – City West) is currently being reviewed to take into account the significant infrastructure investment in the area.

For these reasons, I write to ask the Greater Sydney Commission (the Commission) to conduct an independent review of the planning framework for the Western Harbour precinct, including the Pyrmont peninsula, and to prepare a report on the outcomes of your review in accordance with section 10(1)(f1) of the Greater Sydney Commission Act 2015 (NSW).

Given the opportunity to provide input into the review of SREP No 26 – City West, it is important that this review takes place immediately. I therefore ask that you furnish your report to both the Premier and myself no later than 30 September 2019.

I expect the report to outline your assessment of the efficacy of current development controls, and any recommendation the Commission might make to ensure good planning outcomes for the Western Harbour precinct.

Specifically, the report should provide advice and recommendations on:

- the appropriateness of existing development standards to deliver the Government's vision for a vibrant mixed use precinct given its proximity to global Sydney's CBD;
- the capacity of existing infrastructure to accommodate new residents, tourists and workers within the precinct;
- the integration of significant projects planned and underway within the precinct; and
- any other relevant matters, including the *Eastern City District Plan*.

The Commission's review will provide an important opportunity for stakeholder views to be heard on the future development of area.

If you require additional information or wish to discuss this matter further, please do not hesitate to contact my Chief of Staff Katie Stevenson on 8574 6707.

Yours sincerely

A handwritten signature in blue ink that reads 'Rob Stokes'.

Rob Stokes MP
Minister for Planning and Public Spaces

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Attachment 2 – Stakeholder briefings and relevant documents

Agency / Stakeholder	Planning Policy, Planned Projects and Reference Information	Relevant documents
Create NSW	<ul style="list-style-type: none"> Powerhouse Ultimo 	https://www.create.nsw.gov.au/arts-in-nsw/state-cultural-institutions/the-powerhouse-museum/ https://maas.museum/powerhouse-museum/ https://maas.museum/powerhouse-museum/visiting-powerhouse-in-2020-2021/
City of Sydney Council	<ul style="list-style-type: none"> Sustainable Sydney 2030 Local Strategic Planning Statement (exhibition material) Sydney LEP 2012, Sydney LEP 2005 Sydney Development Control Plan Eora Journey economic development plan Development Capacity Study 2019 	https://www.cityofsydney.nsw.gov.au/vision/sustainable-sydney-2030 https://meetings.cityofsydney.nsw.gov.au/mgAi.aspx?ID=6721 https://www.cityofsydney.nsw.gov.au/development/planning-controls/local-environmental-plans https://www.cityofsydney.nsw.gov.au/development/planning-controls/development-control-plans https://www.cityofsydney.nsw.gov.au/business/build-your-skills-and-knowledge/business-research-and-data/business-in-your-sector/cross-sector-themes/aboriginal-employment-enterprise https://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0007/316681/5.-Development-Capacity-Study-2019.pdf

Agency / Stakeholder	Planning Policy, Planned Projects and Reference Information	Relevant documents
Department of Planning, Infrastructure and Environment	<ul style="list-style-type: none"> • SREP 26 City West • Darling Harbour Redevelopment Plan No1 • SREP (Sydney Harbour Catchment) 2005 • State Environmental Planning Policy (State and Regional Development) 2011 • State Environmental Planning Policy (State Significant Precincts) 2005 • Environmental Planning and Assessment Act 1979 No 203 (State Significant Development) • State Significant Development – Projects 	https://www.legislation.nsw.gov.au/#/view/EPI/1992/564 https://www.legislation.nsw.gov.au/#/view/EPI/1985/333/full https://www.legislation.nsw.gov.au/#/view/EPI/2005/590 https://www.legislation.nsw.gov.au/#/view/EPI/2011/511 https://www.legislation.nsw.gov.au/#/view/EPI/2005/194 https://www.legislation.nsw.gov.au/#/view/act/1979/203/part4/div4.7 https://www.planningportal.nsw.gov.au/major-projects/assessment/state-significant-development/ssd-projects
Destination NSW	<ul style="list-style-type: none"> • Visitor Economy Action Plan 2030 	https://www.industry.nsw.gov.au/_data/assets/pdf_file/0003/172092/Visitor-Economy-Industry-Action-Plan-2030.pdf
Government Architects Office	<ul style="list-style-type: none"> • Better Placed • Movement and Place 	https://www.governmentarchitect.nsw.gov.au/policies/better-placed https://www.governmentarchitect.nsw.gov.au/guidance/movement-and-place

