

Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont



Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont Precinct

The purpose of this draft Development Control Plan

The purpose of this draft development control plan (DCP) is to amend the Sydney Development Control Plan 2012, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

The provisions guide future development within the area known as the Ultimo-Pyrmont identified within the City of Sydney Local Environmental Plan 2012.

Citation

This amendment may be referred to as Sydney Development Control Plan 2012 – Ultimo-Pyrmont.

Land covered by this plan

This plan applies to all land identified in the Ultimo-Pyrmont, shown in Figure 5.1 Specific Areas.

Relationship of this plan to Sydney Development Control Plan 2012

This plan amends the Sydney Development Control Plan 2012

Amendment to Sydney Development Control Plan 2012

1. Replace Figure 5.1 Specific areas map in accordance with the new map provided at Appendix 1.
 2. Insert a new sub-section at the end of Section 5 in accordance with Appendix 2.
 3. Amend DCP map sheets 7 and 8 in accordance with Figures provided in Appendix 2.
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Appendix 1

Update Figure 5.1 to show the Figure provided below:

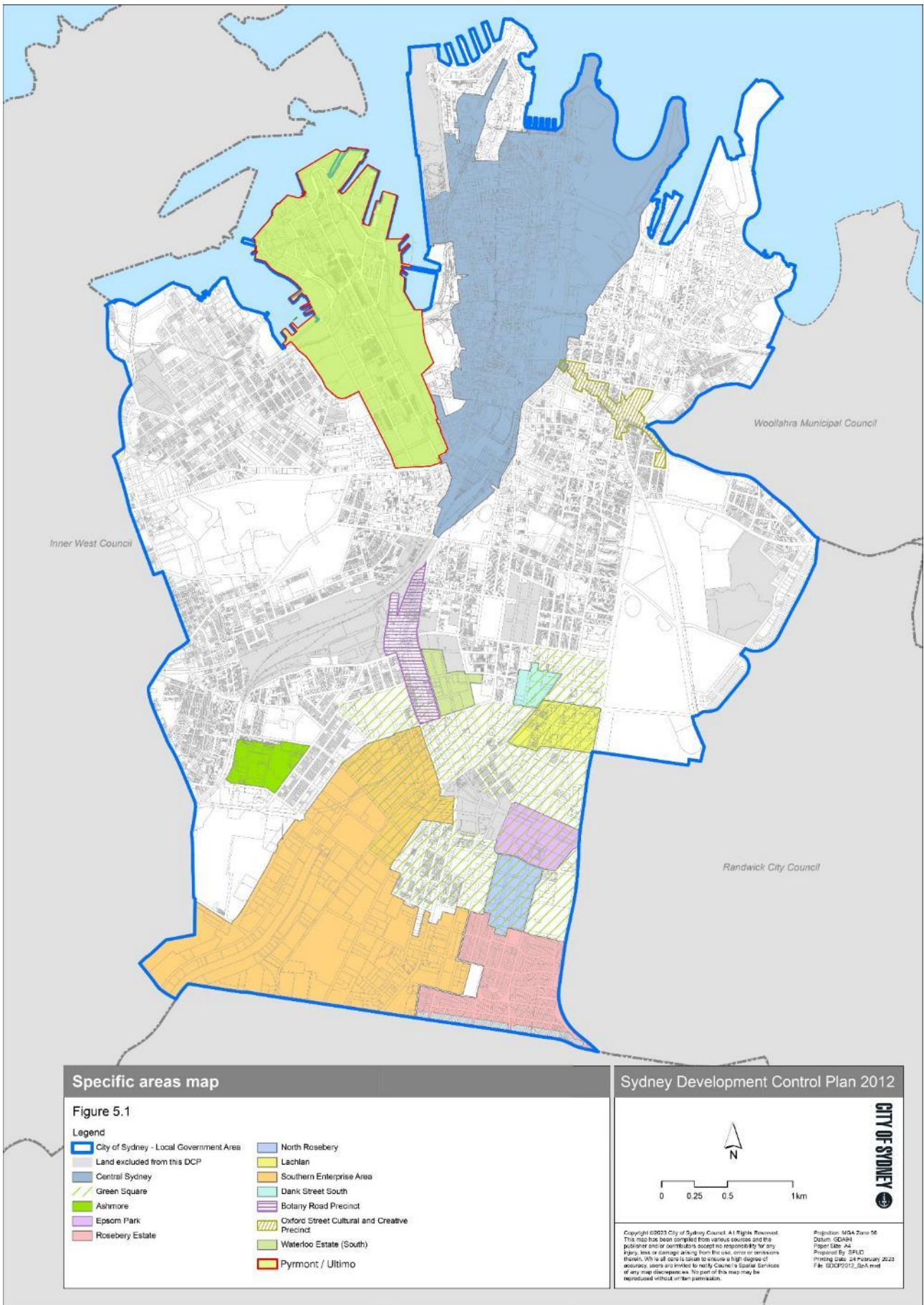


Figure 1 Specific Areas Map

Appendix 2

5.X Ultimo-Pyrmont

This section applies to the land identified as the Ultimo-Pyrmont in Figure 5.1 Specific Areas map. It should be read in conjunction with:

- other requirements of this DCP; and
- the locality statement and principles in Section 2.4 Harris Street Village.

The Ultimo-Pyrmont area has been divided into six groups for the purposes of this DCP, as outlined in Table 1 Sites included and

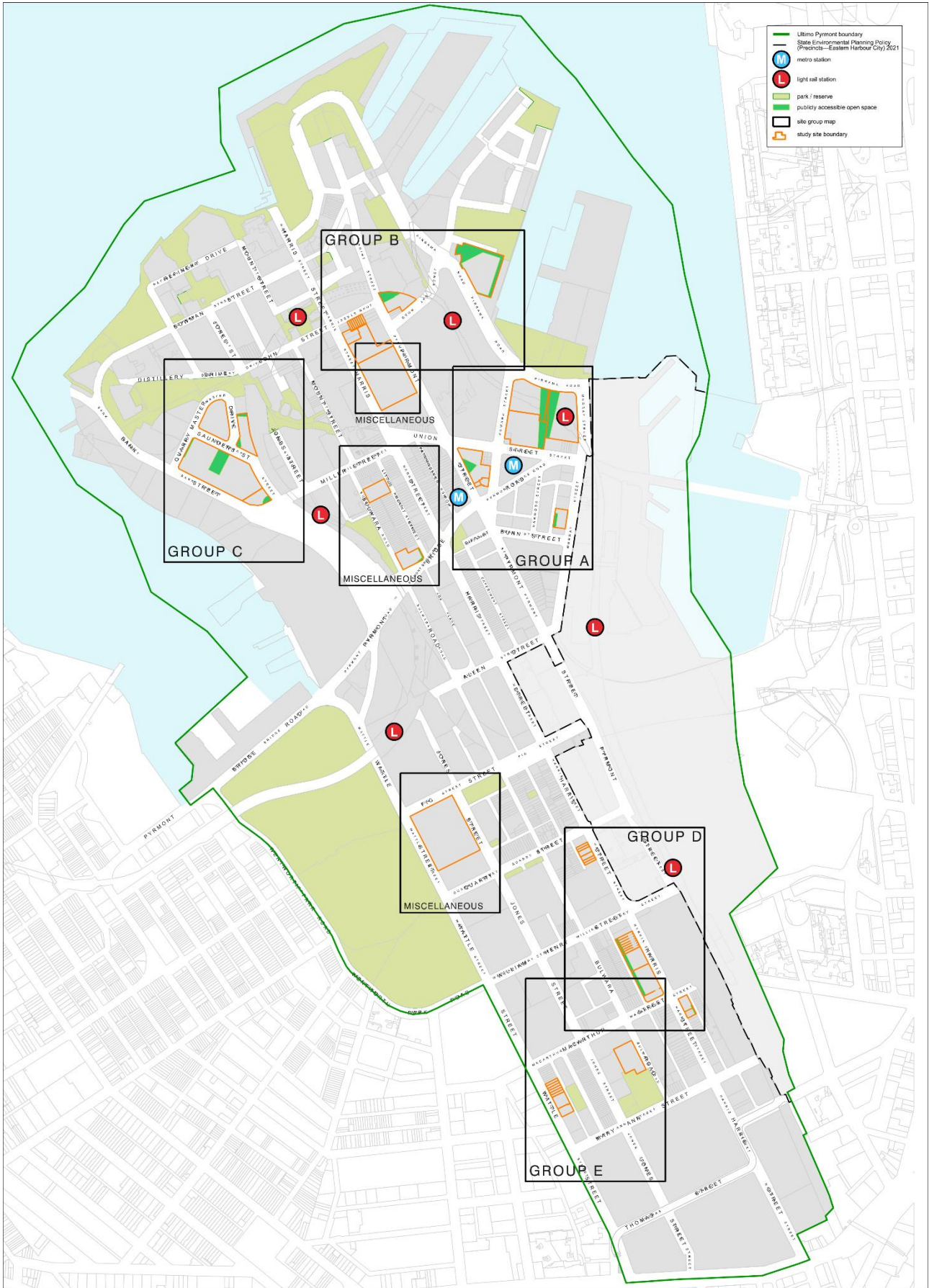


Figure 2 Groups of sites included.

Clause XX [new clause] of the Sydney LEP 2012 incentivises development for employment generating uses on sites identified as Area A – Metro Station in

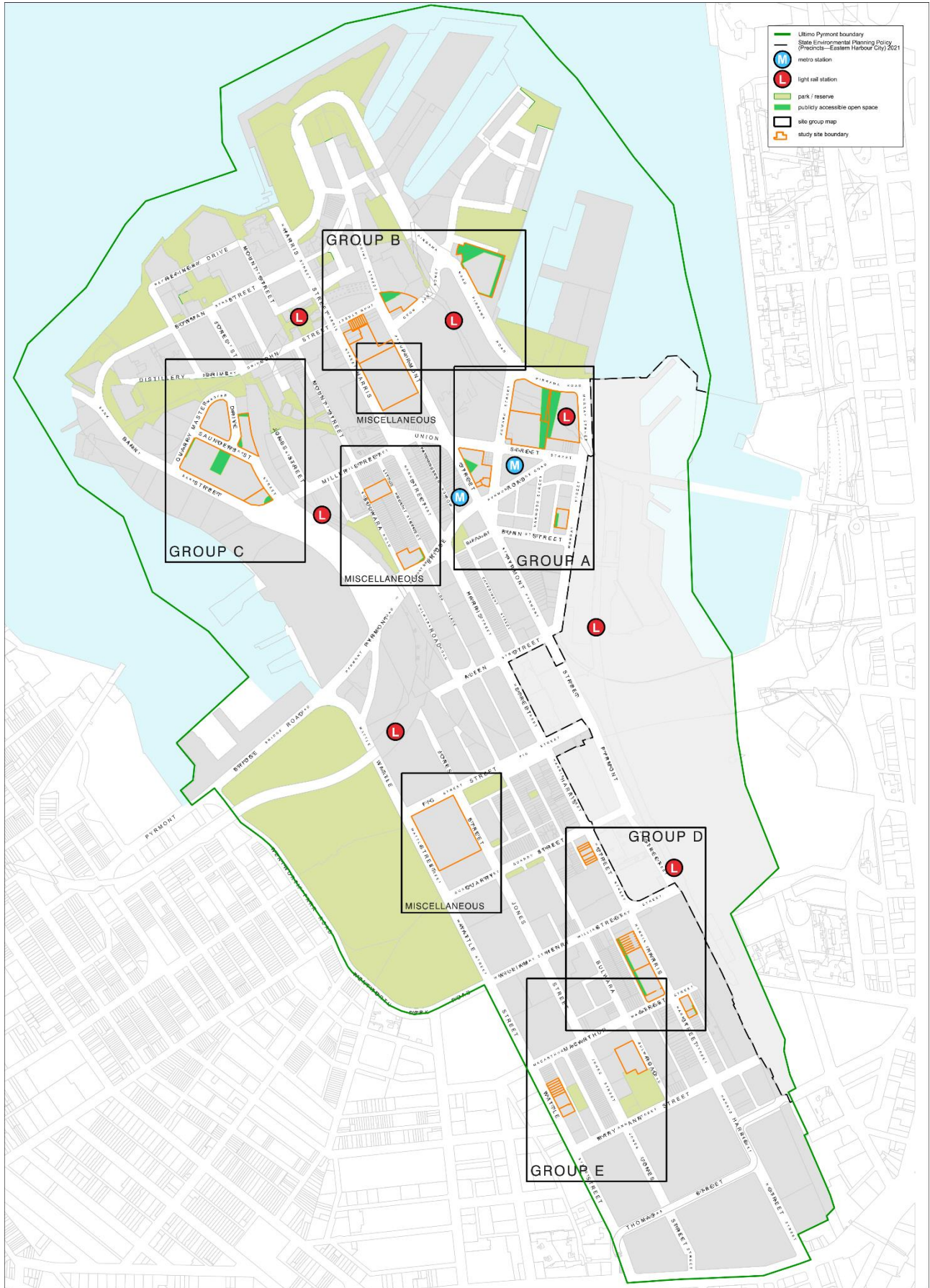


Figure 2 Groups of sites included. This section applies to development which utilises the incentive planning controls available under Clause XX of the Sydney LEP 2012. This section does not apply to development on sites identified as Area A – Metro Station which does not utilise incentive planning controls available under Clause XX of the Sydney LEP 2012.

Table 1 Sites included

Area	Sites
Group A – Metro Station	13-29A Union Street Pyrmont 69-71 Edward Street Pyrmont 2 Edward Street Pyrmont 60 Union Street Pyrmont 1-27 Murray Street Pyrmont 55 Murray Street Pyrmont 102 Pyrmont Street Pyrmont
Group B - John Street	79-93 John Street Pyrmont 12 Pyrmont Street Pyrmont 14-18 Pyrmont Street Pyrmont 48 Pirrama Road Pyrmont 80-84 Harris Street Pyrmont 86-92 Harris Street Pyrmont
Group C - Saunders Street	26-38 Saunders Street Pyrmont 14 Quarry Master Drive Pyrmont 1-33 Saunders Street Pyrmont 140-148 Bank Street Pyrmont 20-28 Bulwara Road Pyrmont 46-48 Pyrmont Bridge Road Pyrmont
Group D - Harris Street Ultimo	469-471 Harris Street Ultimo 473-475 Harris Street Ultimo 477-479 Harris Street Ultimo 481-483 Harris Street Ultimo 535-547 Harris Street Ultimo 549-559 Harris Street Ultimo 561-577 Harris Street Ultimo 562-576 Harris Street Ultimo 383 -389 Bulwara Road Ultimo
Group E - Wattle Street	446-456 Wattle Street Ultimo 458-468 Wattle Street Ultimo 470 Wattle Street Ultimo
Miscellaneous sites	100 Harris Street Pyrmont 46-48 Pyrmont Bridge Road Pyrmont 20-28 Bulwara Road Pyrmont 28-48 Wattle Street Ultimo 50-54 Wattle Street Ultimo

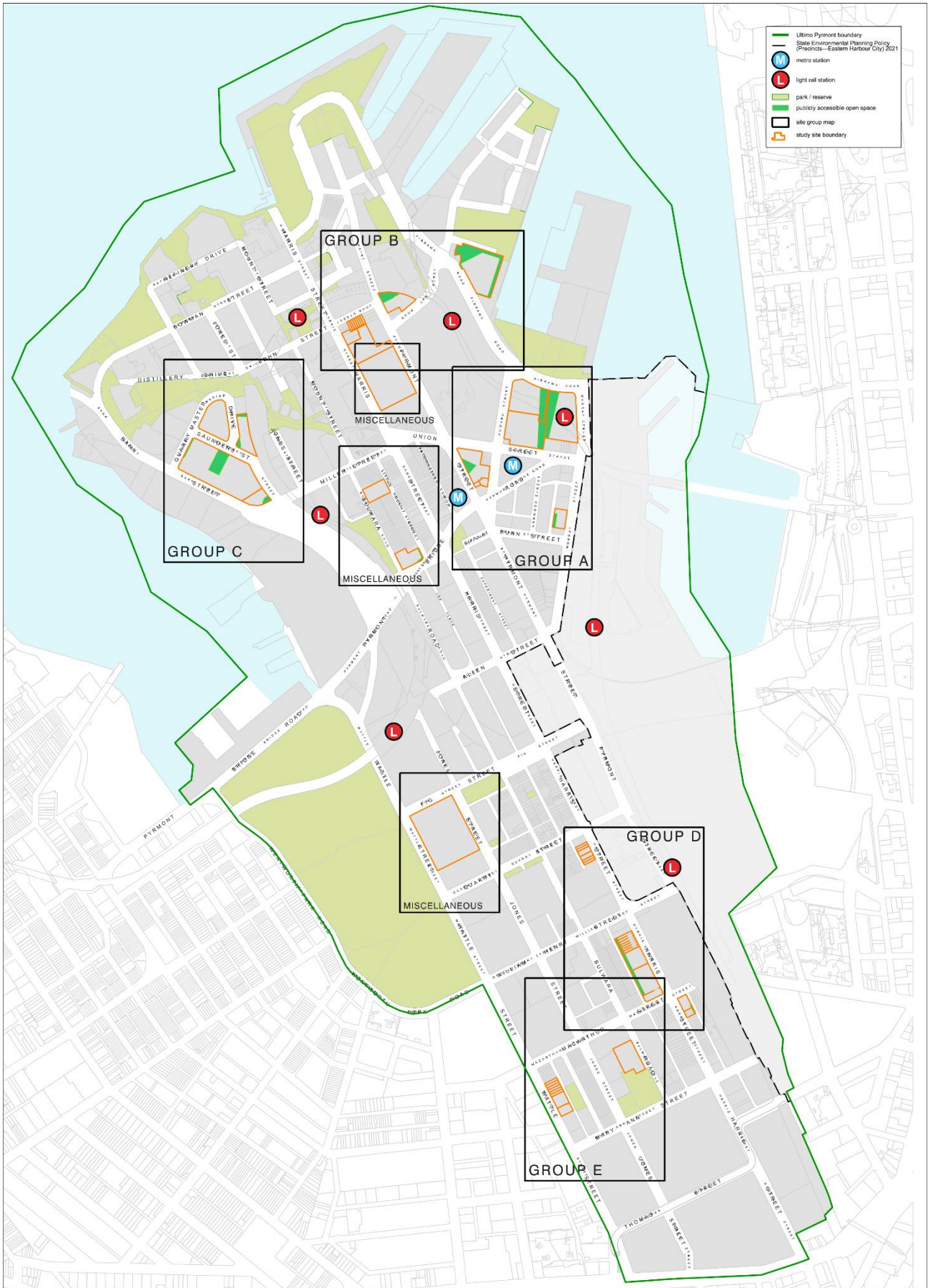


Figure 2 Groups of sites included

5.X.1 General

Objectives

- (a) Protect amenity for current and future residents.
- (b) Protect the heritage character of Ultimo Pyrmont.
- (c) Provide for deep soil planting provisions for new developments.
- (d) Ensure that habitable rooms in existing residential dwellings maintain an appropriate level of sun access.
- (e) Ensure that public spaces have an appropriate level of sun access.
- (f) Protect and enhance identified public view corridors.

Provisions

- (1) Development is to be in accordance with the locality statement at Section 2.4 Harris Street Village and supporting principles for the locality.

Development is to be in accordance with

- (2) Figure 3 Ultimo-Pyrmont Urban Strategy Map

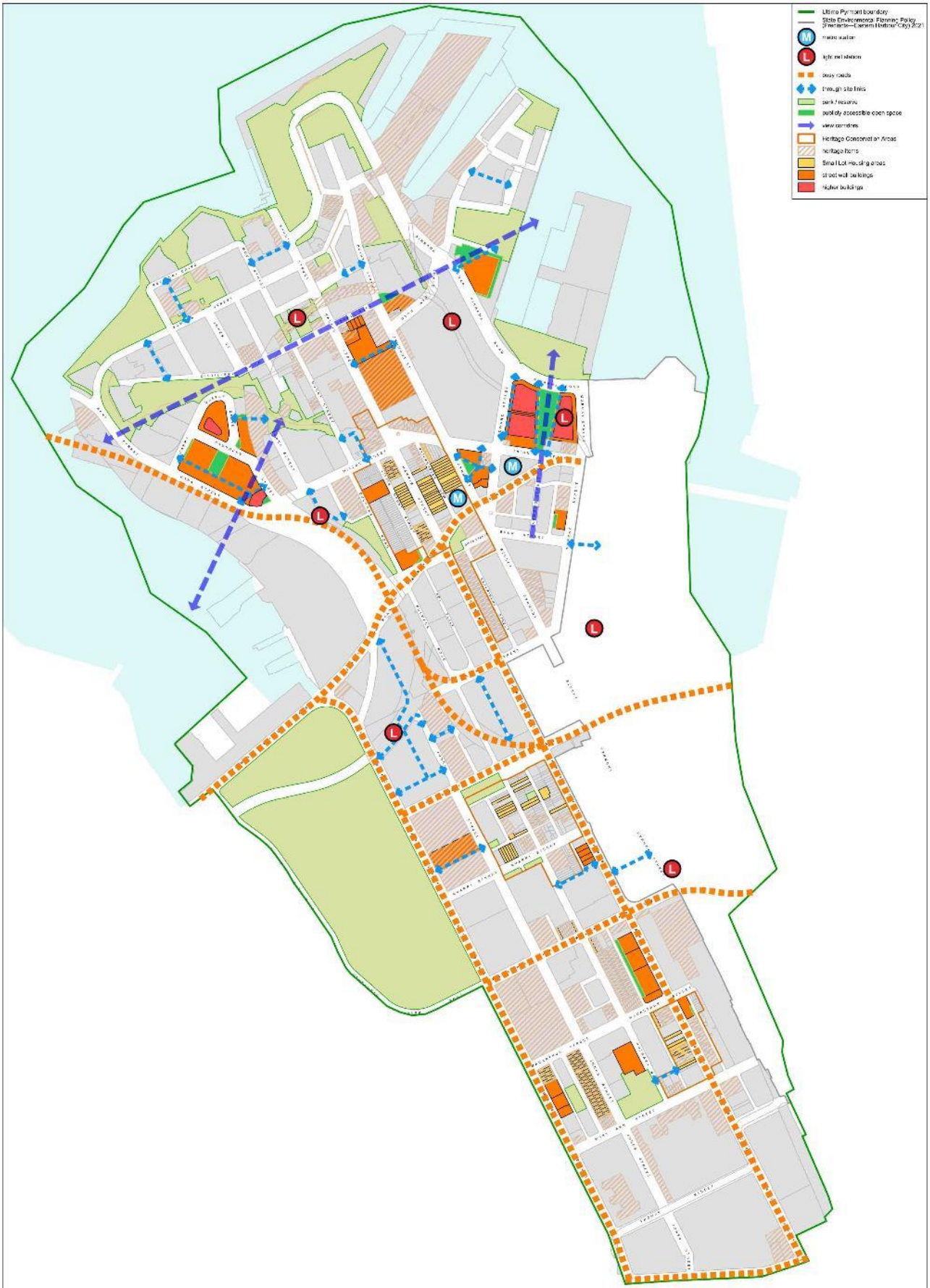


Figure 3 Ultimo-Pyrmont Urban Strategy Map

5.X.2 Movement and accessible open space

Objectives

- (a) To ensure that appropriate publicly accessible spaces are provided as part of new developments.
- (b) Improve pedestrian safety and amenity through the targeted widening of footpaths and increases in street setbacks on key sites.
- (c) Create a walkable and pedestrian friendly network to improve through-site links within Ultimo Pyrmont and surrounds.
- (d) Deliver tree canopy cover and greening within road corridors and reservations.
- (e) Increase visibility of, and access to, key public transport nodes.
- (f) Increase permeability of large street blocks and reduce walking distances to key destinations.

Provisions

- (1) Where identified on Figures 4 to 9, buildings are to be set back to increase pedestrian safety and amenity.
- (2) Development is to provide publicly accessible open space in accordance with Figures 10 to 15.
- (3) Where identified by Figures 10 to 15, accessible through-site links are to be provided to ensure unencumbered public pedestrian accessibility across Ultimo Pyrmont and surrounds.
- (4) Where through-site links require a lift, the lift provided is to be exclusively for the through-site link.
- (5) The through-site link at 60 Union Street Pyrmont and 2 Edward Street Pyrmont is to be in accordance with the elevations at Figures 16 and 17.
- (6) Driveways and vehicle access points are only to be provided where shown on Figures 18 to 23.