Agency / Stakeholder	Planning Policy, Planned Projects and Reference Information	Relevant documents
Infrastructure NSW	<ul style="list-style-type: none"> • State Infrastructure Strategy 2018-2038 • The New Sydney Fish Market • The Bays Precinct (library) • Bays West 	http://www.infrastructure.nsw.gov.au/expert-advice/state-infrastructure-strategy/ https://www.ugdc.nsw.gov.au/growth-centres/the-bays-precinct/the-new-sydney-fish-market/ https://thebayssydney.nsw.gov.au/resources/library/ https://thebayssydney.nsw.gov.au/assets/publications/Bays-West-Project-Update-May-2018.pdf
Inner West Council	<ul style="list-style-type: none"> • Various LEPs • Economic Development Strategic Plan 	https://www.innerwest.nsw.gov.au/develop/planning/planning-studies https://yoursay.innerwest.nsw.gov.au/economic-development-strategic-plan
Ports Authority NSW	<ul style="list-style-type: none"> • Port planning • White Bay Cruise Terminal • Glebe Island Multi-User Port Facility 	https://www.portauthoritynsw.com.au/projects-and-planning/planning-and-approvals/ https://www.portauthoritynsw.com.au/projects-and-planning/projects/white-bay-cruise-terminal/ https://www.portauthoritynsw.com.au/projects-and-planning/projects/glebe-island-multi-user-facility/
Property NSW	<ul style="list-style-type: none"> • Darling Harbour 	https://www.property.nsw.gov.au/sites/default/files/180131_Darling%20Harbour%20Strategic%20Framework_FINAL.pdf
Schools Infrastructure NSW	<ul style="list-style-type: none"> • Ultimo Public School 	https://www.schoolinfrastructure.nsw.gov.au/projects/u/ultimo-public-school.html

Agency / Stakeholder	Planning Policy, Planned Projects and Reference Information	Relevant documents
Sydney Metro Authority	<ul style="list-style-type: none"> • Sydney Metro West 	https://www.sydneymetro.info/west/project-overview
TAFE NSW	<ul style="list-style-type: none"> • TAFE NSW Strategic Plan 	https://www.tafensw.edu.au/documents/60140/76288/Strategic-Plan-FINAL-12-pager%20(1).pdf
Transport for NSW	<ul style="list-style-type: none"> • Future Transport 2056 • Road traffic volumes • Tourism and Transport Plan 	https://future.transport.nsw.gov.au/plans/future-transport-strategy https://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/#/?z=7 https://future.transport.nsw.gov.au/plans/tourism-and-transport-plan
University Technology Sydney	<ul style="list-style-type: none"> • UTS City Campus Master Plan 	https://www.uts.edu.au/partners-and-community/initiatives/city-campus-master-plan/overview

Attachment 3 – Eastern City District Plan extract

Planning Priority E7

Growing a stronger and more competitive Harbour CBD

In giving effect to *A Metropolis of Three Cities*, this Planning Priority delivers on the following objectives and the corresponding strategies:

Objective 15

The Eastern, GOP and Western Economic Corridors are better connected and more competitive.

Objective 18

Harbour CBD is stronger and more competitive.

Actions

23. Prioritise:

- a. public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city
- b. infrastructure investments, particularly those focused on access to the transport network, which enhances walkability within 2 kilometres of metropolitan or strategic centres or 10 minutes walking distance of a local centre
- c. infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the Harbour CBD.

24. Strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:

- a. further growing an internationally competitive commercial sector to support an innovation economy
- b. providing residential development without compromising commercial development
- c. providing a wide range of cultural, entertainment, arts and leisure activities
- d. providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.

25. Review as required, planning controls to facilitate economic activity to deliver on the job targets.