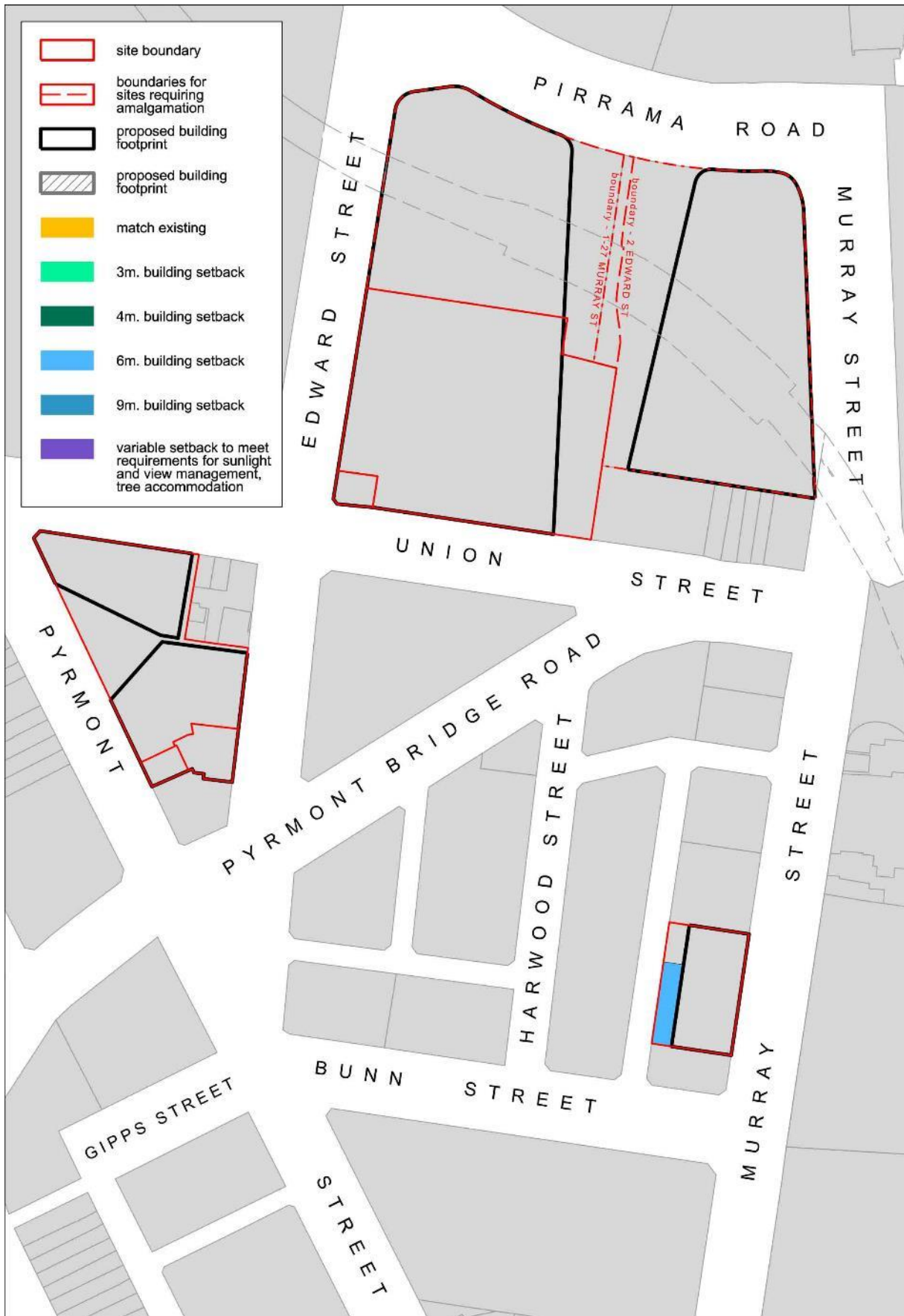


Figure 4 Group A – Metro Sites - Street Level Setbacks map

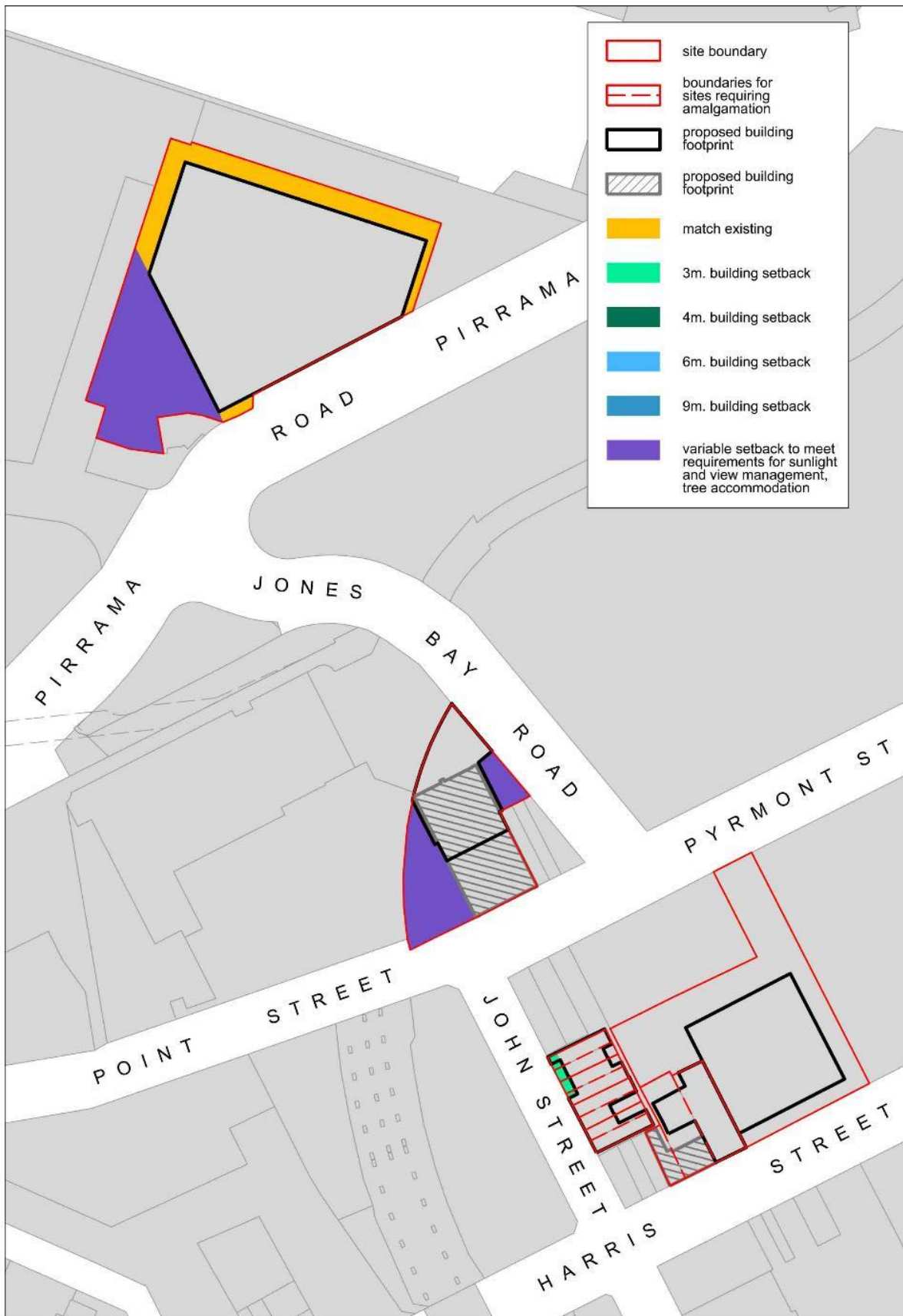


Figure 5 Group B - John Street - Street Level Setbacks map

[Public exhibition note: Figure 5 Group B - John Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]

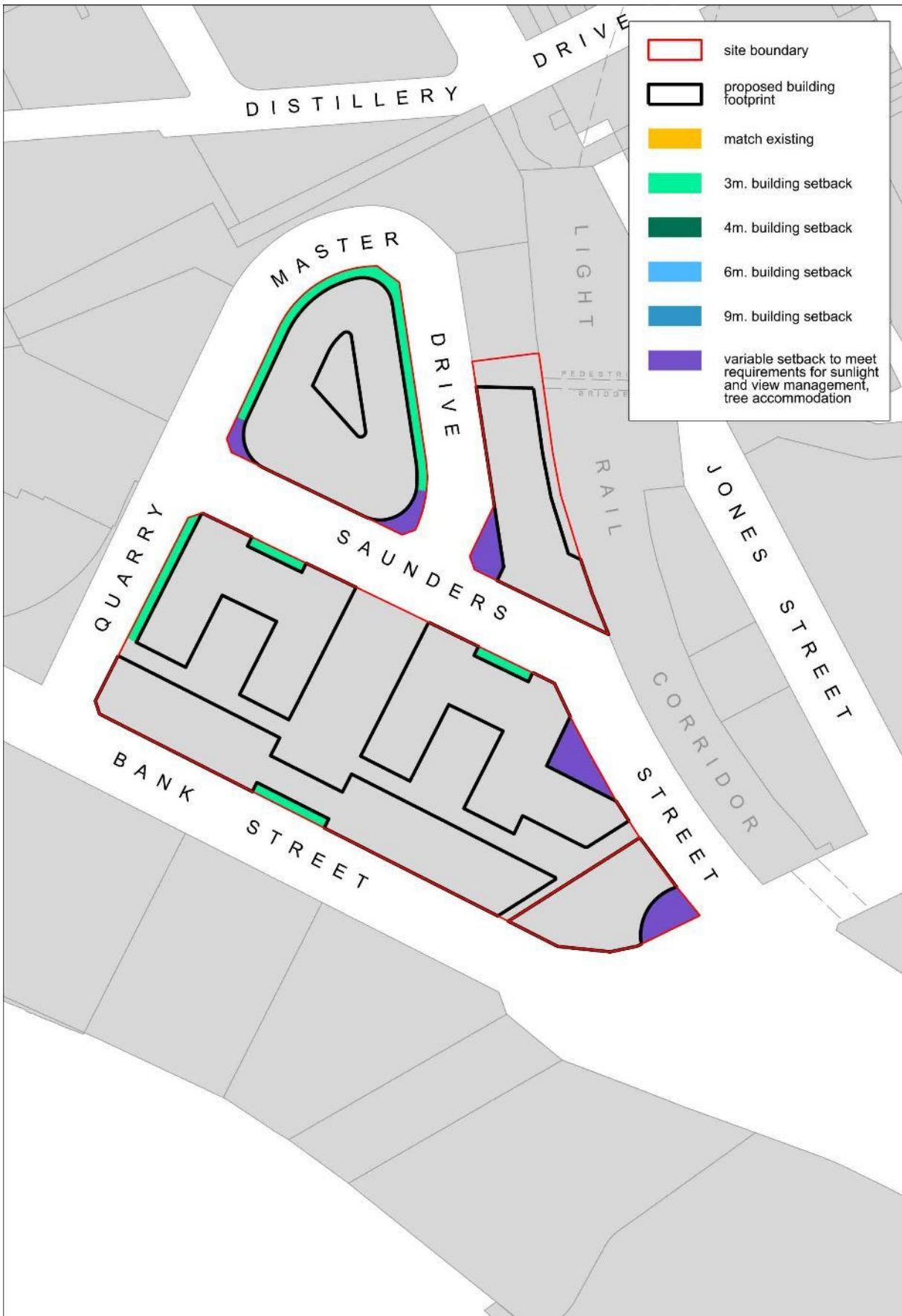


Figure 6 Group C - Saunders Street - Street Level Setbacks map

[Public exhibition note: Figure 6 Group C - Saunders Street - Street Level Setbacks map

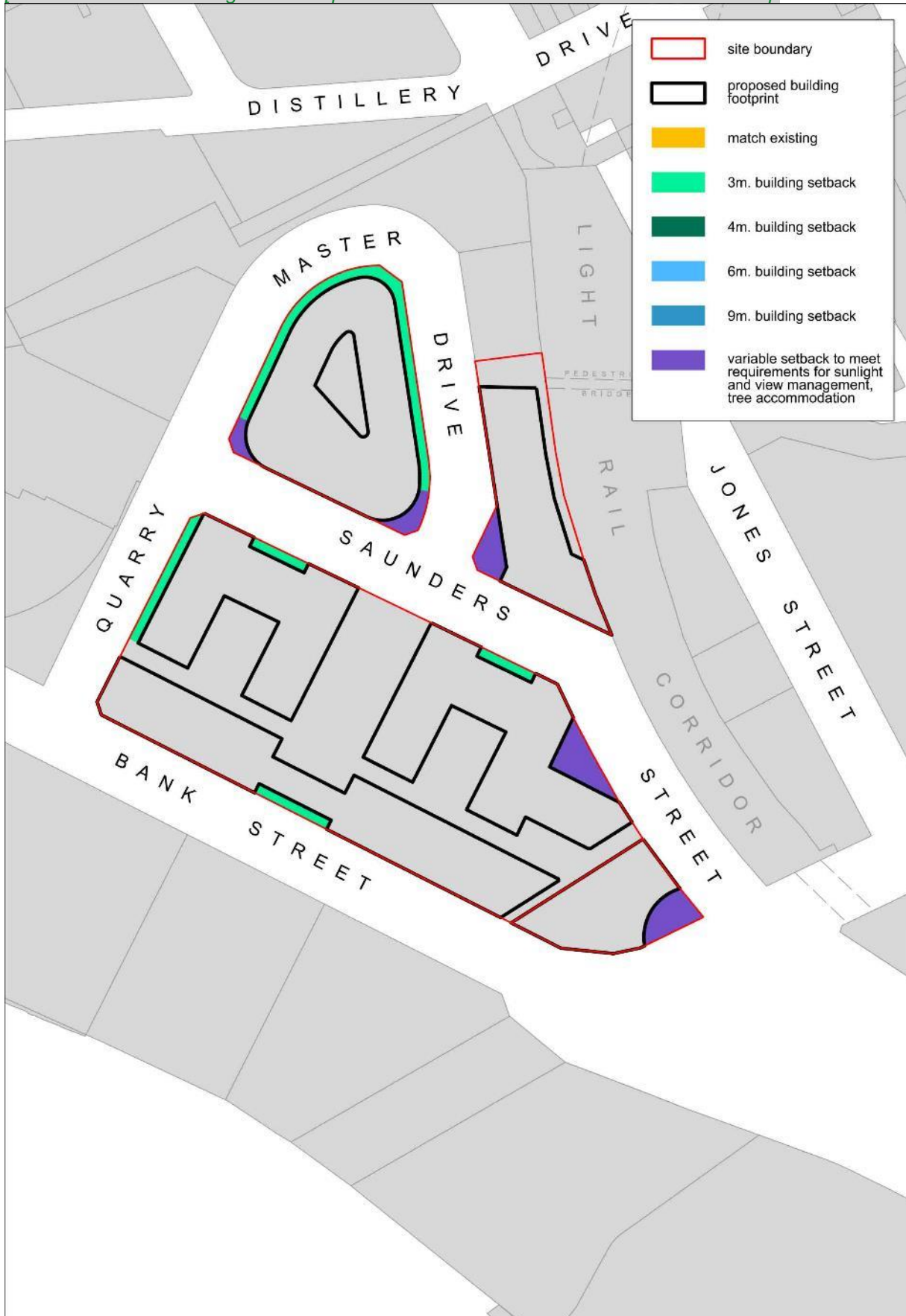
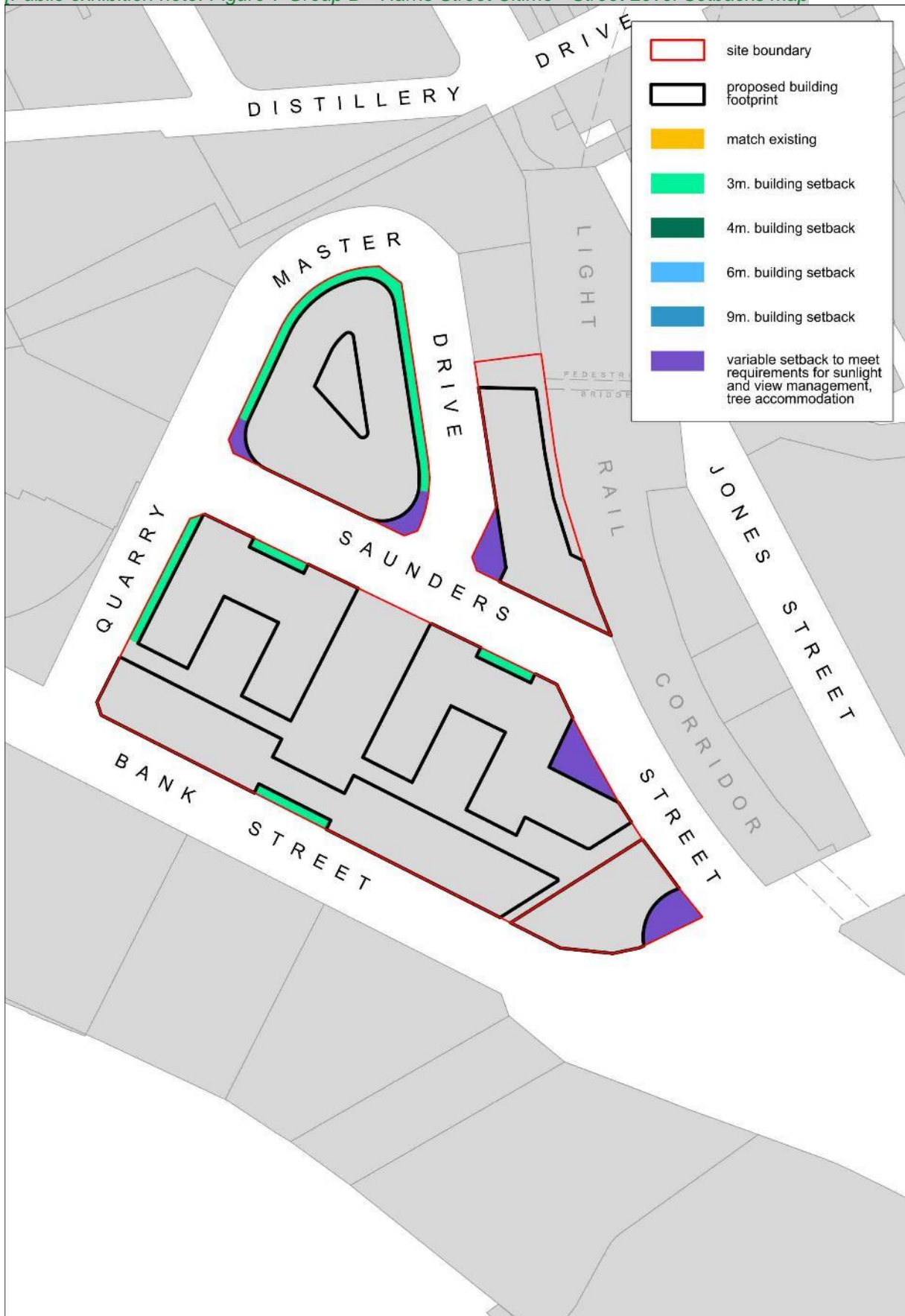


Figure 6 Group C - Saunders Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.

Figure 7 Group D - Harris Street Ultimo - Street Level Setbacks map

[Public exhibition note: Figure 7 Group D - Harris Street Ultimo - Street Level Setbacks map



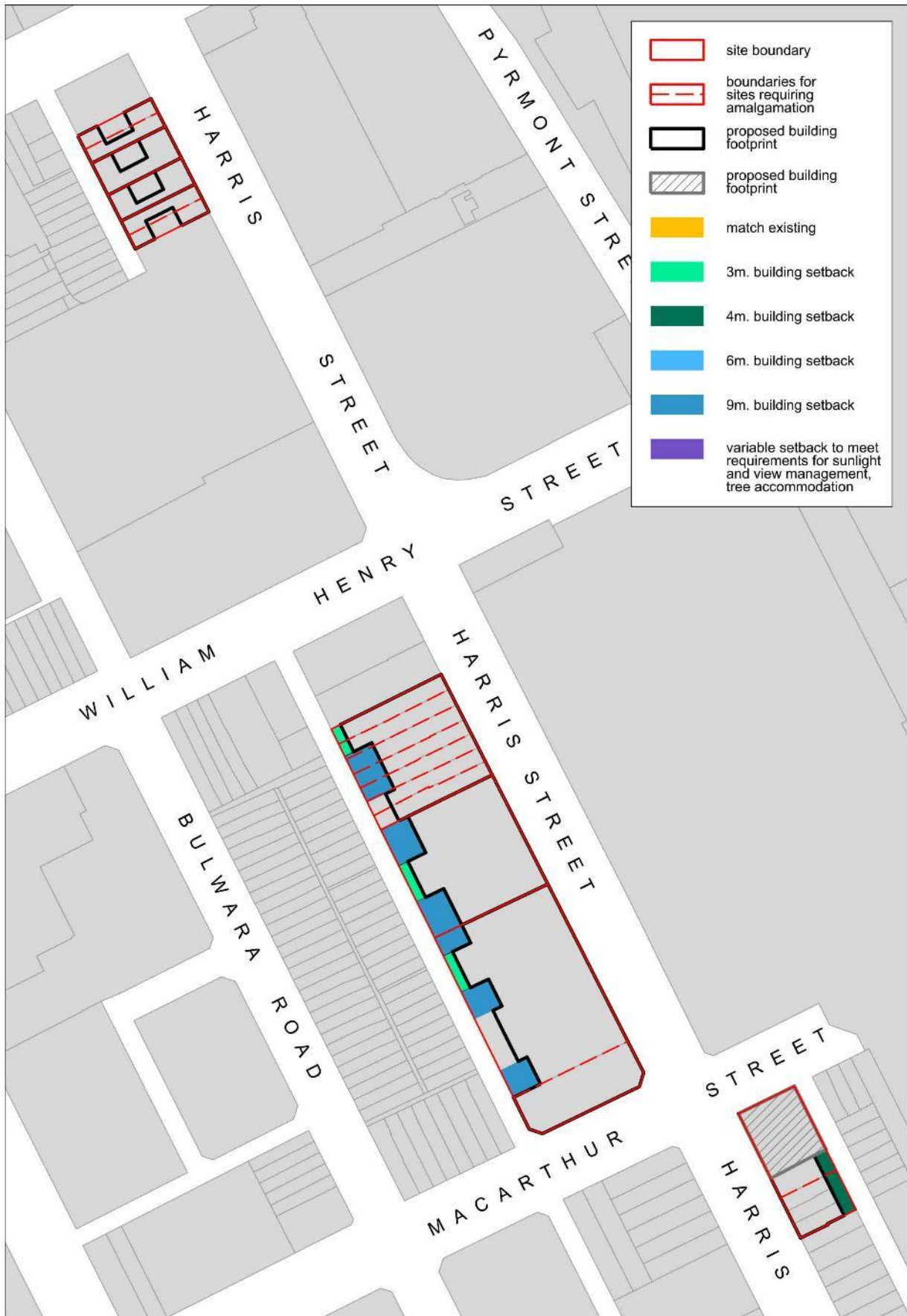


Figure 6 Group C - Saunders Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]



Figure 8 Group E - Wattle Street - Street Level Setbacks map

[Public exhibition note: Figure 8 Group E - Wattle Street - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]



Figure 9 Miscellaneous Sites - Street Level Setbacks map

Public exhibition note: Figure 9 Miscellaneous Sites - Street Level Setbacks map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Setback and Alignment map*.]

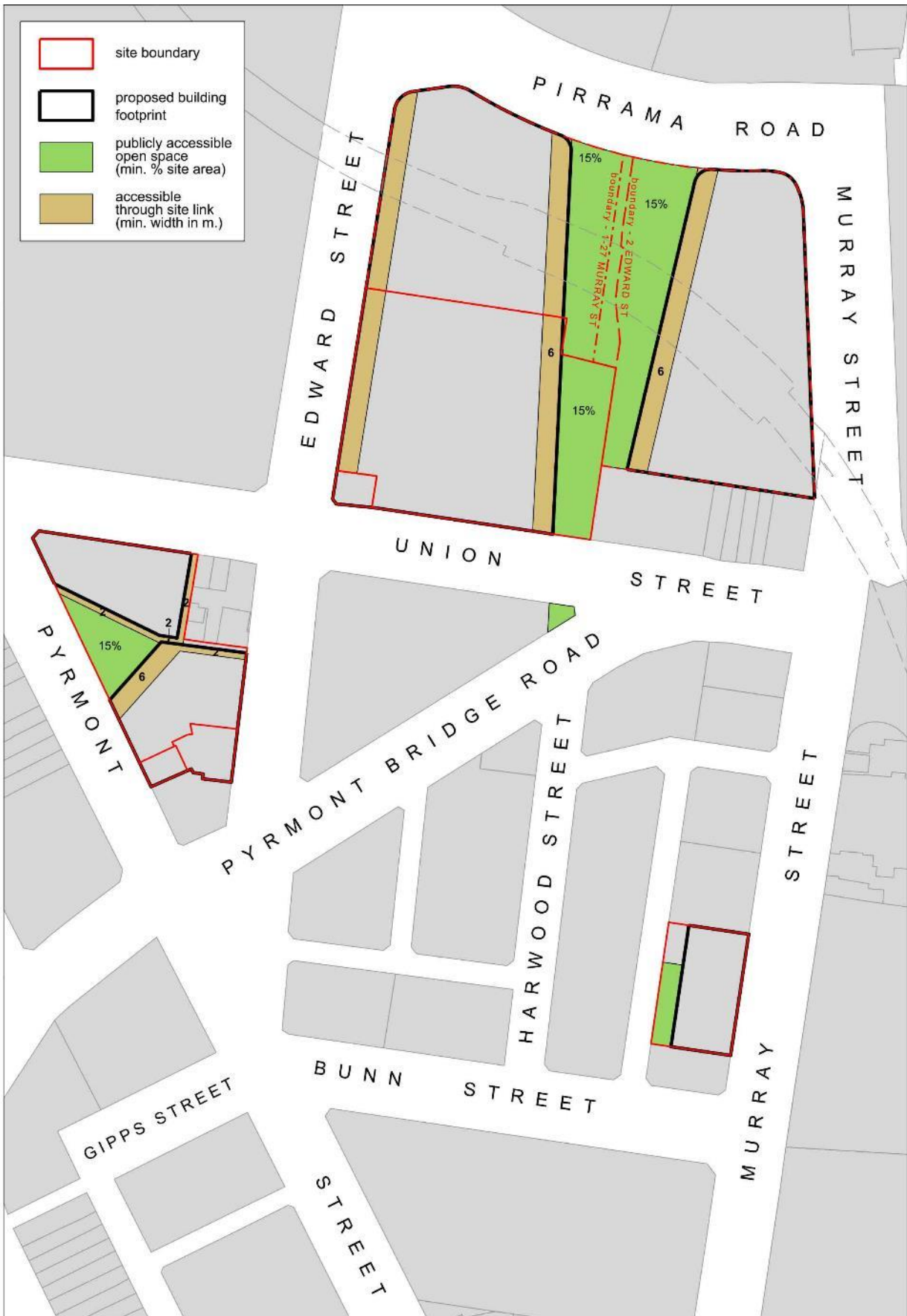


Figure 10 Group A – Metro Sites - Pedestrian Accessibility Map

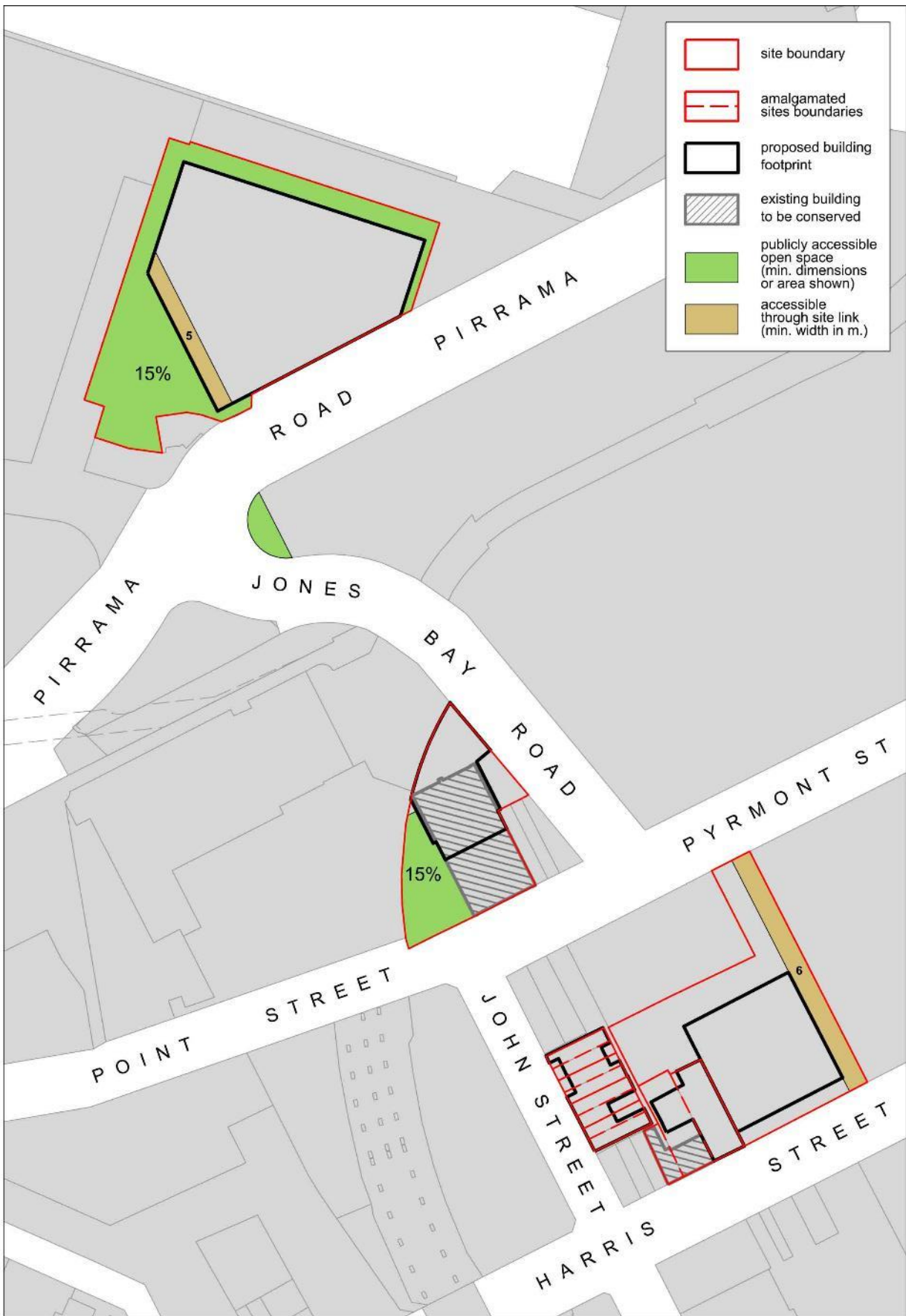


Figure 11 Group B - John Street - Pedestrian Accessibility Map



Figure 12 Group C - Saunders Street - Pedestrian Accessibility Map

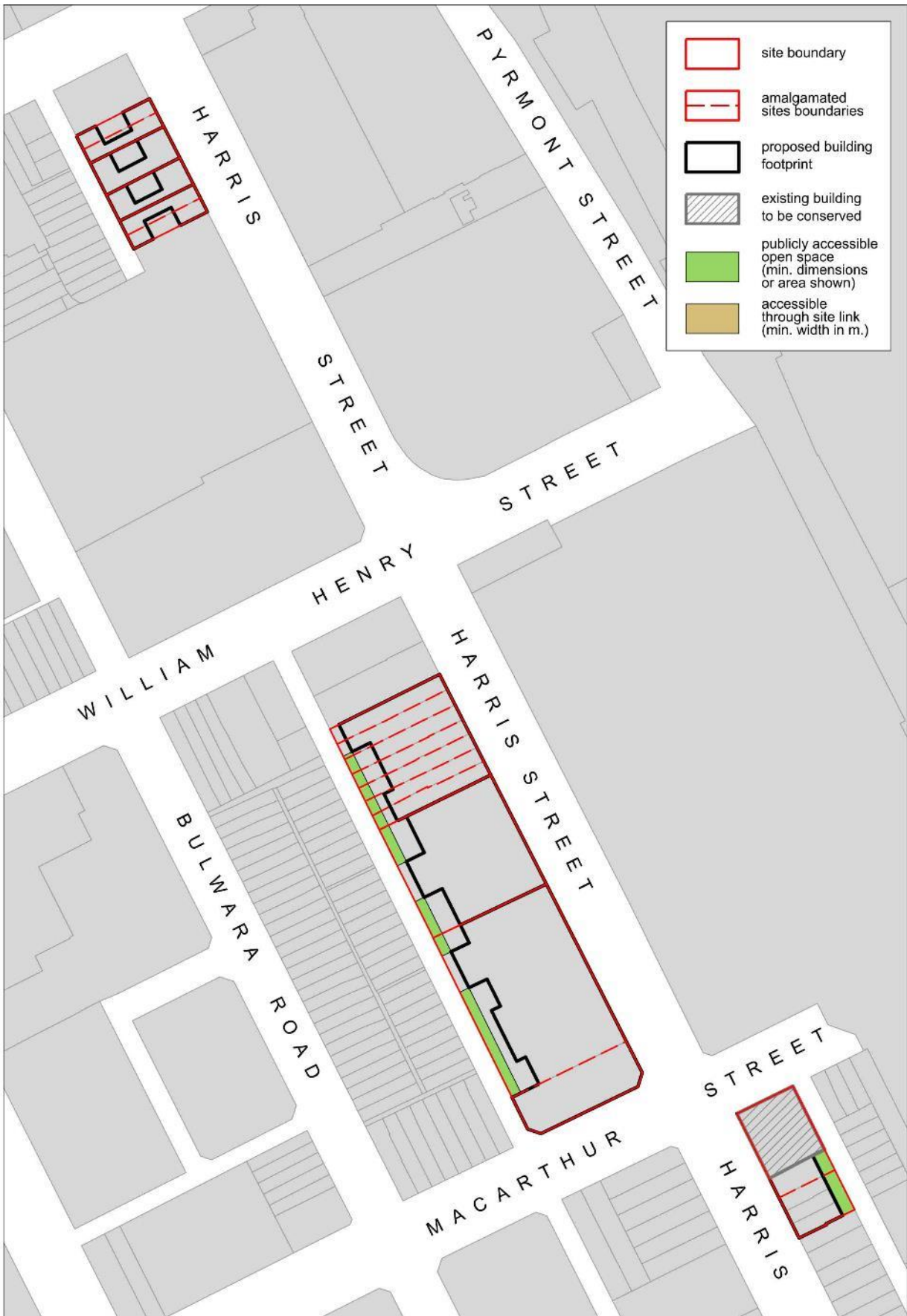


Figure 13 Group D - Harris Street - Pedestrian Accessibility Map

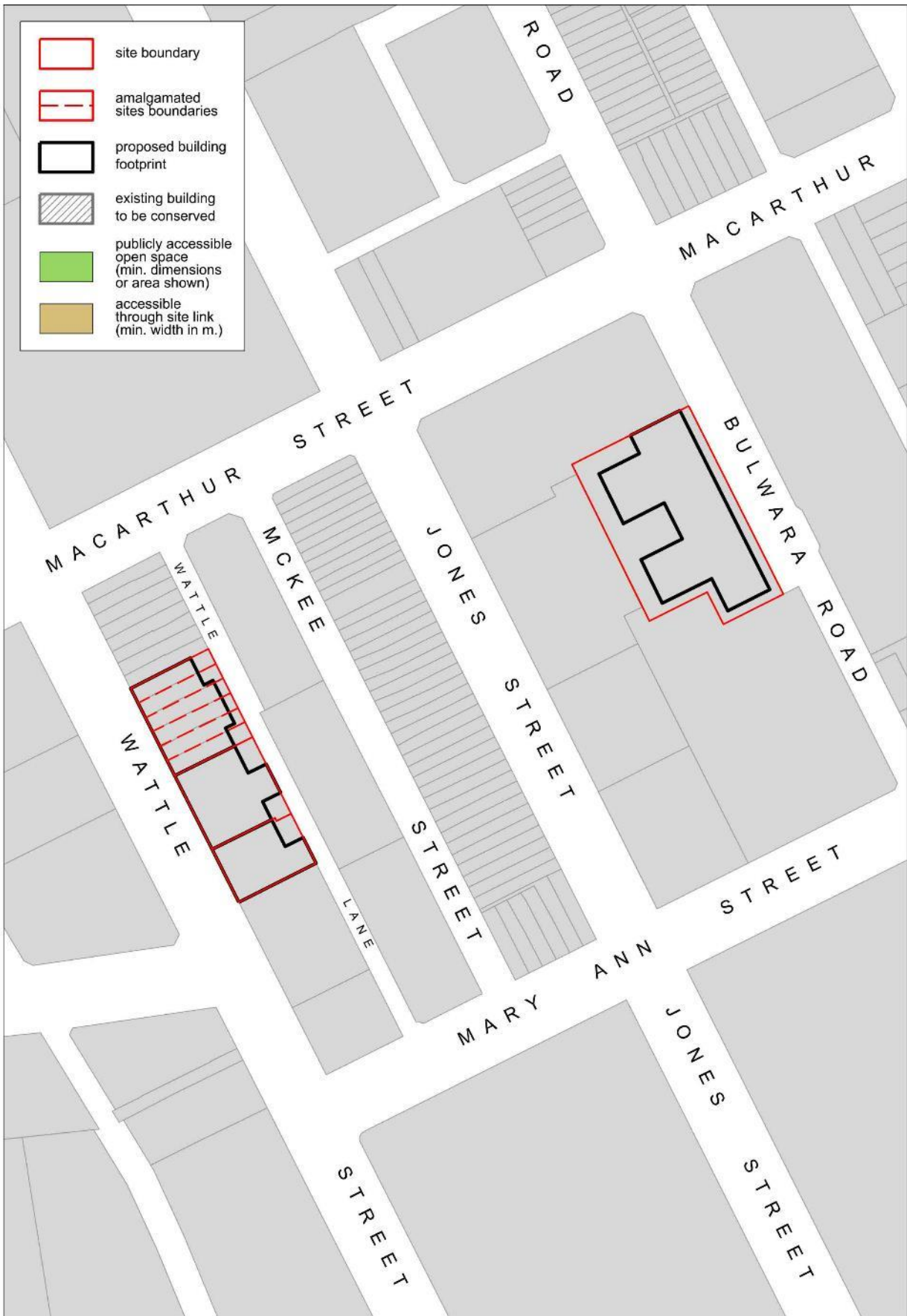


Figure 14 Group E - Wattle Street - Pedestrian Accessibility Map

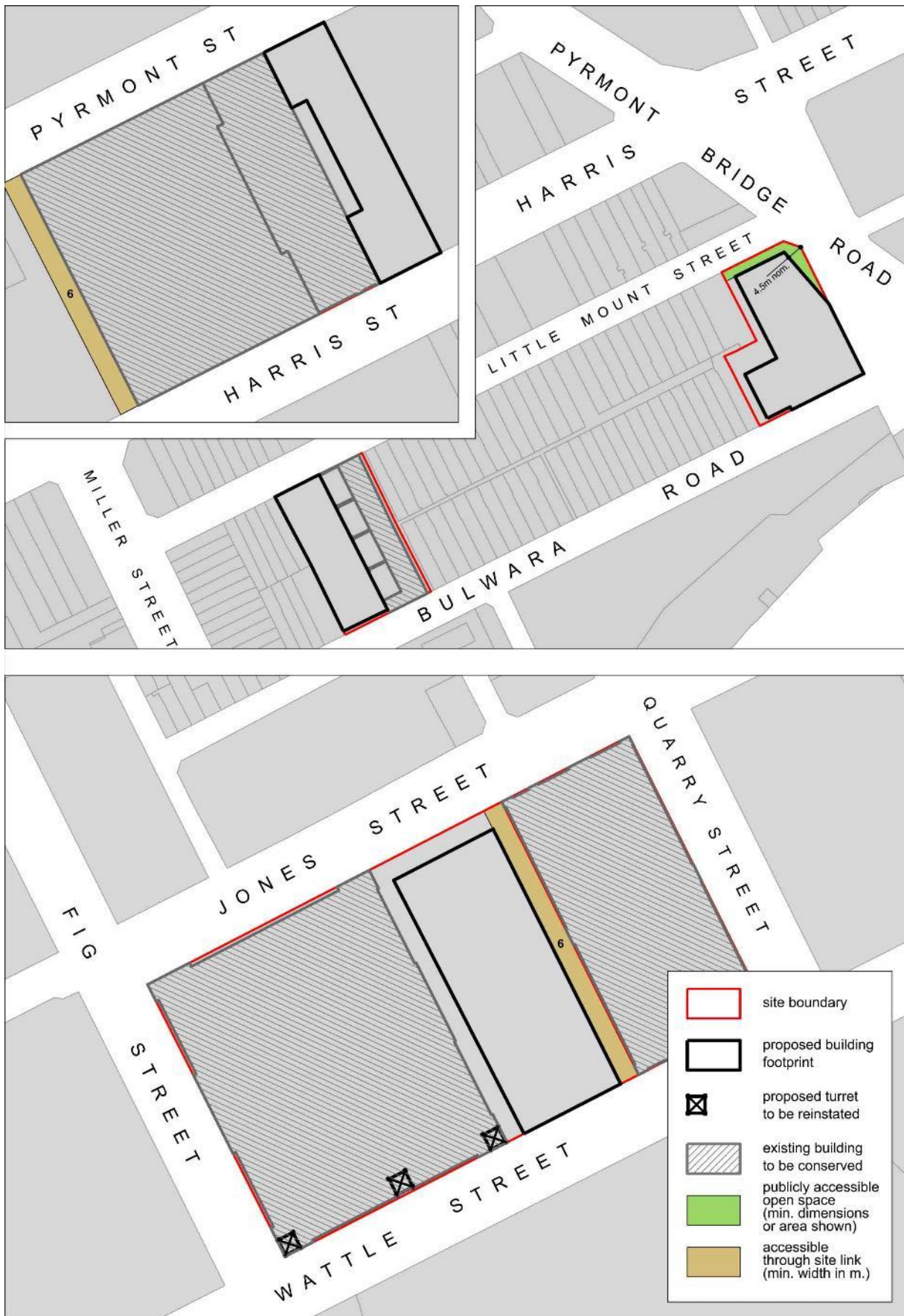
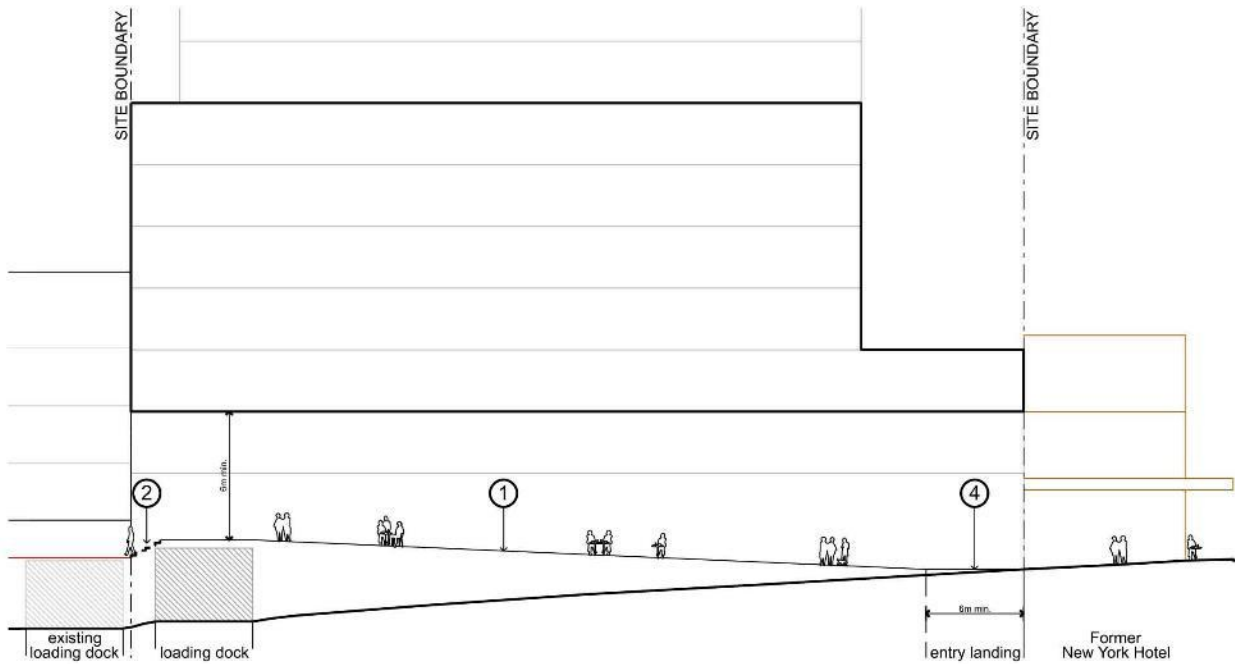


Figure 15 Miscellaneous Sites - Pedestrian Accessibility Map

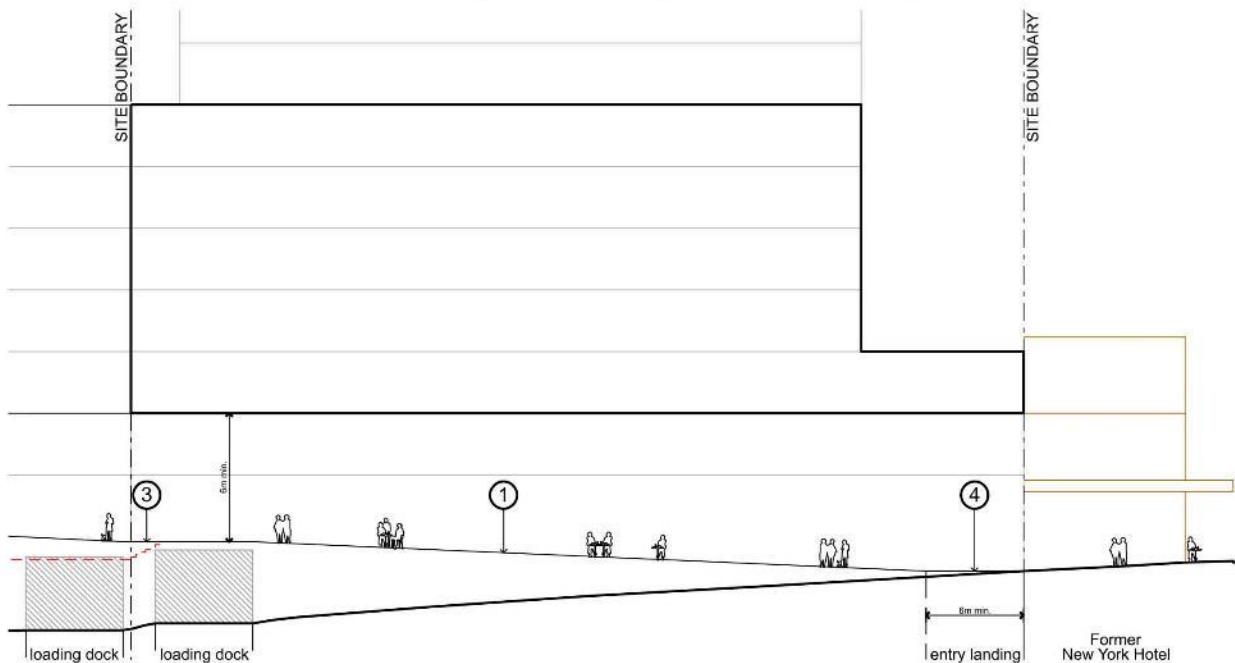
LEGEND

- ① public accessible light rail over bridge (min. min 6m width and fully covered for weather protection), provides a connection for all people from Union Street to Pirrama Road
- ② stairs provides an interim solution to connect to existing 2 Edward Street pedestrian link
- ③ connection future-proofed for integration with redevelopment of 2 Edward Street
- ④ pedestrian link meets Edward Street next to heritage listed New York Hotel building (min. 6m entry width)

NOTE: all ramps, stairs, lifts, handrails, etc., are to comply with AS 1428 .1, .2, .3, and .4



Edward Street light rail crossing at 60 Union Street – interim integration with existing 2 Edward Street development

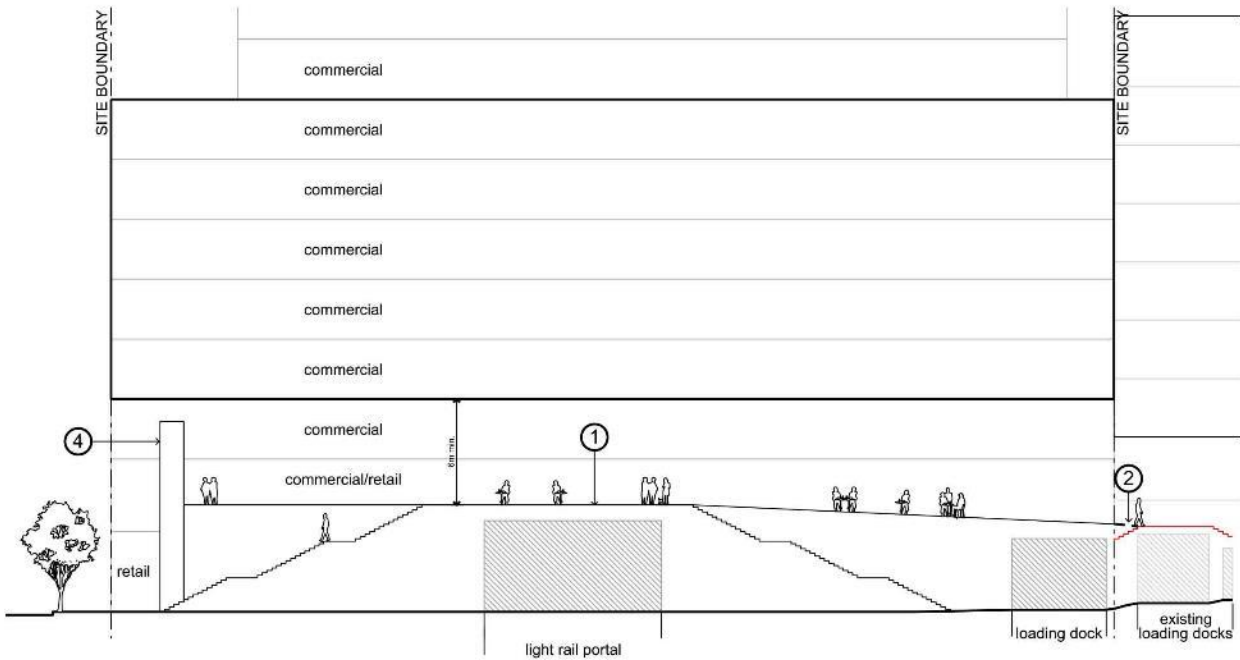


Edward Street light rail crossing at 60 Union Street – future integration with 2 Edward Street when redevelopment

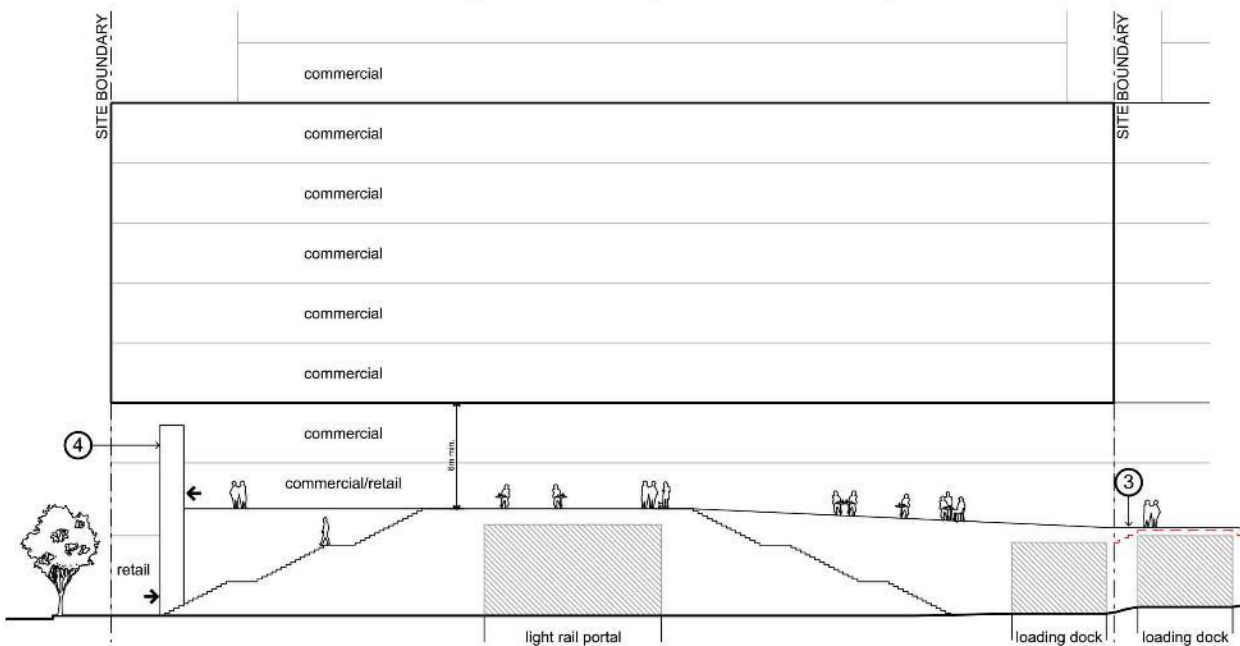
Figure 16 Elevation showing Edward Street light rail crossing at 60 Union Street – interim and future integration with 60 Union Street

LEGEND

- ① public accessible light rail over bridge (min. min 6m width and fully covered for weather protection), provides a connection for all people from Union Street to Pirrama Road
 - ② step ramp provides an interim solution to connect to existing 60 Union Street pedestrian link
 - ③ connection future-proofed for integration with redevelopment of 60 Union Street
 - ④ new through-lift provides public access from Pirrama Road to light rail over bridge
- NOTE: all ramps, stairs, lifts, handrails, etc., are to comply with AS 1428 .1, .2, .3, and .4



Edward Street light rail crossing at 2 Edward Street – interim integration with existing 60 Union Street development



Edward Street light rail crossing at 2 Edward Street – future integration with 60 Union Street when redevelopment

Figure 17 Elevation showing Edward Street light rail crossing at 2 Edward Street – interim and future integration with 60 Union Street

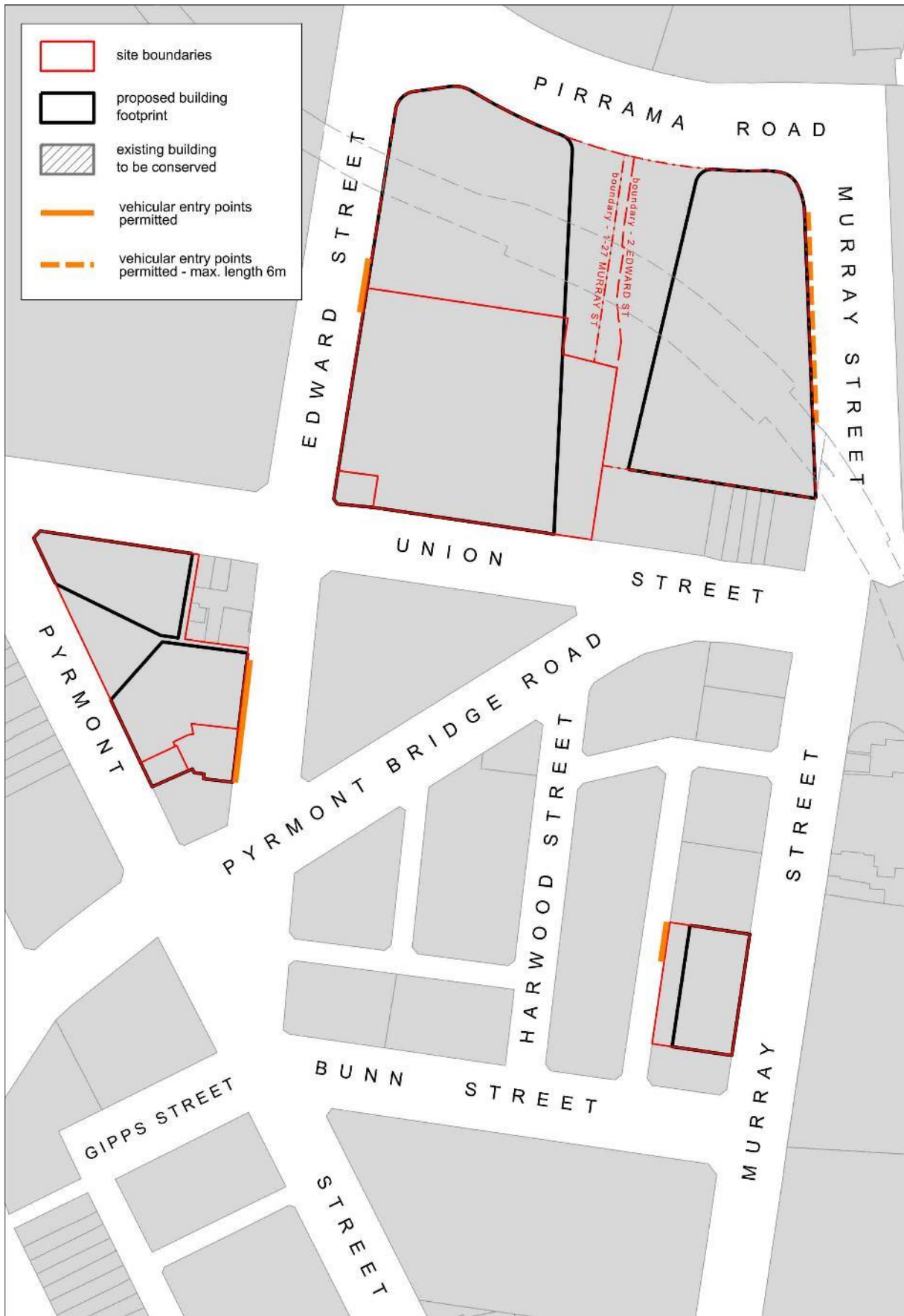


Figure 18 Group A - Metro Station Vehicle Entry Locations Map

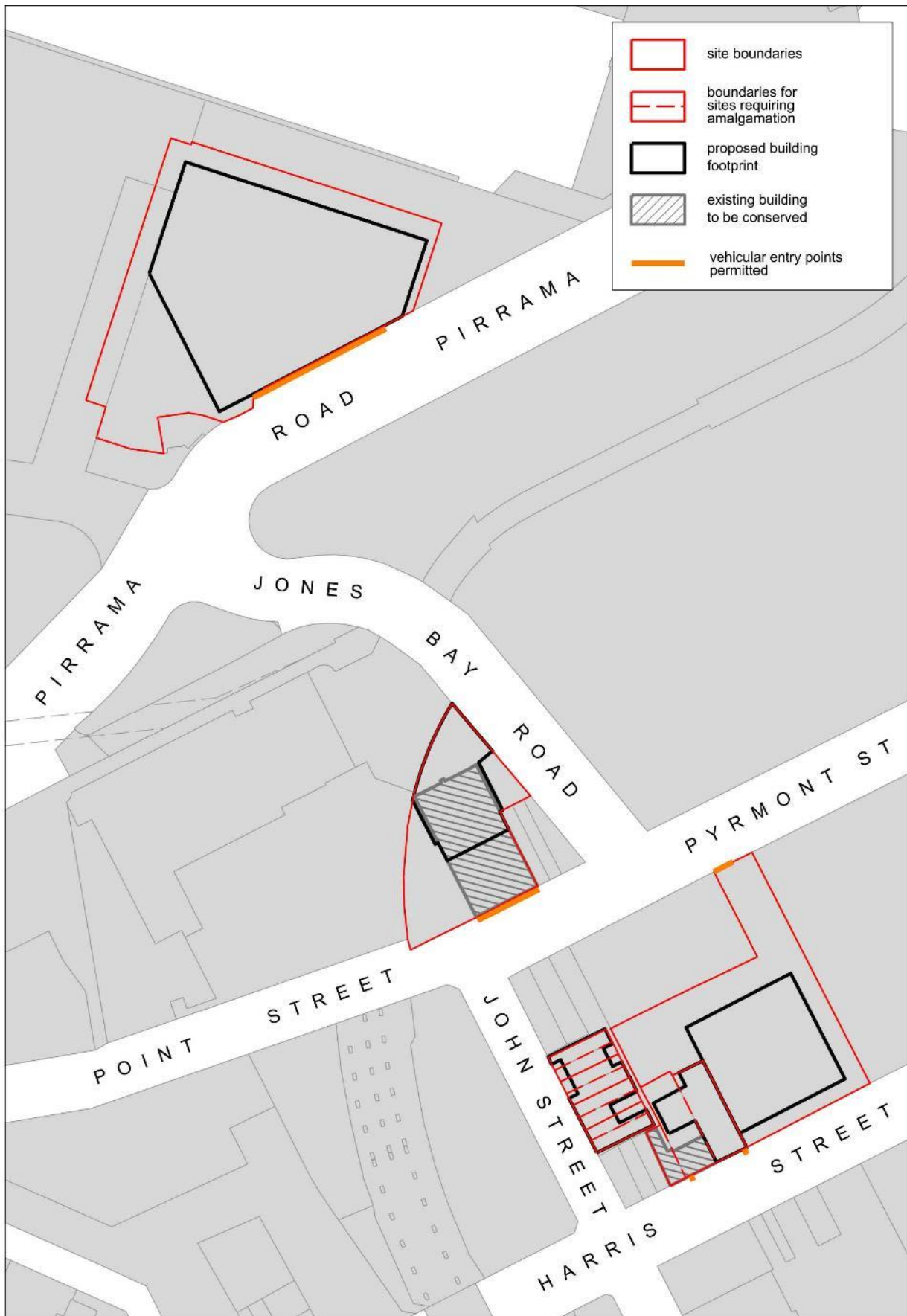


Figure 19 Group B - John Street Vehicle Entry Locations Map

[Public exhibition note: Figure 19 Group B - John Street Vehicle Entry Locations Map is provided for public exhibition purposes only, and shows where this draft DCP will amend the *Pedestrian Priority map*.]

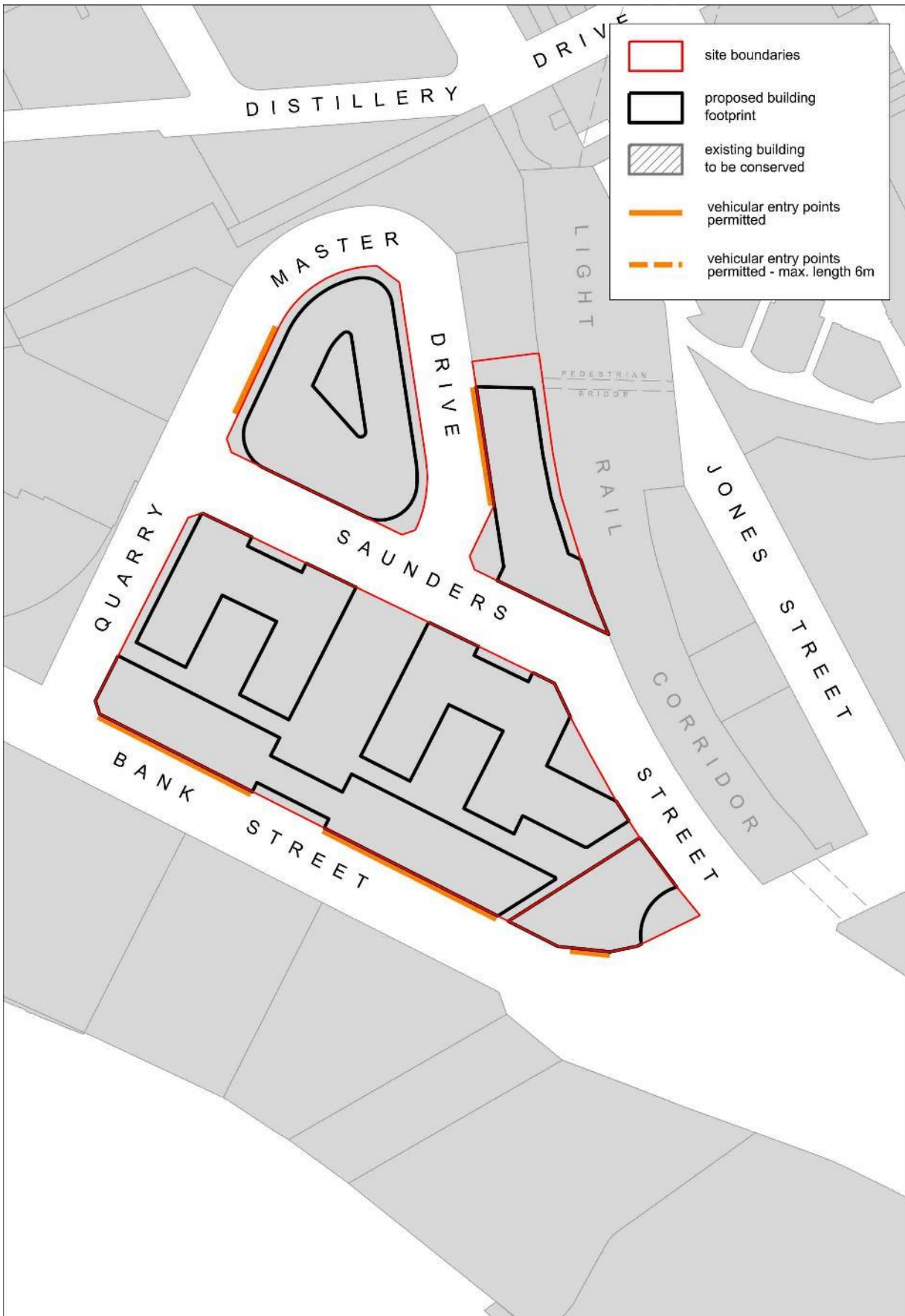


Figure 20 Group C - Saunders Street Vehicle Entry Locations Map

[Public exhibition note: Figure 20 Group C - Saunders Street Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the Pedestrian Priority map.]

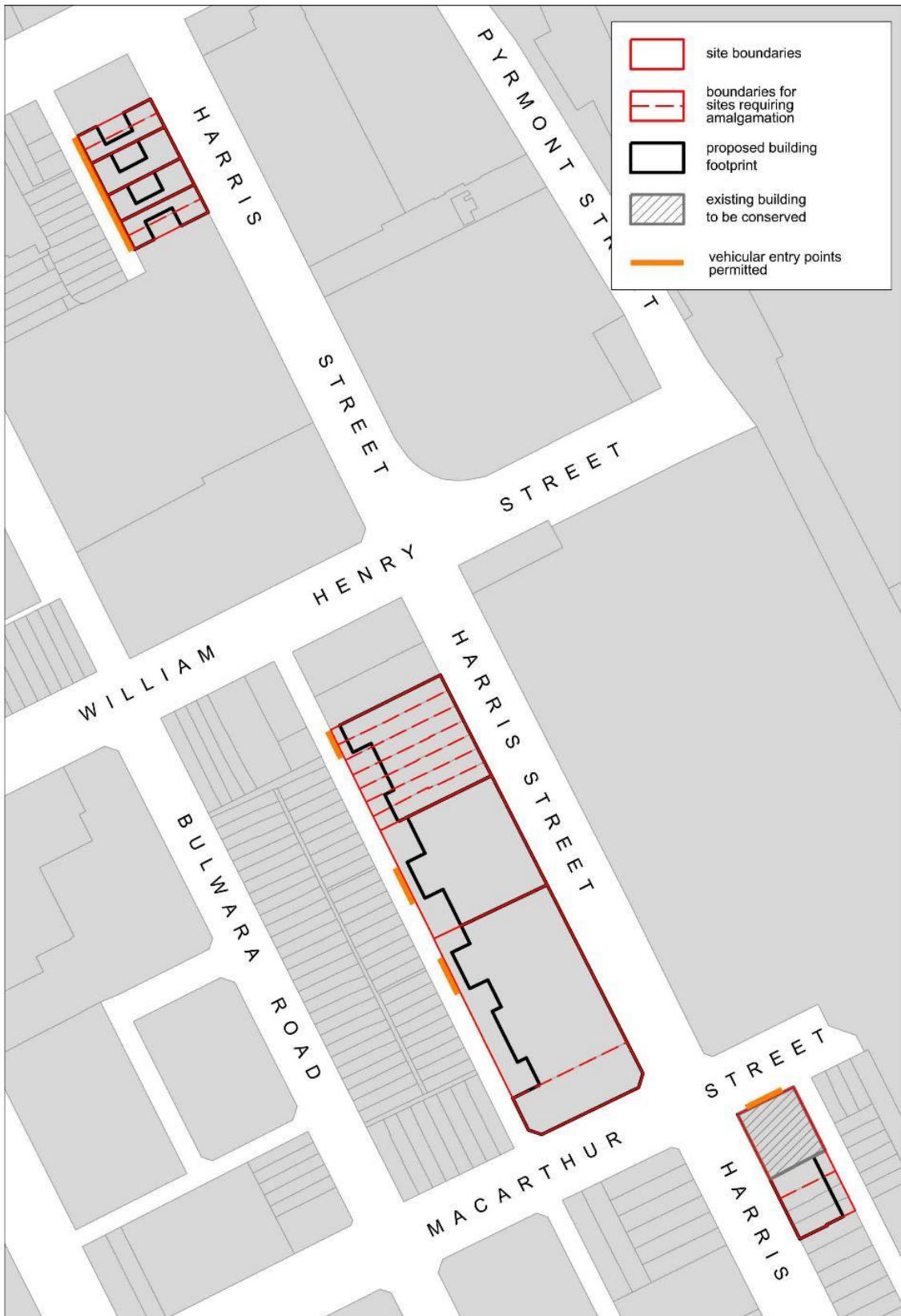


Figure 21 Group D - Harris Street Ultimo Vehicle Entry Locations Map

[Public exhibition note: Figure 21 Group D - Harris Street Ultimo Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the Pedestrian Priority map.]

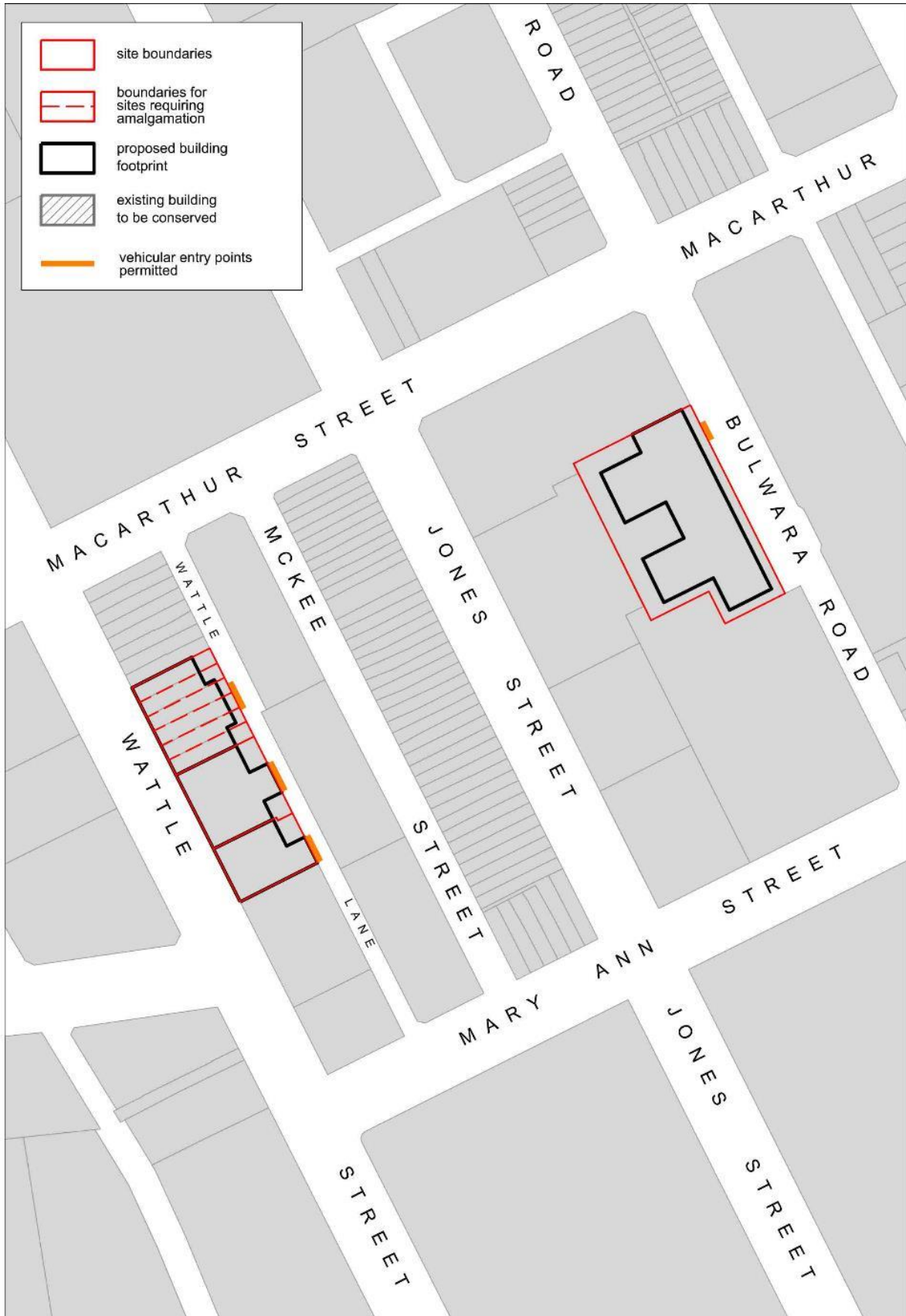


Figure 22 Group E - Wattle Street Vehicle Entry Locations Map

[Public exhibition note: Figure 22 Group E - Wattle Street Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the *Pedestrian Priority map*.



Figure 23 Miscellaneous Sites - Vehicle Entry Locations Map

[Public exhibition note: Figure 23 Miscellaneous Sites - Vehicle Entry Locations Map is provided for public exhibition purposes only and shows where this draft DCP will amend the *Pedestrian Priority map*.

5.X.3 Deep soil and landscaping

Objectives

- (a) Ensure appropriate deep soil areas are provided for in new developments.
- (b) Increase tree canopy to limit the impacts of heat and increase amenity and wellbeing.

Provisions

- (1) Unless otherwise identified, new developments are to provide for a minimum 15% Deep Soil zone.
- (2) Development is to provide areas of deep soil in accordance with Figures 24 to 29.
- (3) Street tree plantings to be provided in accordance with the City of Sydney Street Tree Planting Masterplan.



Figure 24 Group A - Metro Station - Deep Soil Areas Map

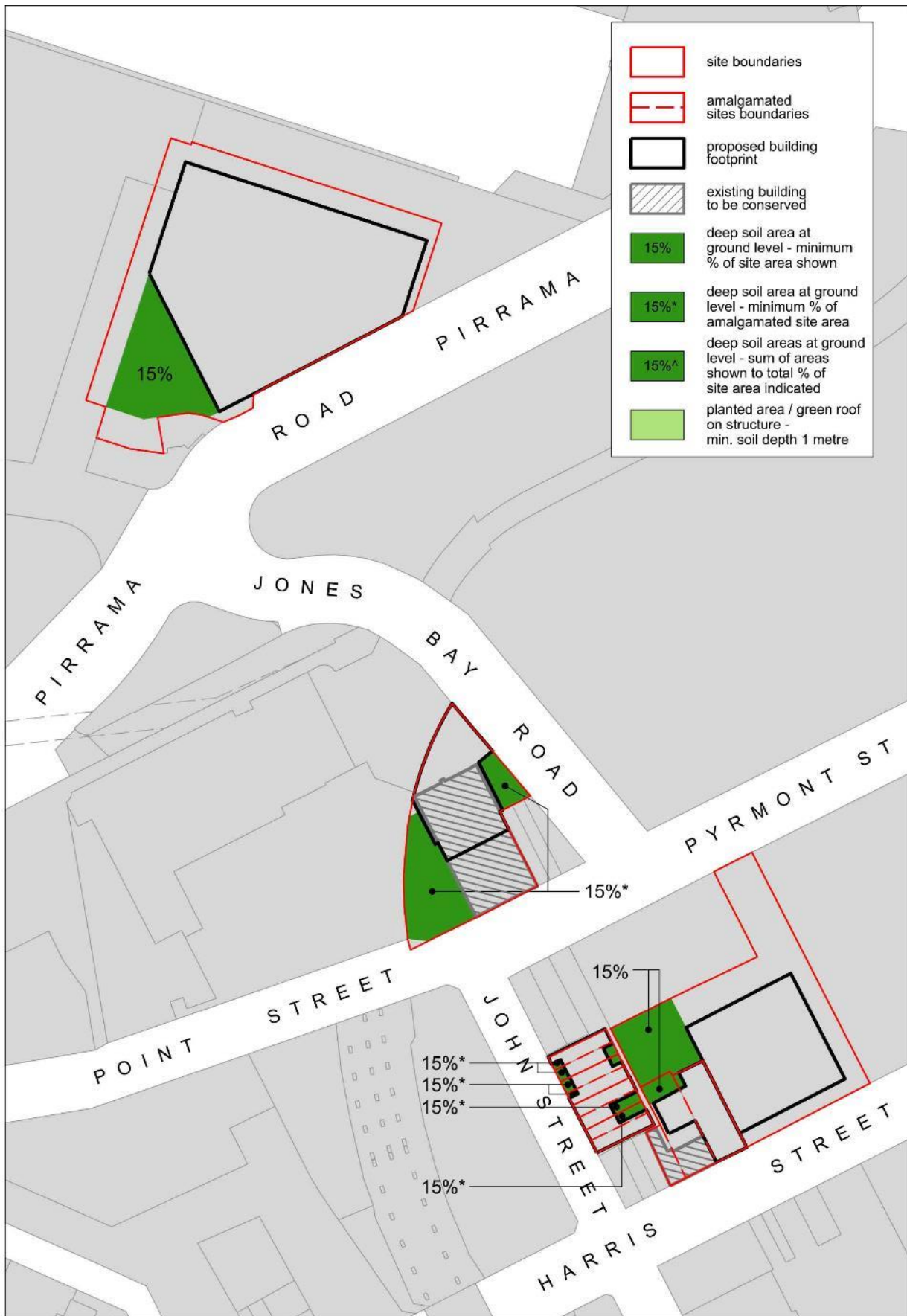


Figure 25 Group B - John Street - Deep Soil Areas Map

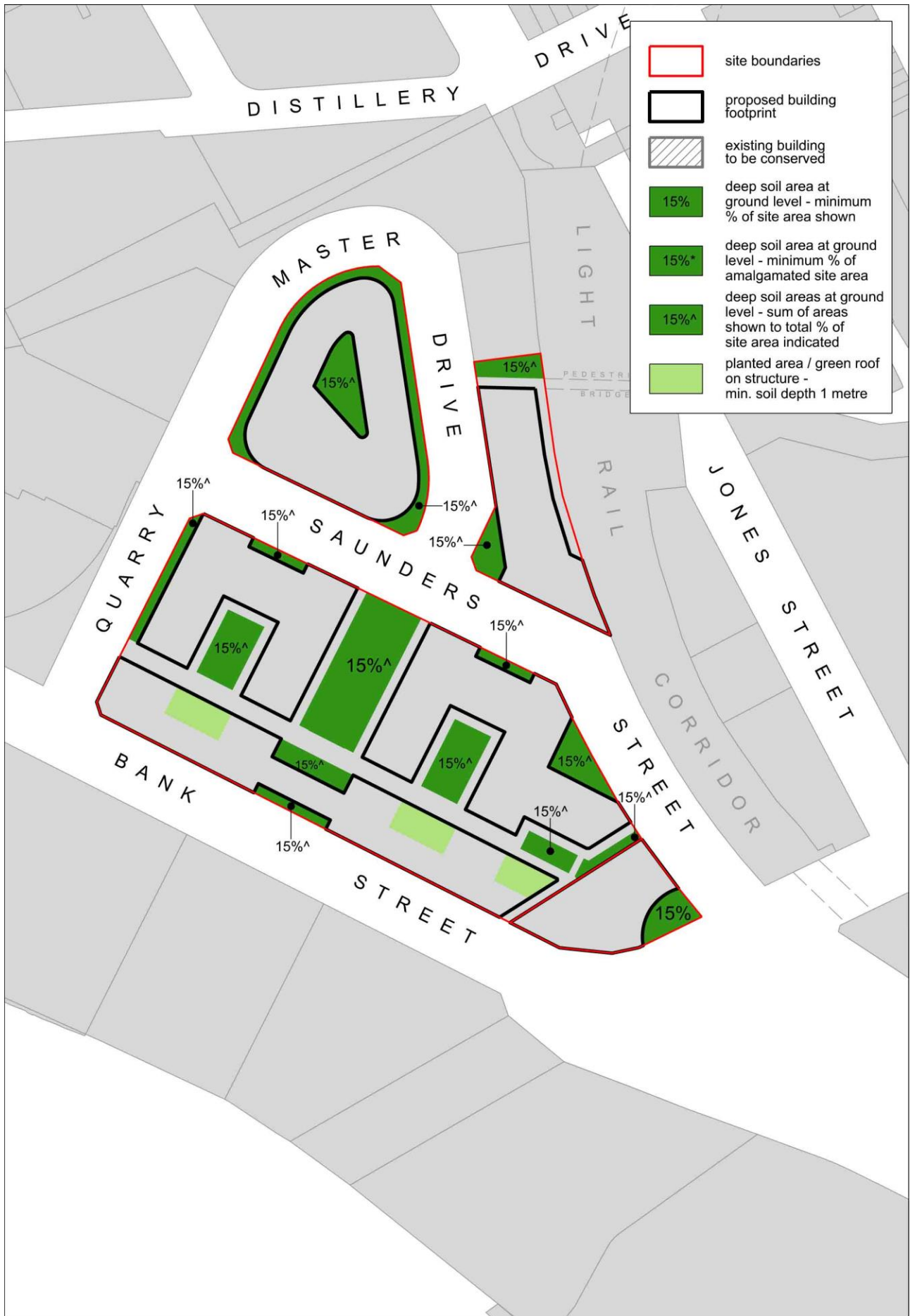


Figure 26 Group C - Saunders Street - Deep Soil Areas Map

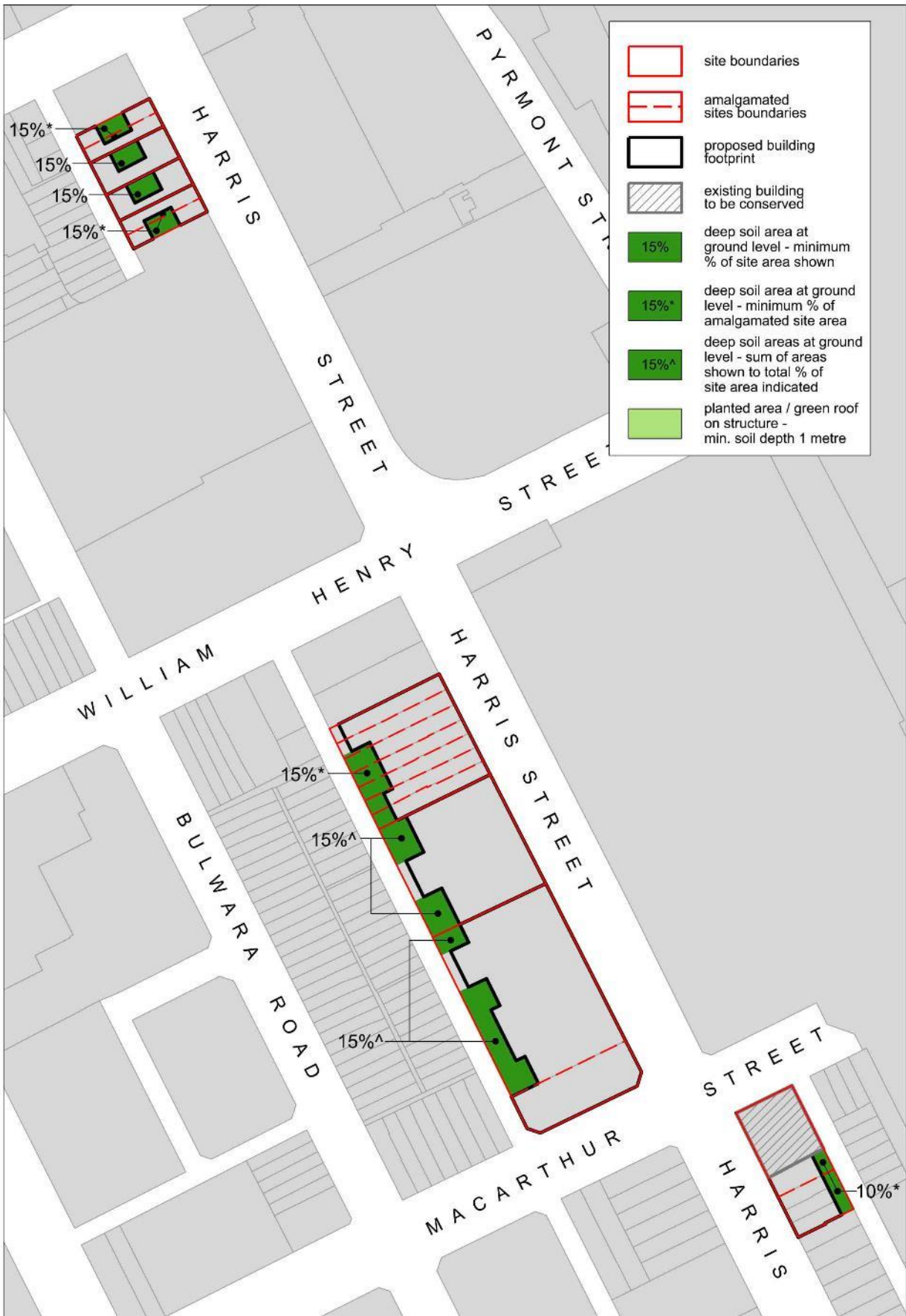


Figure 27 Group D - Harris Street Ultimo - Deep Soil Areas Map

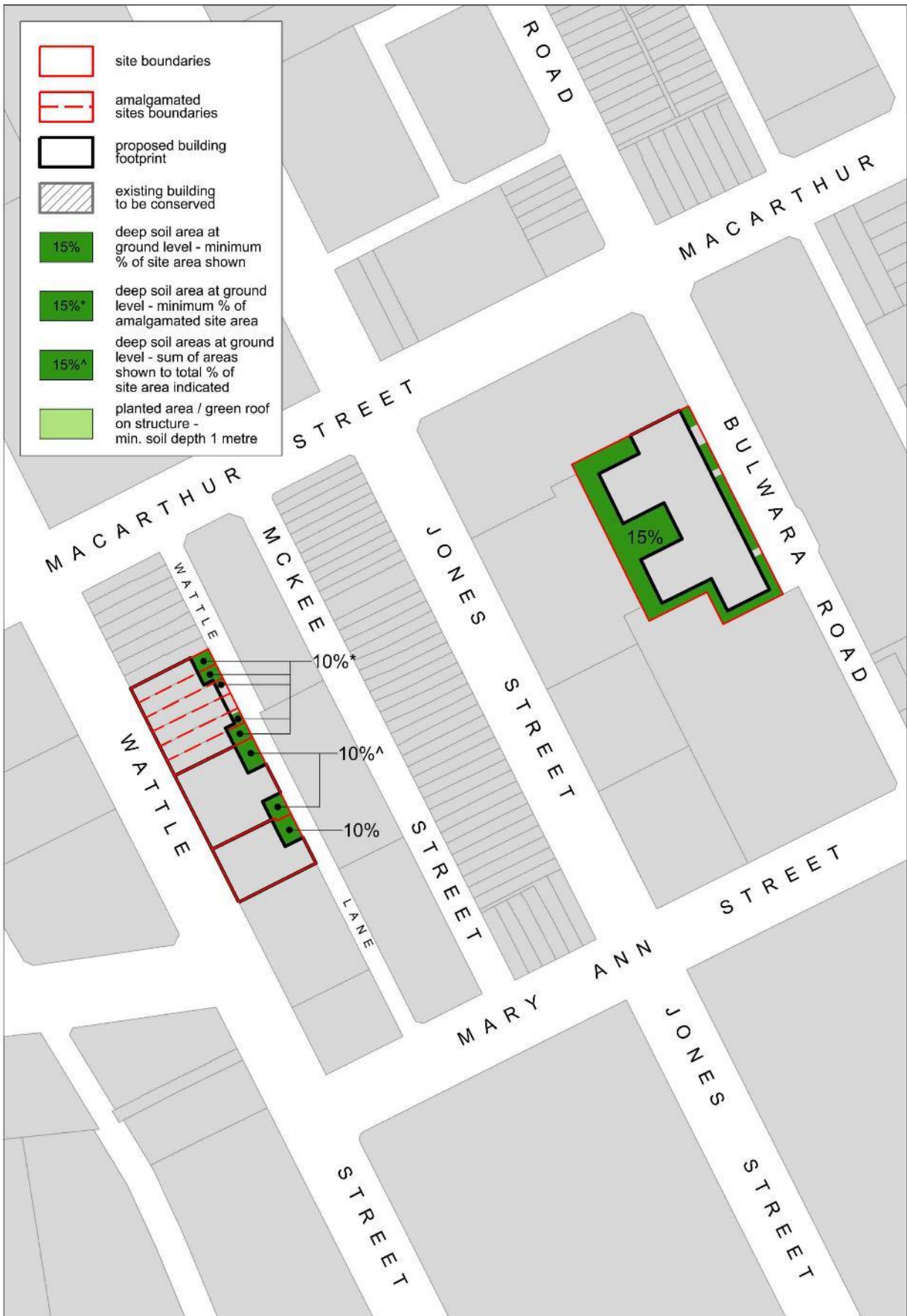


Figure 28 Group E - Wattle Street - Deep Soil Areas Map

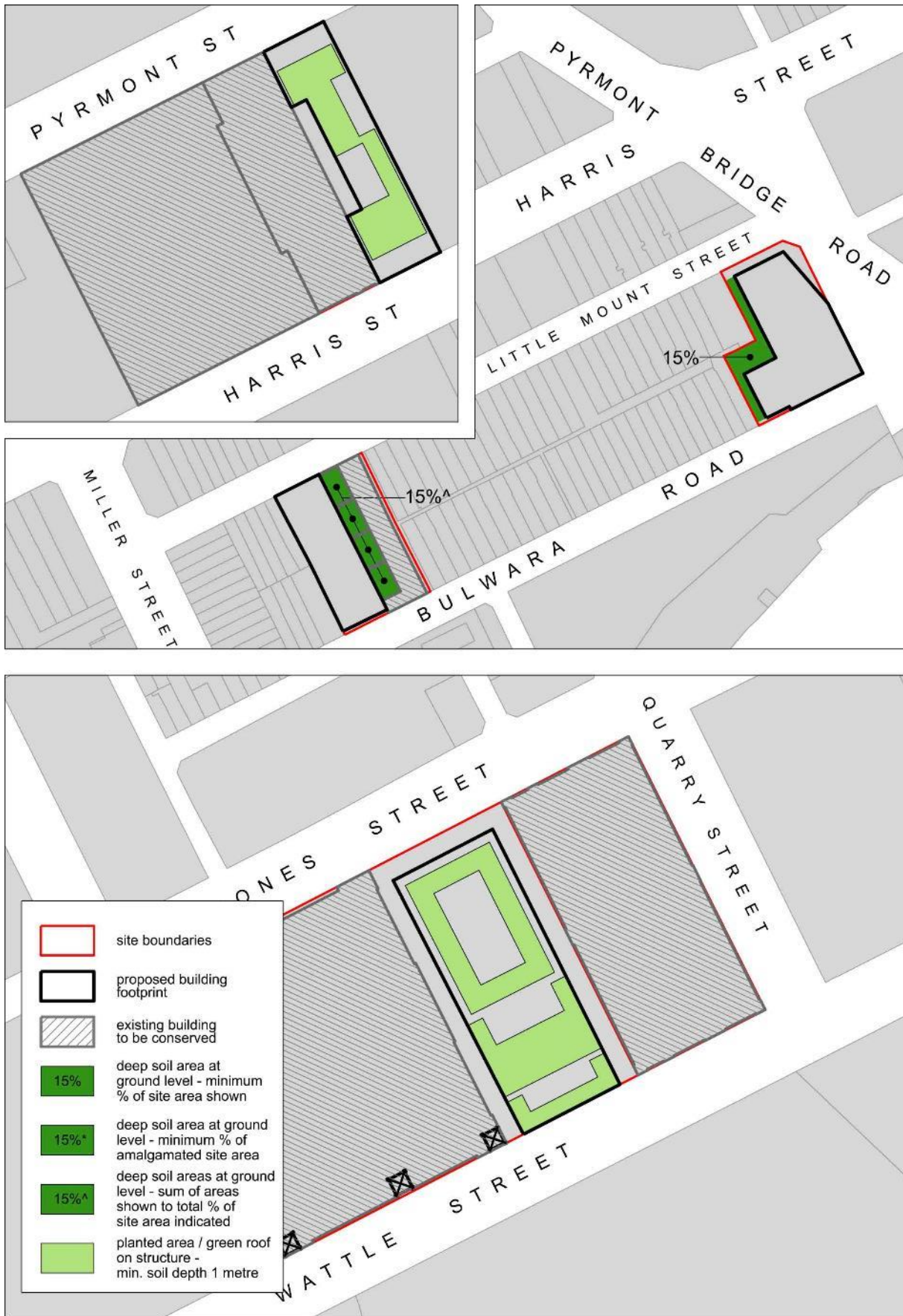


Figure 29 Miscellaneous Sites - Deep Soil Areas Map

5.X.4 Building form, setbacks, layout and design

Objectives

- (a) Incentivise provision of employment floor space in well located areas.
- (b) Ensure a high level of amenity to streets, parks and public spaces with sunlight and a comfortable and safe wind environment.
- (c) Establish appropriate street wall heights and horizontal articulation.
- (d) Ensure setbacks are provided to transition to nearby heritage items and heritage conservation areas.
- (e) Provision of flexible and adaptable spaces for diverse businesses and other non-residential activities.
- (f) Ensure existing parks and open space are protected from excessive overshadowing from new development.
- (g) Ensure the amenity of future residents is protected through appropriate design controls.
- (h) Locate uses more capable of absorbing noise closer to noise generating activities.

Provisions

- (1) The maximum height in storeys of development is to be in accordance with Figures 30 to 35
- (2) Upper level setbacks are to be provided in accordance with Figures 36 to 41.
- (3) Where upper level setbacks are not identified in (2), buildings are to present a consistent street wall, with no upper level setback to the street frontage.
- (4) Buildings are to preserve view corridors in accordance with Figures 42 to 46.
- (5) Street cross sections, including building depth and arrangement of internal spaces to attenuate noise, are to be generally in accordance with Figures 47 to 49.
- (6) Buildings elevations are to be generally in accordance with Figures 50 to 51.
- (7) Further to (1), (2) and (5), building layouts may be varied through the competitive design process required for each site provided the building layout demonstrates better amenity for the development, neighbouring developments and the public domain.
- (8) Sun shading devices to glazing on walls at the street alignment are permitted to project up to 0.6 metres beyond the building line subject to any required approval under the Roads Act 1997.



Figure 30 Group A - Metro Station - Height in Storeys Map

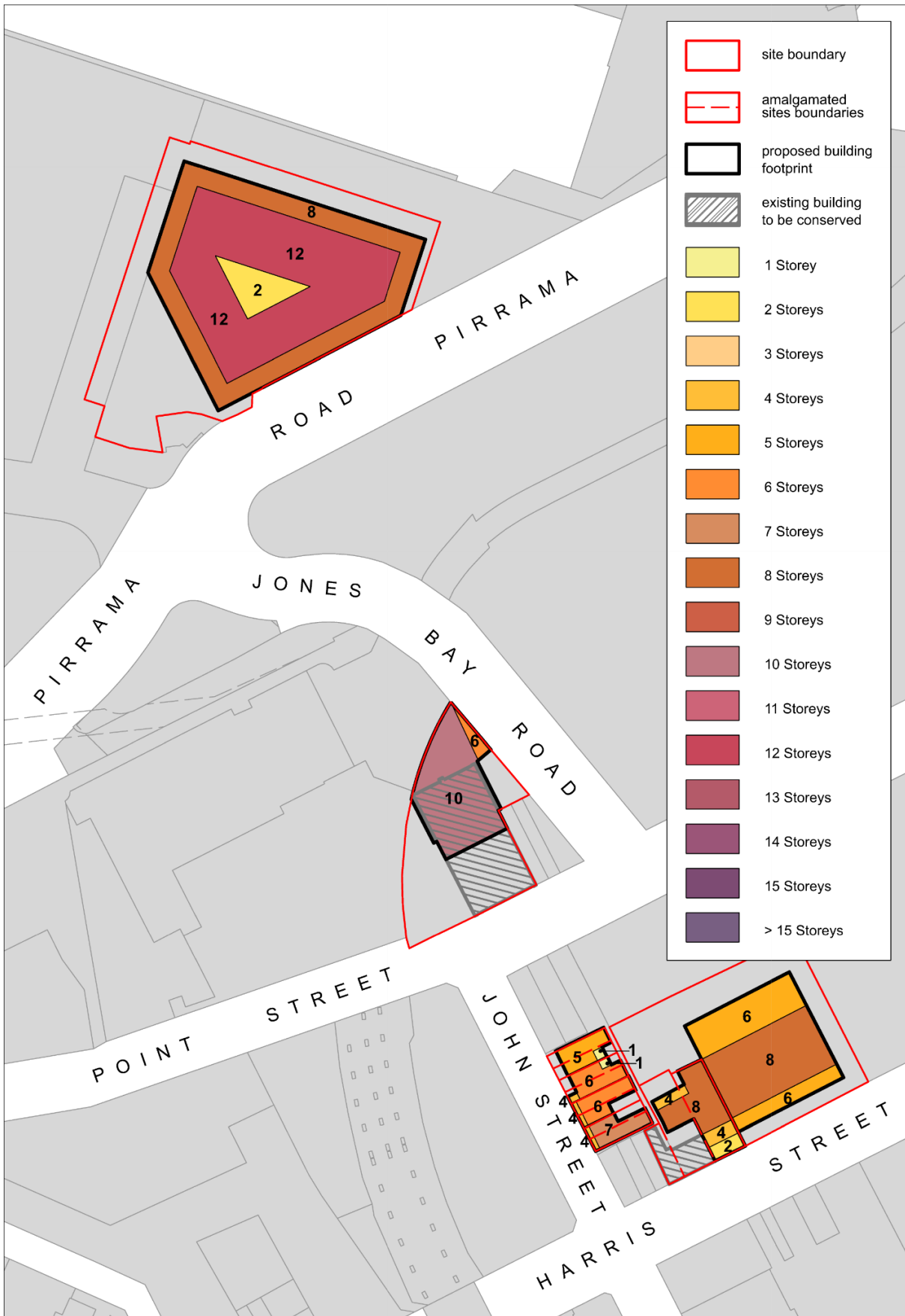


Figure 31 Group B - John Street - Height in Storeys Map

[Public exhibition note: Figure 31 Group B - John Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]

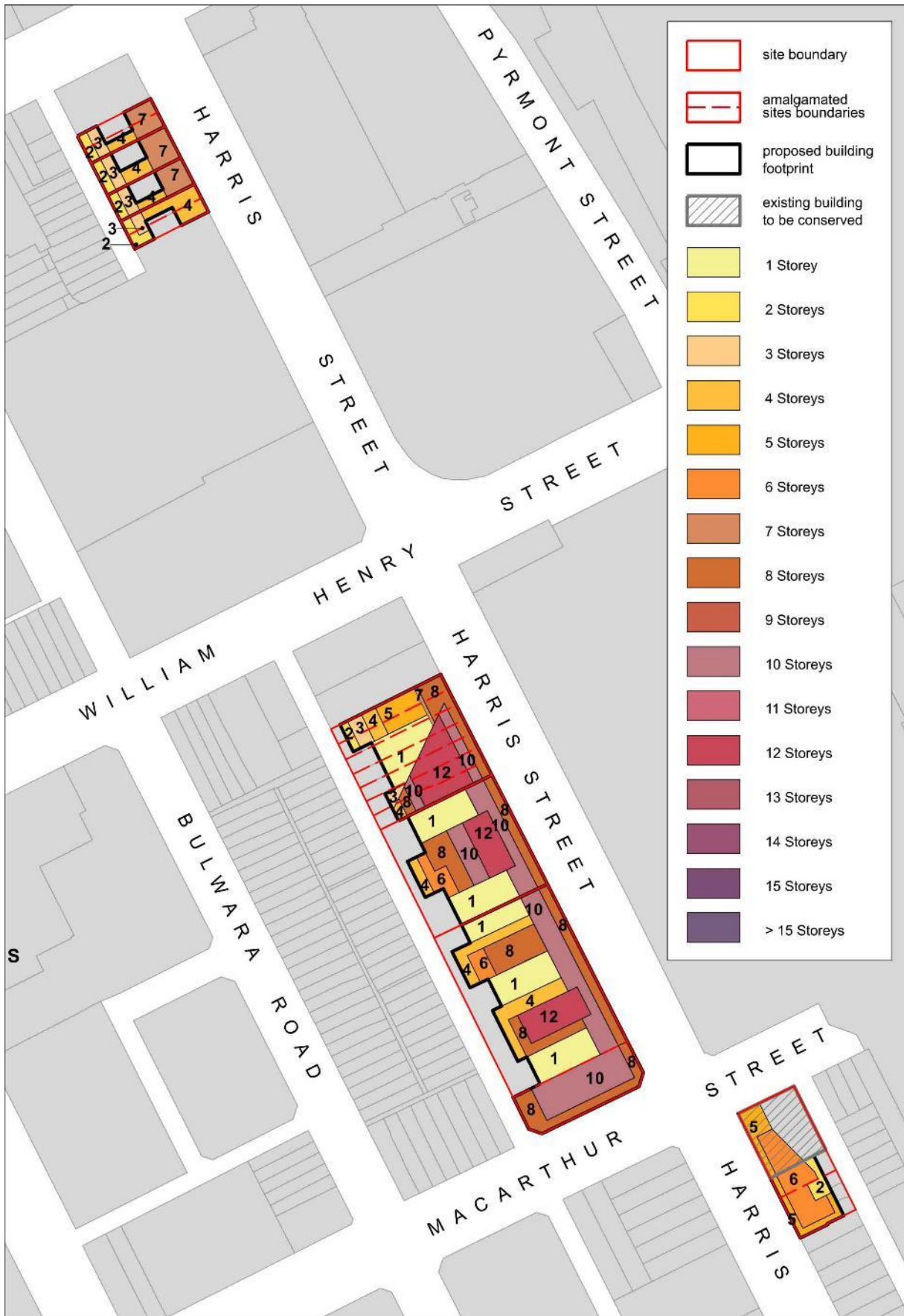


Figure 33 Group D - Harris Street Ultimo - Height in Storeys Map

[Public exhibition note: Figure 33 Group D - Harris Street Ultimo - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Building Height in Storeys map.]

[Public exhibition note:



Figure

34 Group E - Wattle Street - Height in Storeys Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Building Height in Storeys map*.]



Figure 35 Miscellaneous Sites Height in Storeys Map

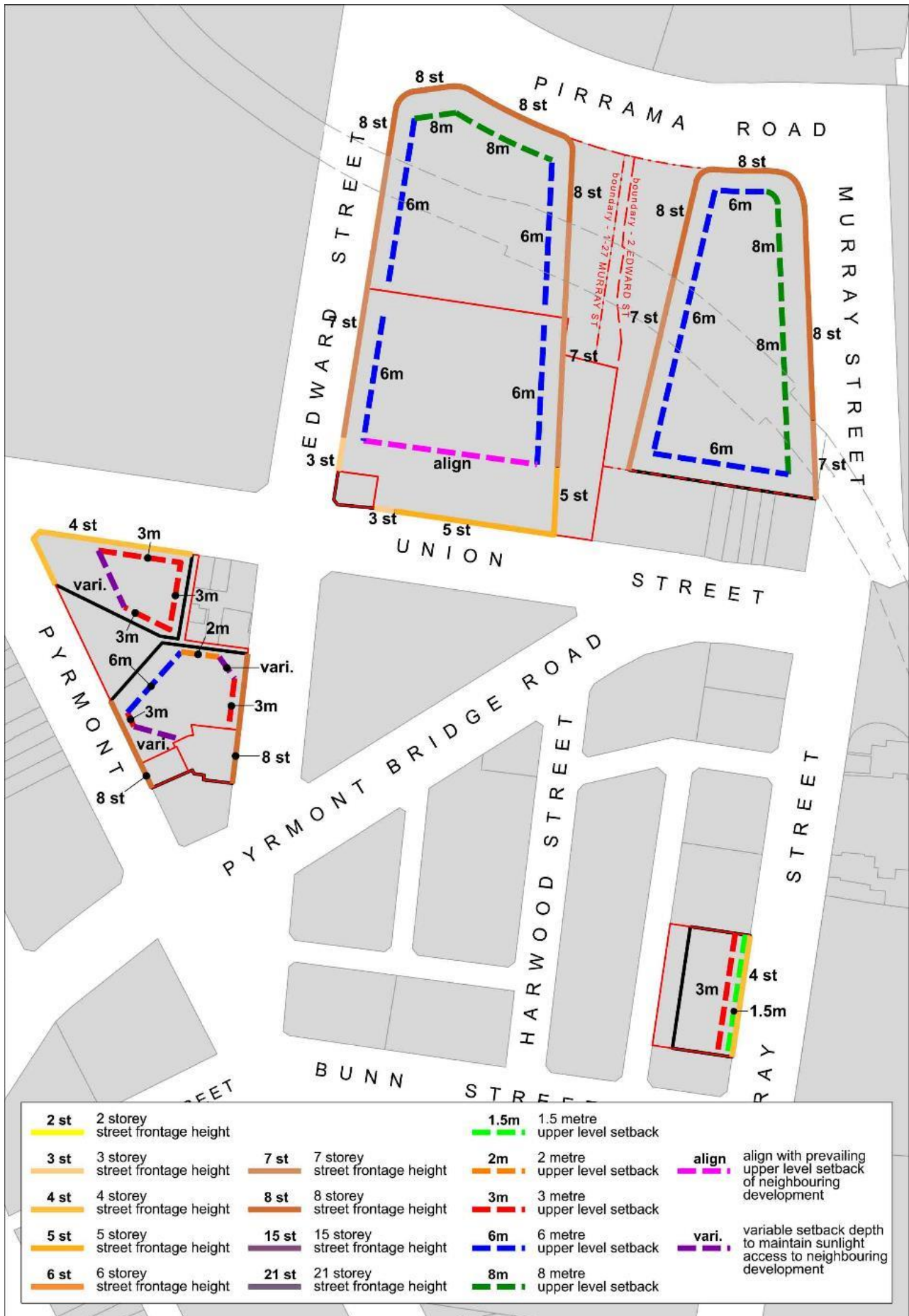


Figure 36 Group A - Metro Station Upper Level Setbacks Map

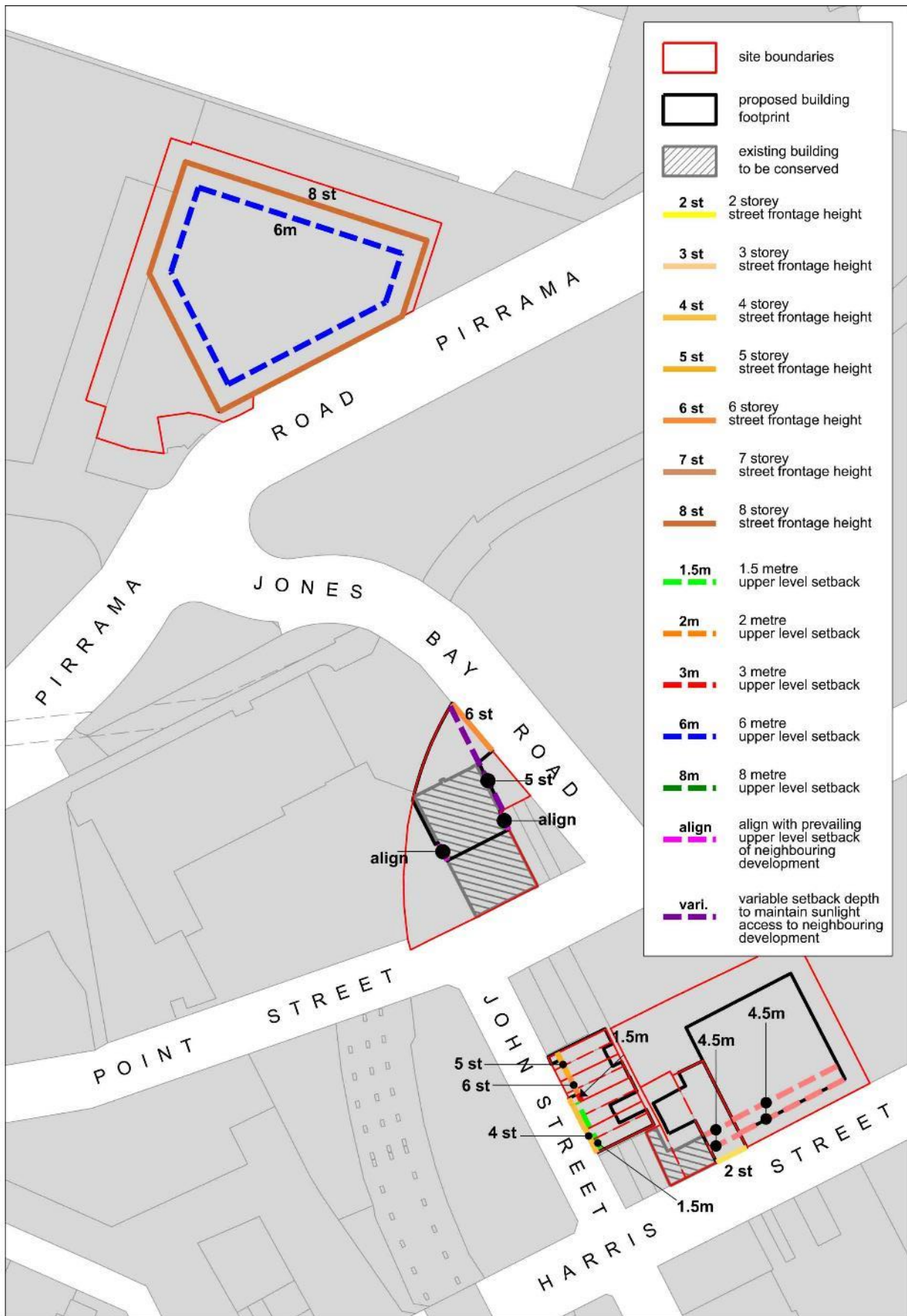


Figure 37 Group B - John Street - Upper Level Setbacks Map

[Public exhibition note: Figure 37 Group B - John Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

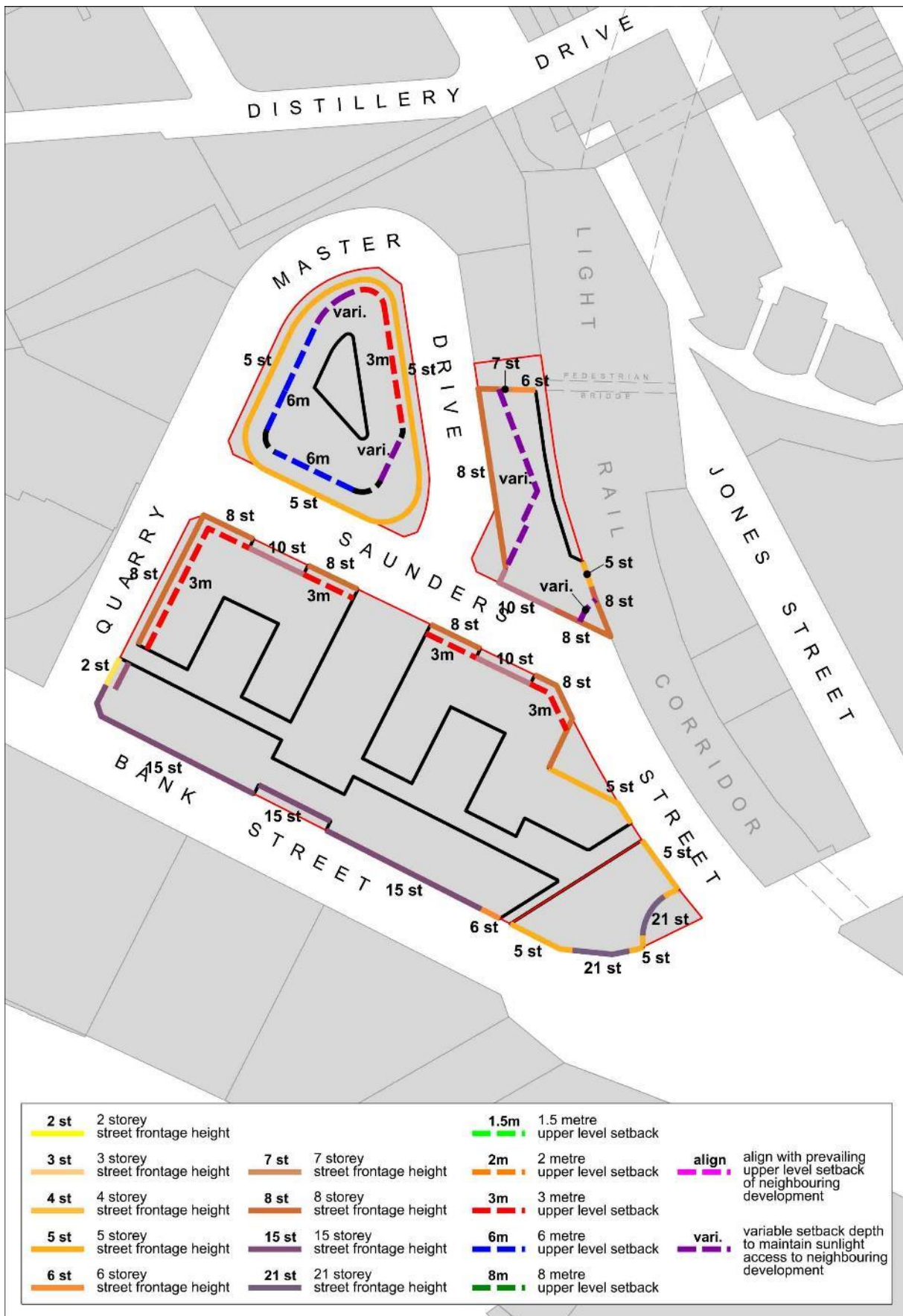


Figure 38 Group C - Saunders Street - Upper Level Setbacks Map

[Public exhibition note: Figure 38 Group C - Saunders Street - Upper Level Setbacks Map

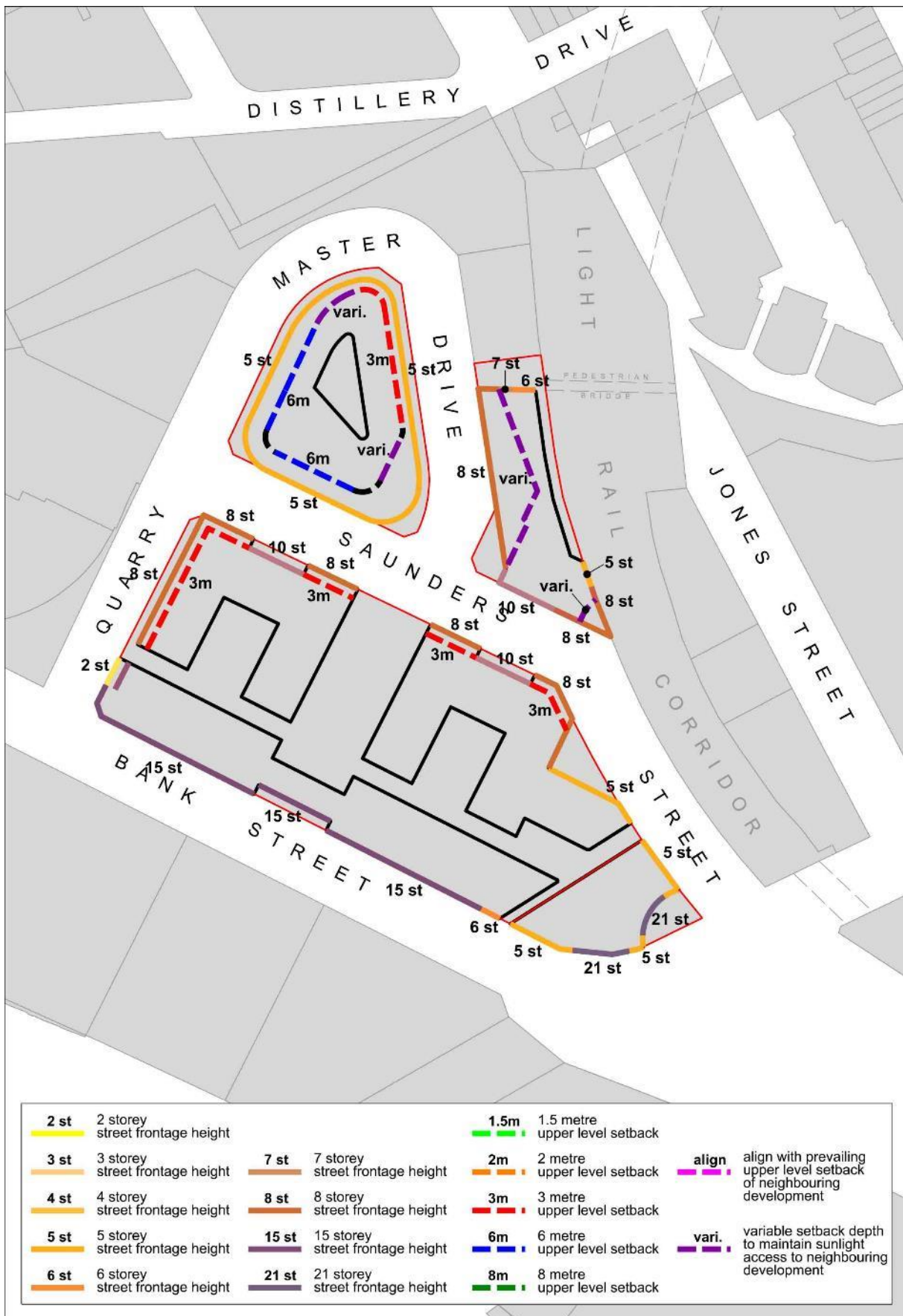


Figure 38 Group C - Saunders Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

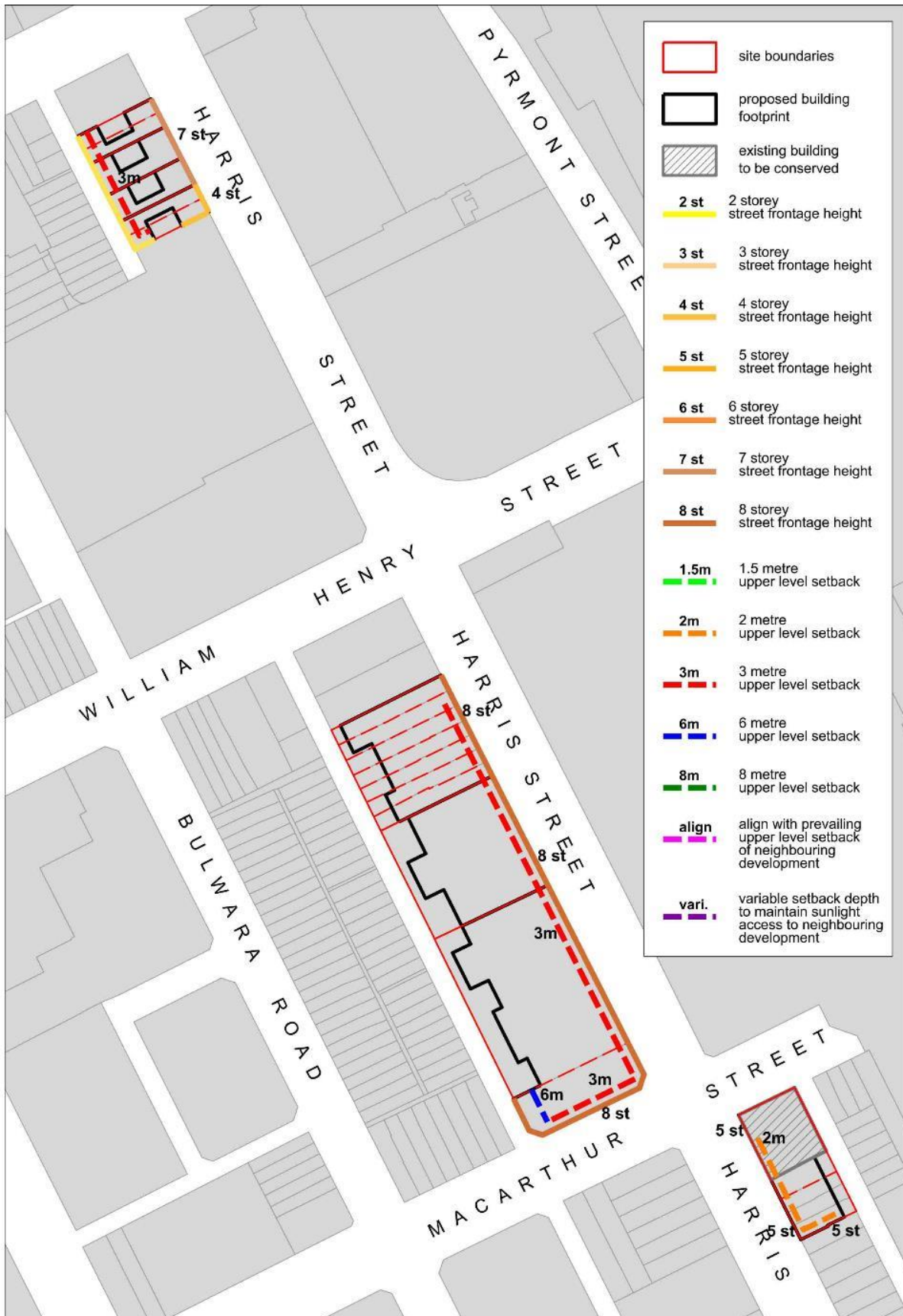


Figure 39 Group D - Harris Street Ultimo - Upper Level Setbacks Map

[Public exhibition note: Figure 39 Group D - Harris Street Ultimo - Upper Level Setbacks Map

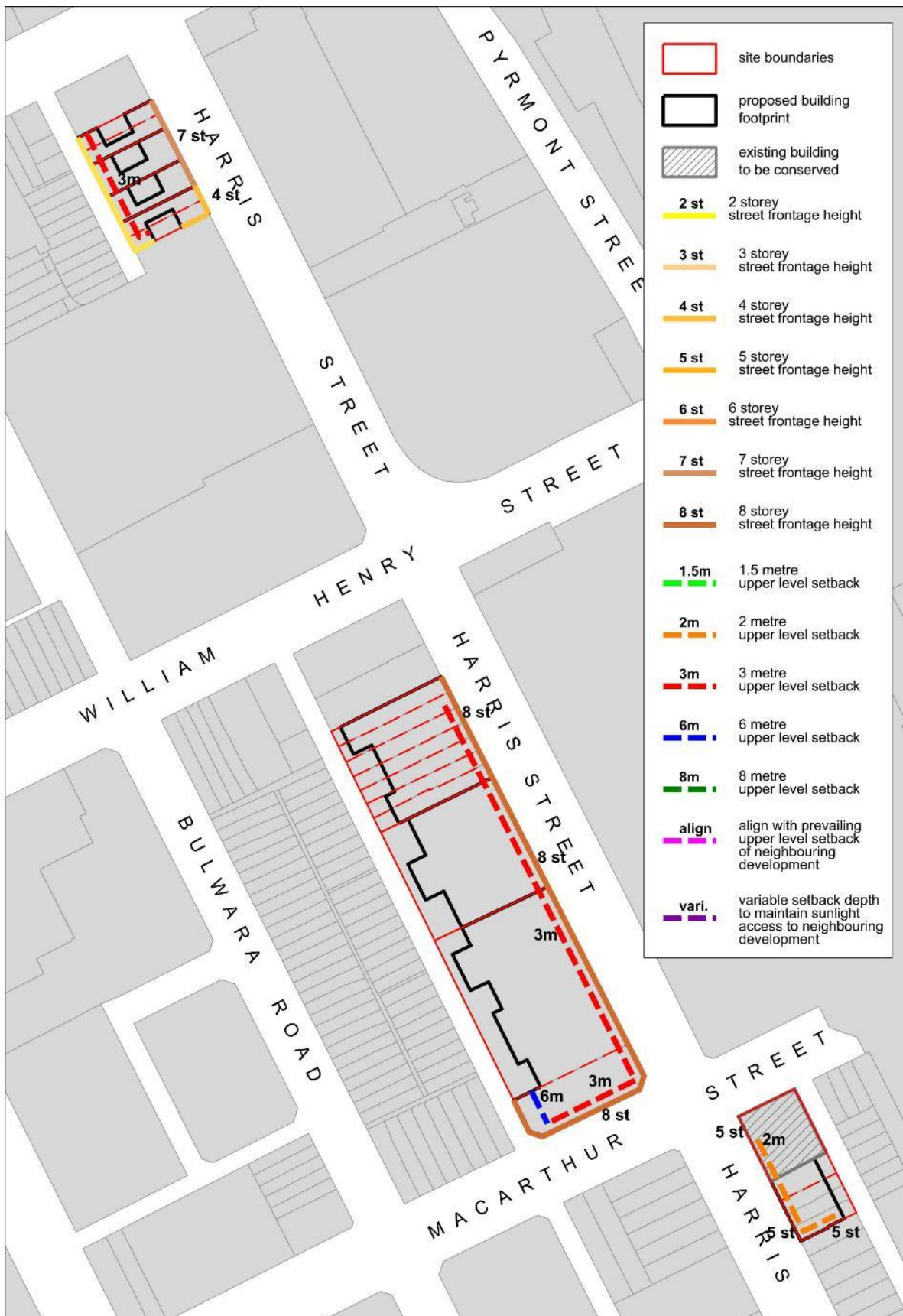


Figure 39 Group D - Harris Street Ultimo - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

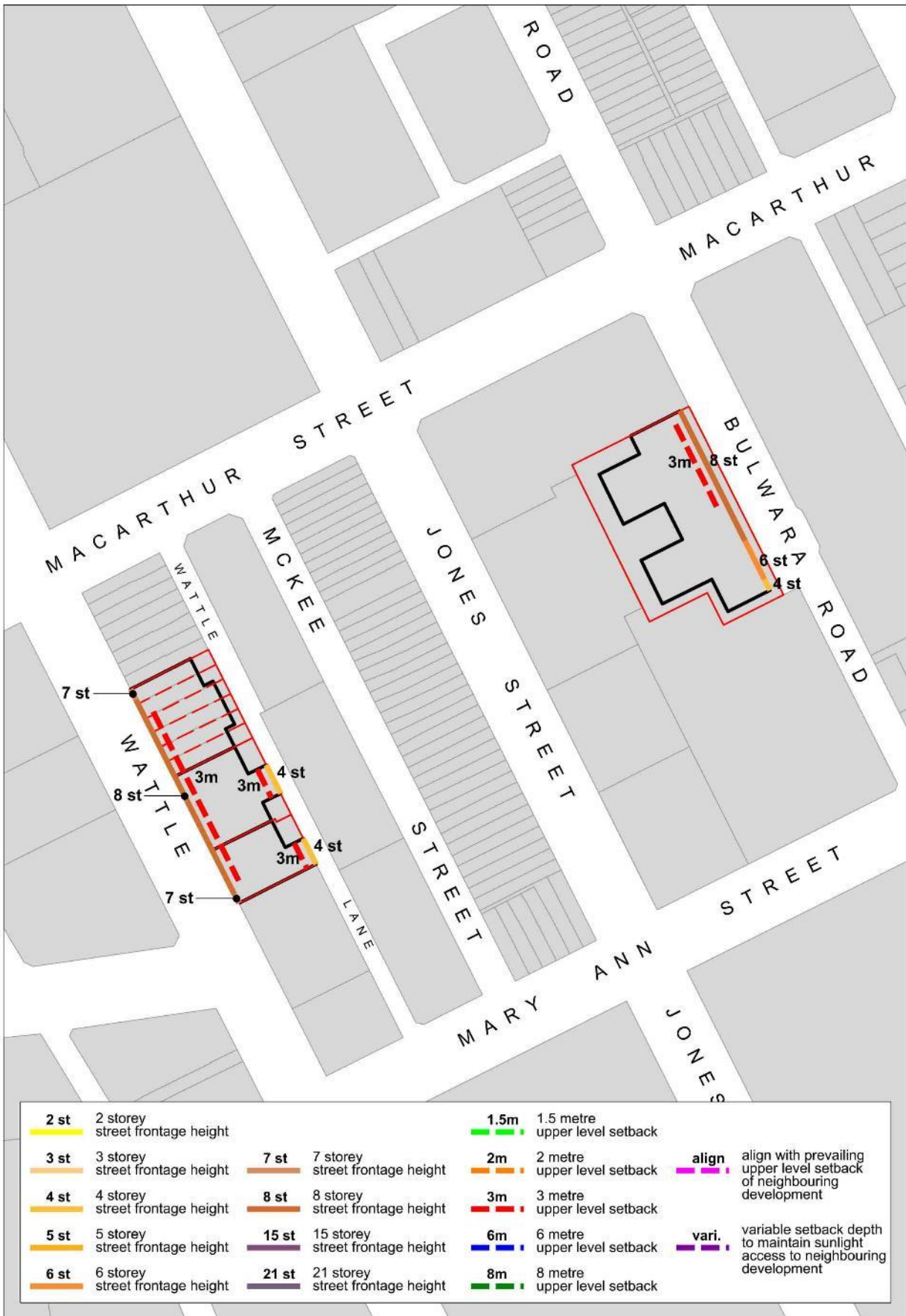


Figure 40 Group E - Wattle Street - Upper Level Setbacks Map

[Public exhibition note: Figure 40 Group E - Wattle Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

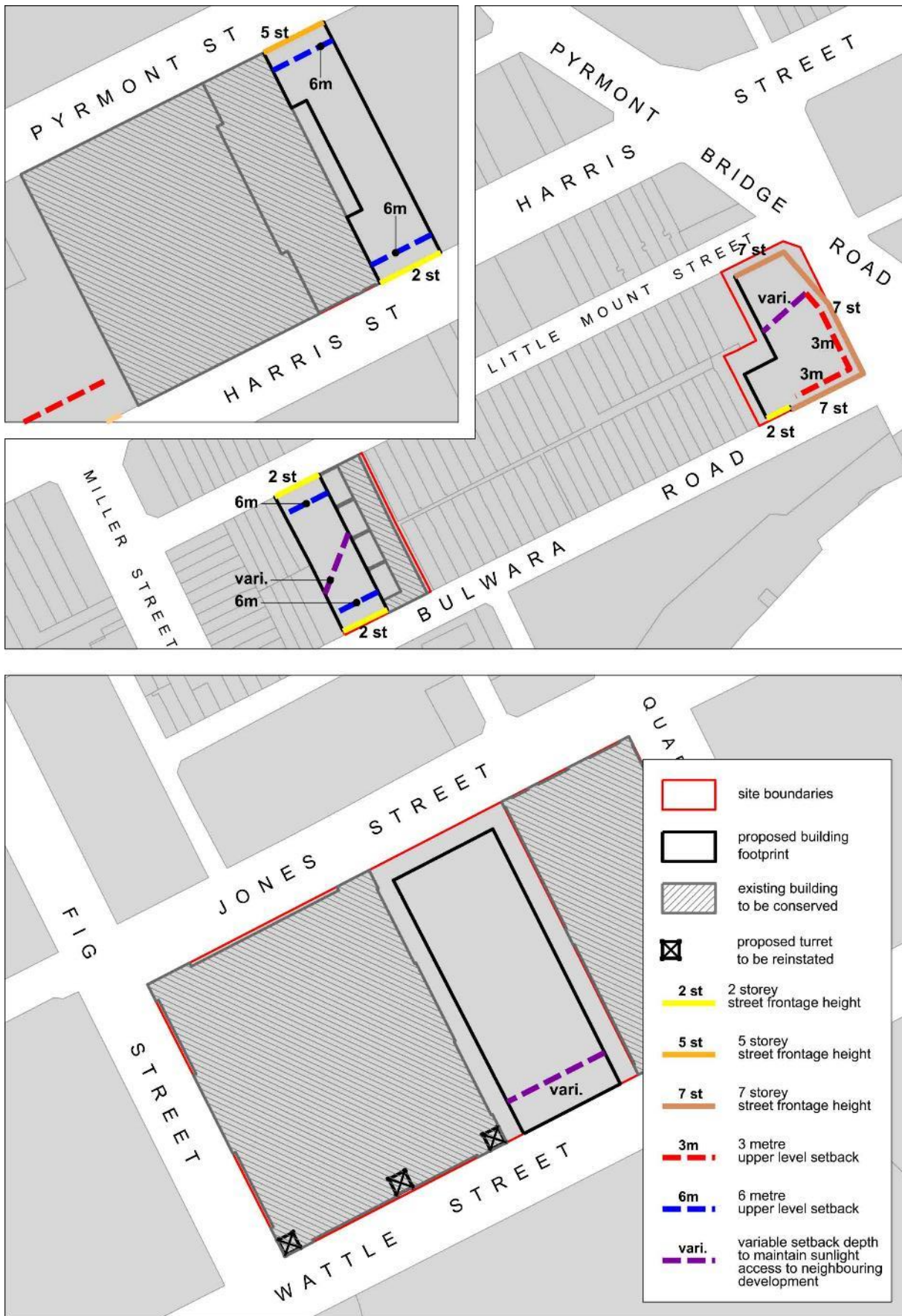


Figure 41 Miscellaneous Sites - Upper Level Setbacks Map

[Public exhibition note: Figure 41 Miscellaneous Sites - Upper Level Setbacks Map Figure 40 Group E - Wattle Street - Upper Level Setbacks is provided for public exhibition purposes only, and shows

sites where this draft DCP will amend the *Building Setback and Alignment map* and *Building Street Frontage Height in Storeys map*.]

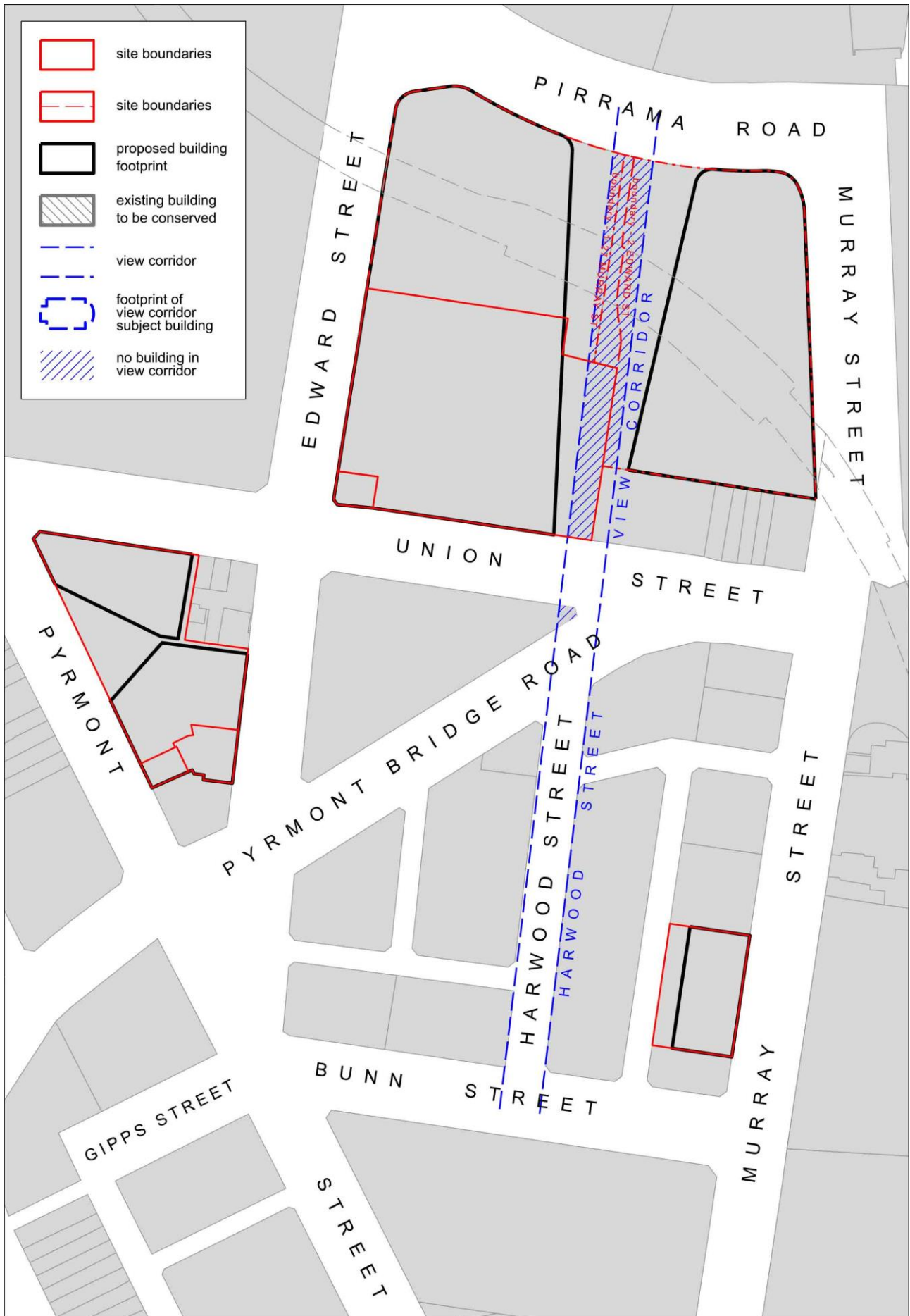


Figure 42 Group A - Metro Station - View Corridors

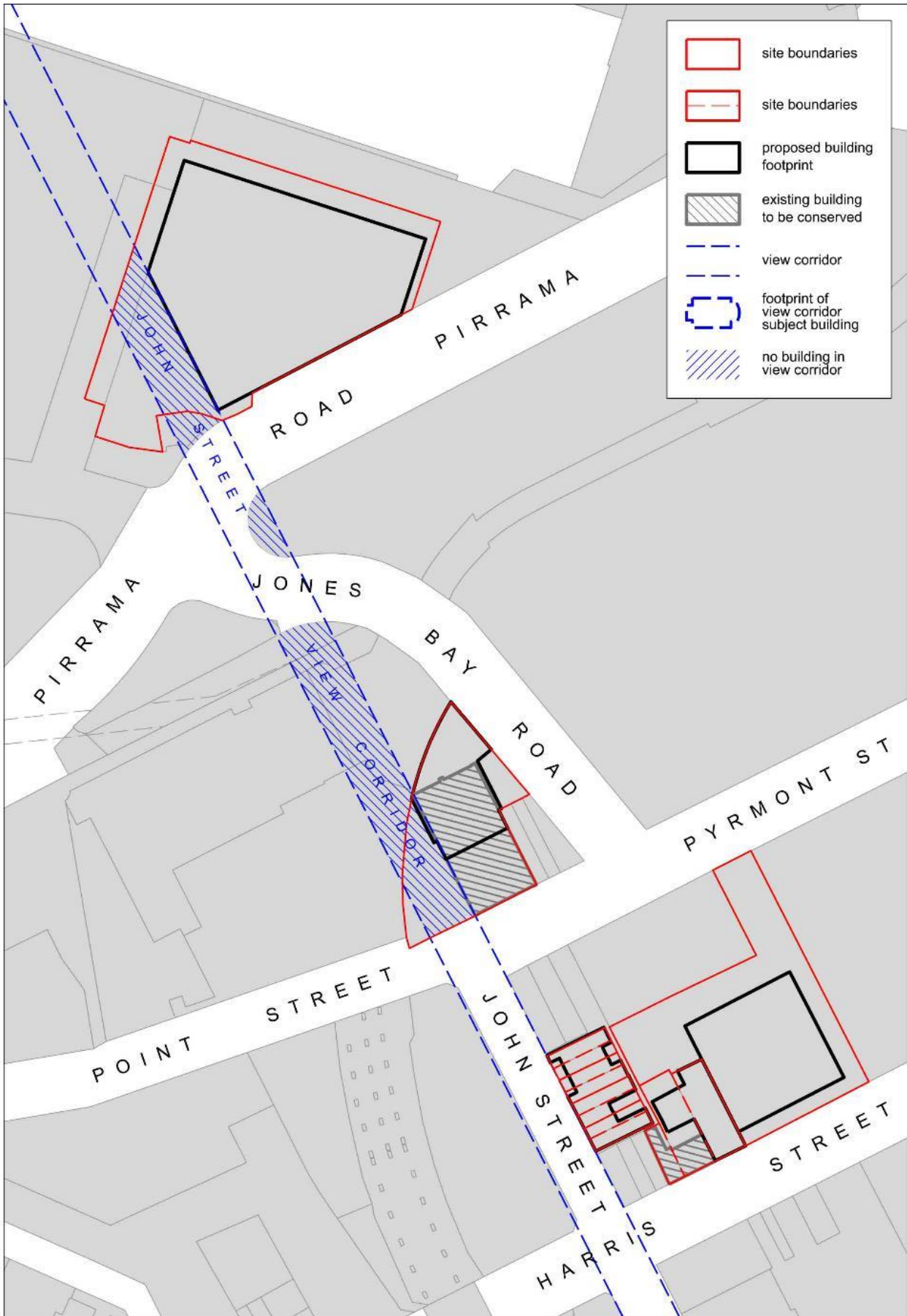


Figure 43 Group B - John Street - View Corridors

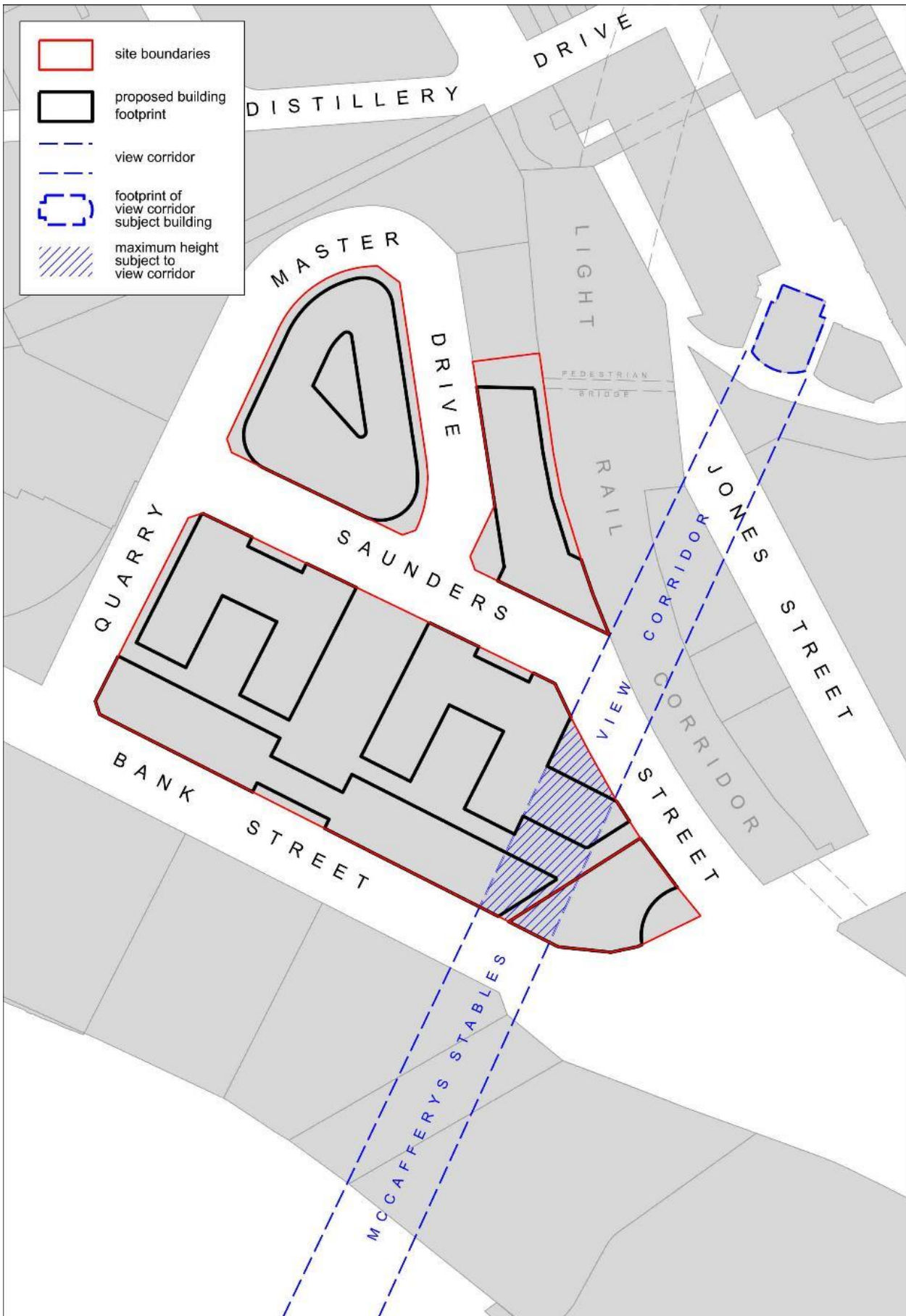


Figure 44 Group C - Saunders Street - View Corridors

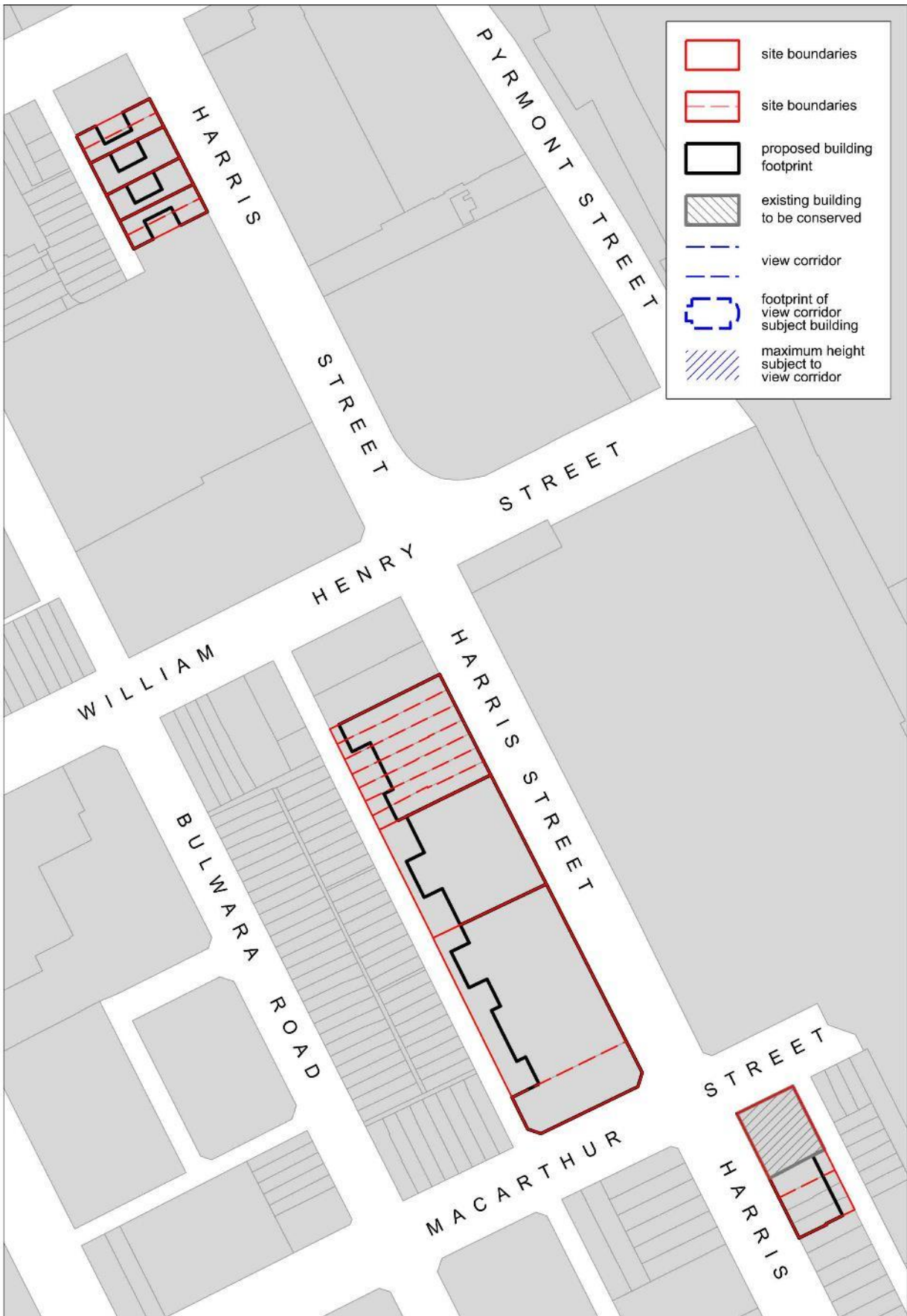


Figure 45 Group D - Harris Street - View Corridors

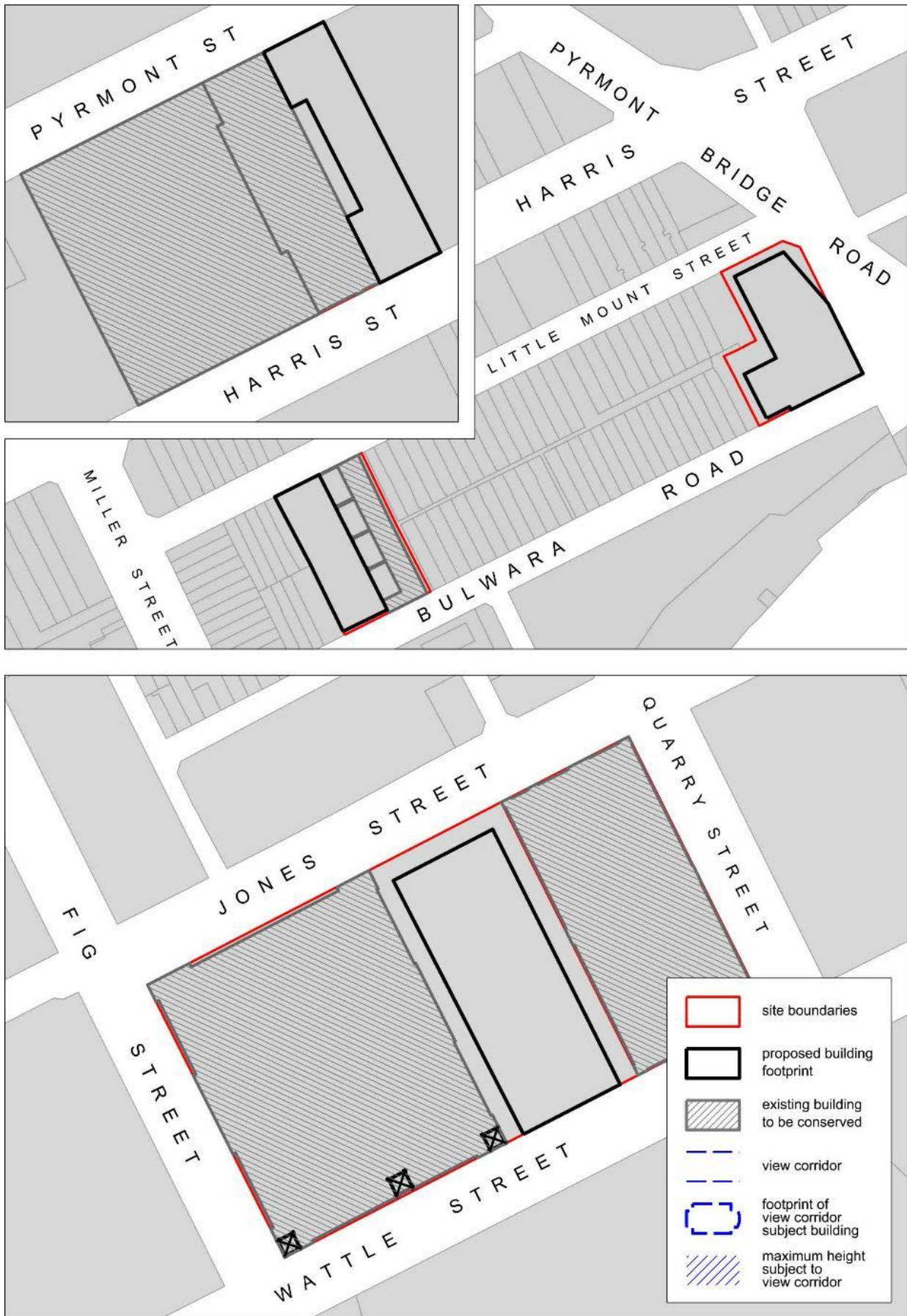


Figure 46 Miscellaneous Sites - View Corridors

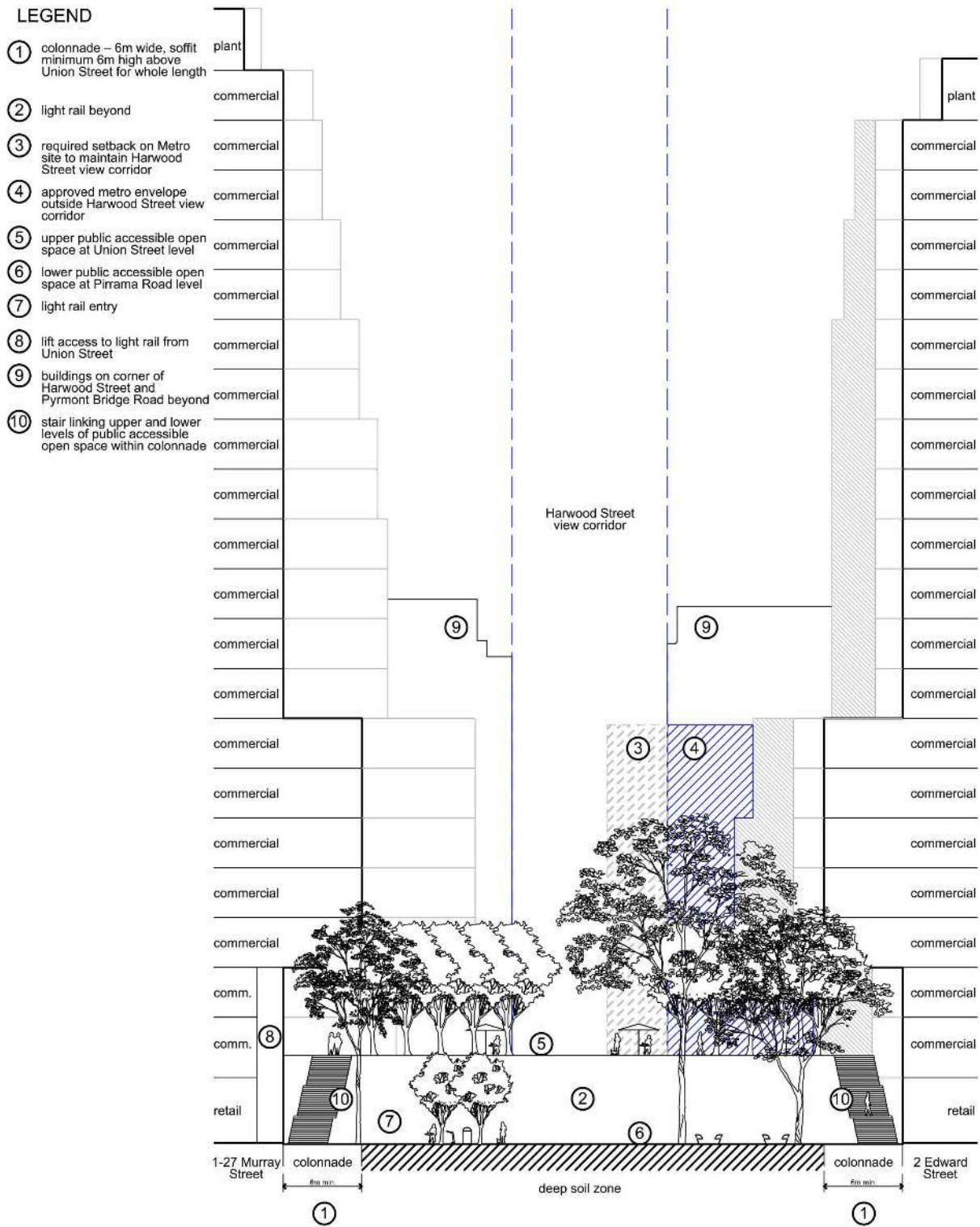


Figure 47 Harwood Place typical section

LEGEND

- ① public accessible open space, provides an improved connection from Quarry Master Drive to John Street Pocket Park
- ② additional deep soil, for more cool, green places for people to gather
- ③ minimum setback of 3m to Quarry Master Drive

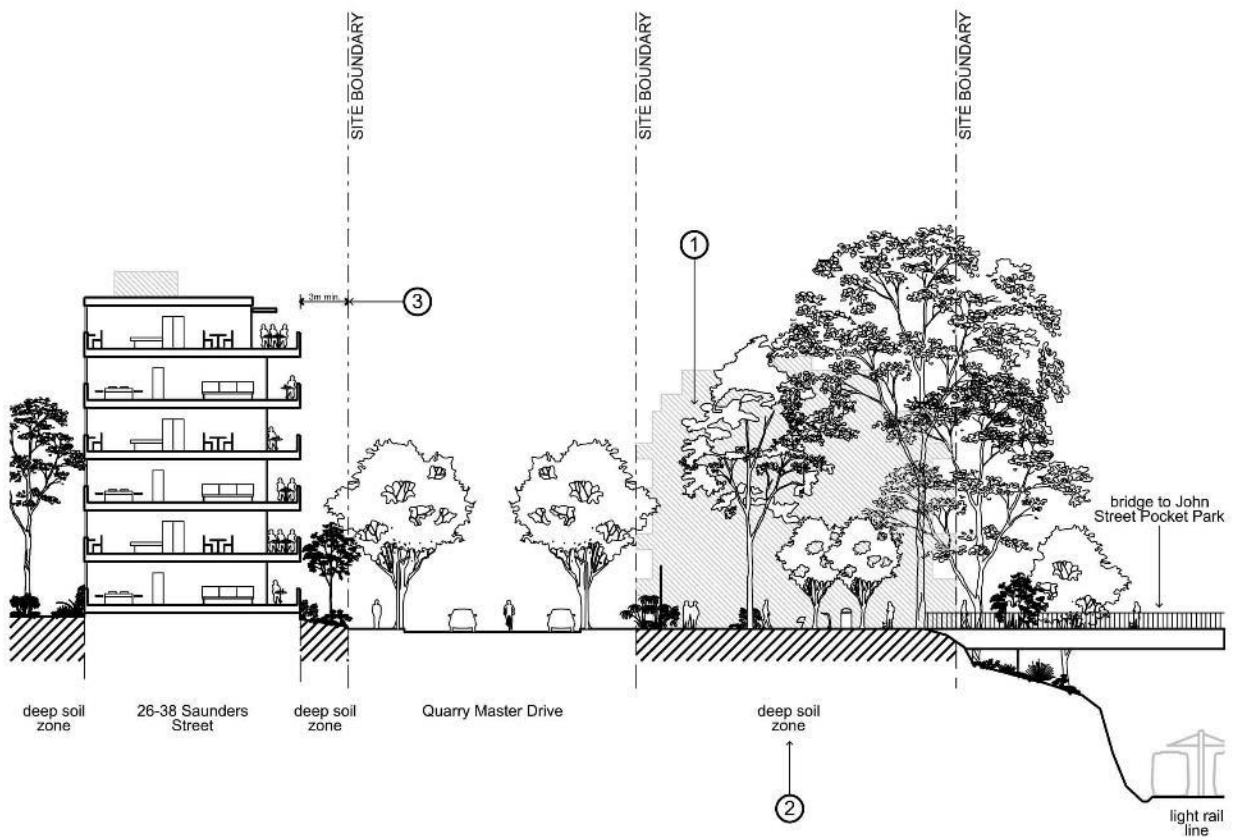


Figure 48 Street Cross Section - Quarry Master Drive

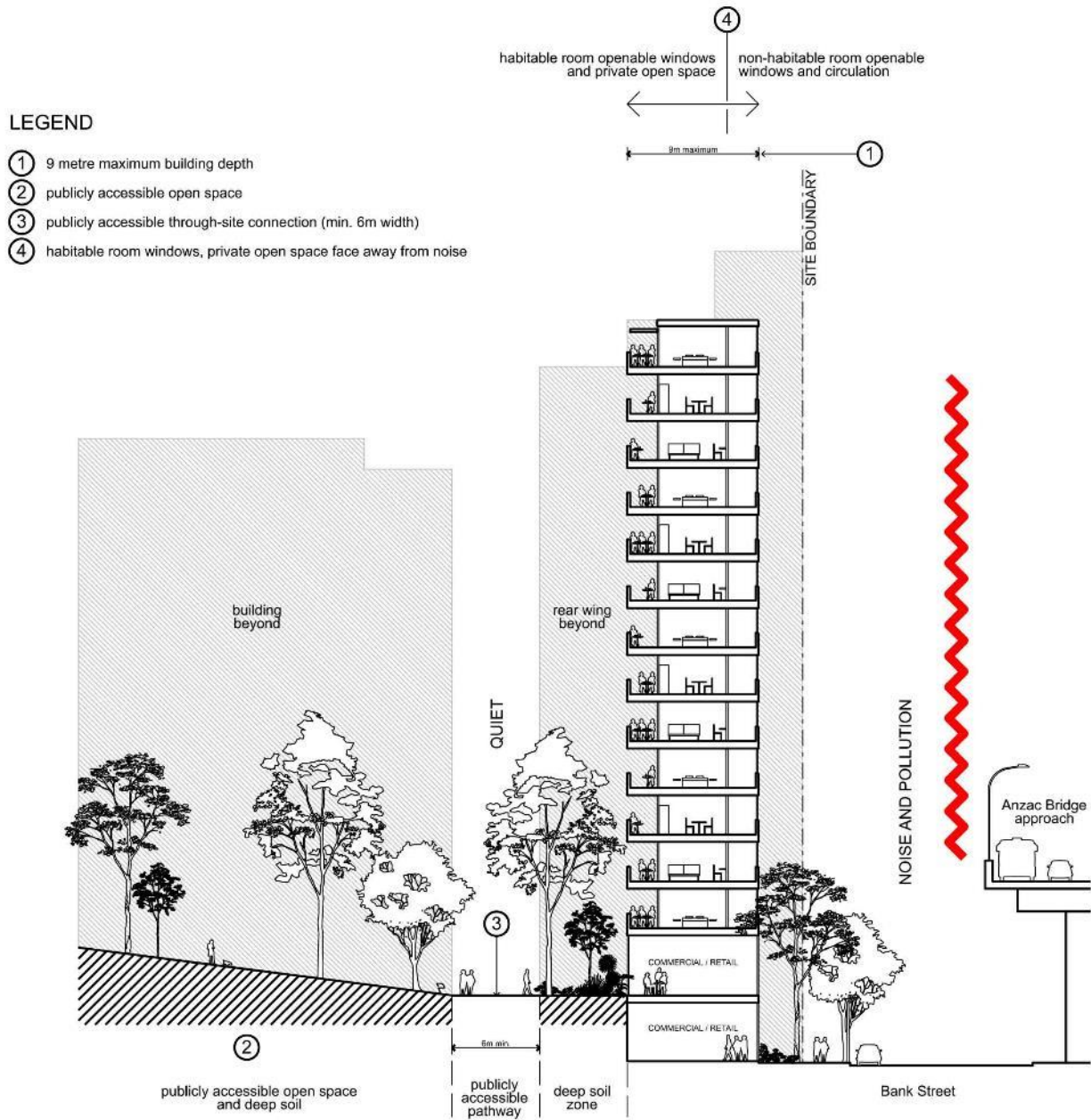


Figure 2c: Residential buildings fronting Bank Street

Figure 49 Street Cross Section - residential buildings fronting Bank Street

LEGEND

- ① 9 metre maximum building depth on street frontage
- ② communal open space and green roofs
- ③ awning
- ④ private open space and openable windows to habitable rooms face away from noise
- ⑤ communal open space

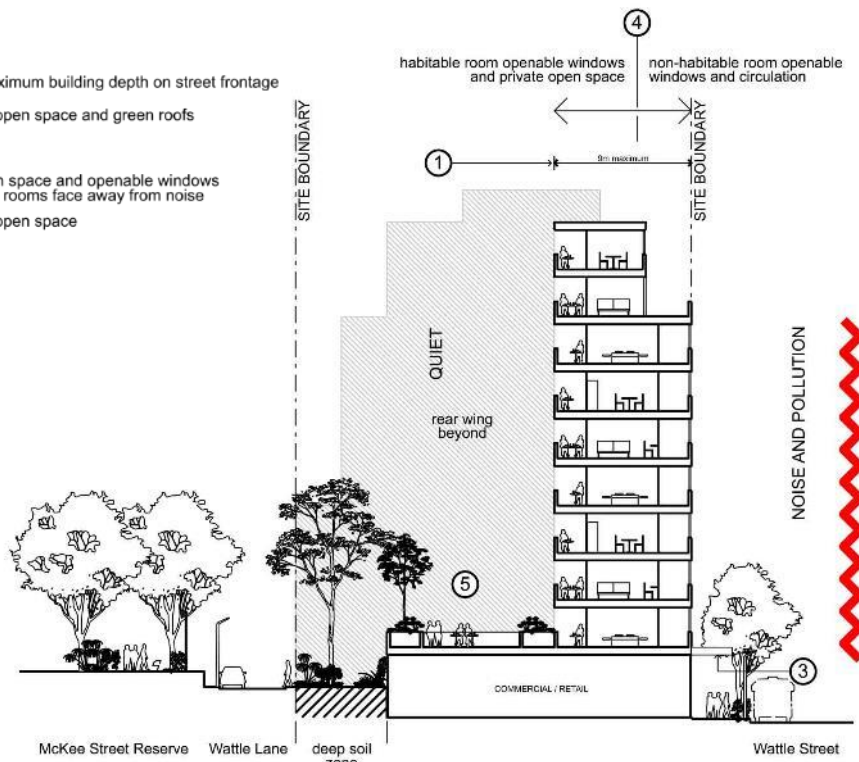


Figure 50 Street Cross Section - residential buildings between Wattle Street and Wattle Lane; residential buildings between Harris Street and Hacket Street and Harris Street and Systum Street are similar

LEGEND

- ① 9 metre maximum building depth on street frontage
- ② communal open space and green roofs
- ③ awning
- ④ private open space and openable windows to habitable rooms face away from noise
- ⑤ communal open space

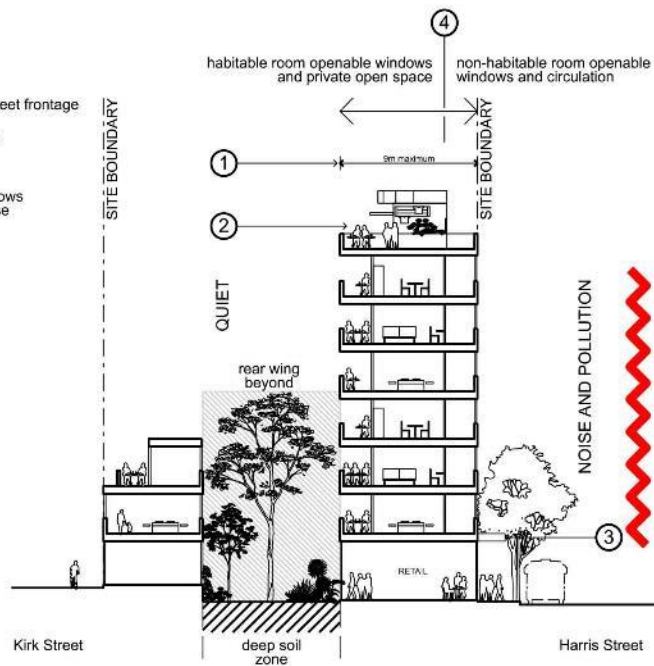


Figure 51 Street Cross Section – residential buildings between Harris Street and Kirk Street

5.X.4.2 Ground and first floor uses, active frontages and awnings

This section is to be read in conjunction with the provisions in section 3.2.3 Active frontages and section 2.3.4 Awnings of this DCP.

Objectives

- (a) Ensure street frontages are active and create interest at the street level.
- (b) Ensure the needs of workers are met with supporting retail, services and food and drink premises.
- (c) Facilitate safe and comfortable pedestrian environments, including protection from direct sun, rain and wind, and passive surveillance.

Provisions

- (1) Ground floor uses are to be in accordance with Figures 52 to 57.
- (2) Ground floor uses fronting Harris St and Wattle Street are to provide windows and entrances to provide passive surveillance of the public domain and indirect lighting at night time.
- (3) Sites identified in the Active street frontages maps Figures 58 to 63 must give consideration to managing flooding and stormwater impacts while maintaining an active frontage with minimal setbacks and direct street access.
- (4) Provide continuous awnings and colonnades in accordance with Figures 64 to 69.

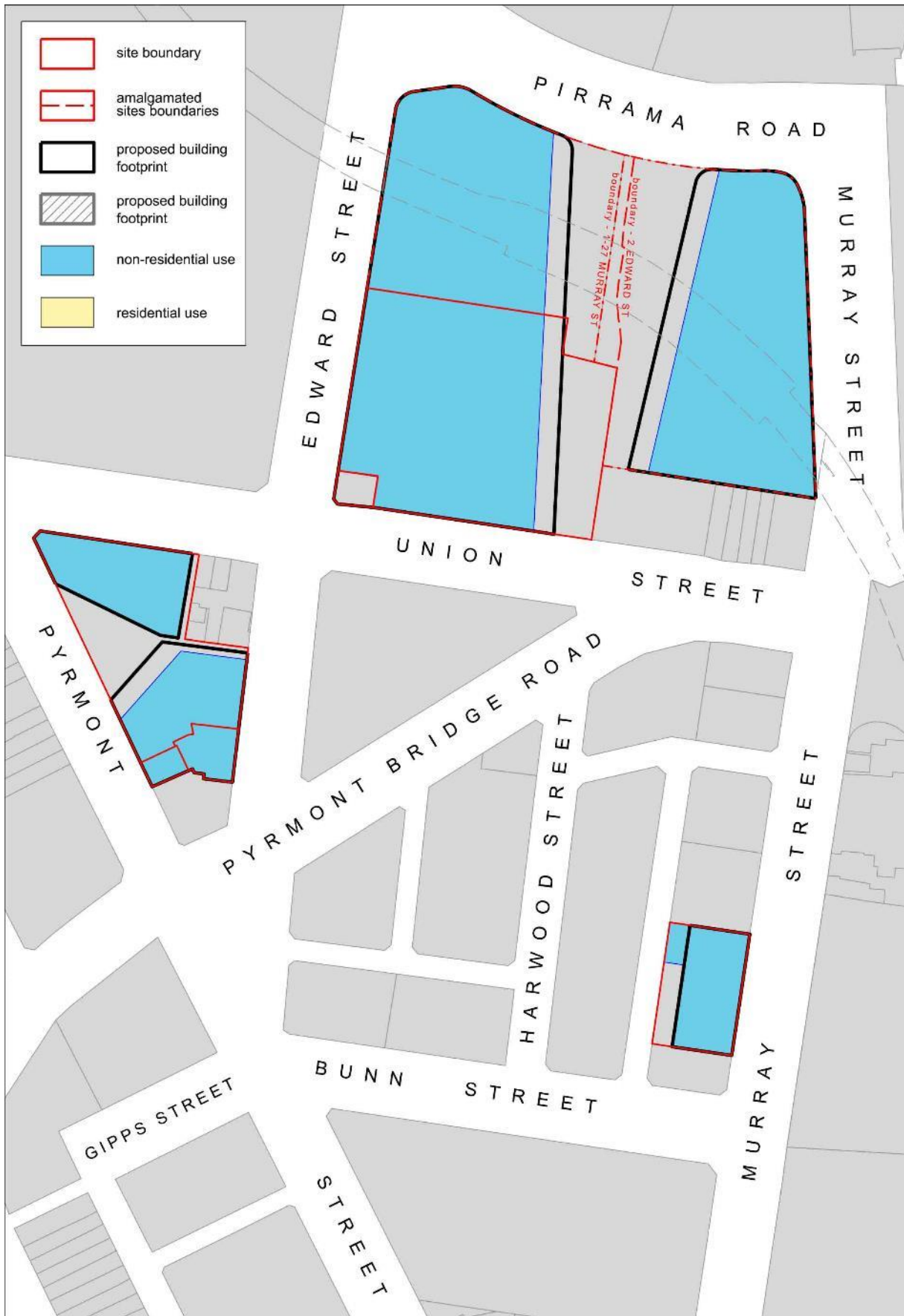


Figure 52 Group A - Metro Station - Street Level Land Use

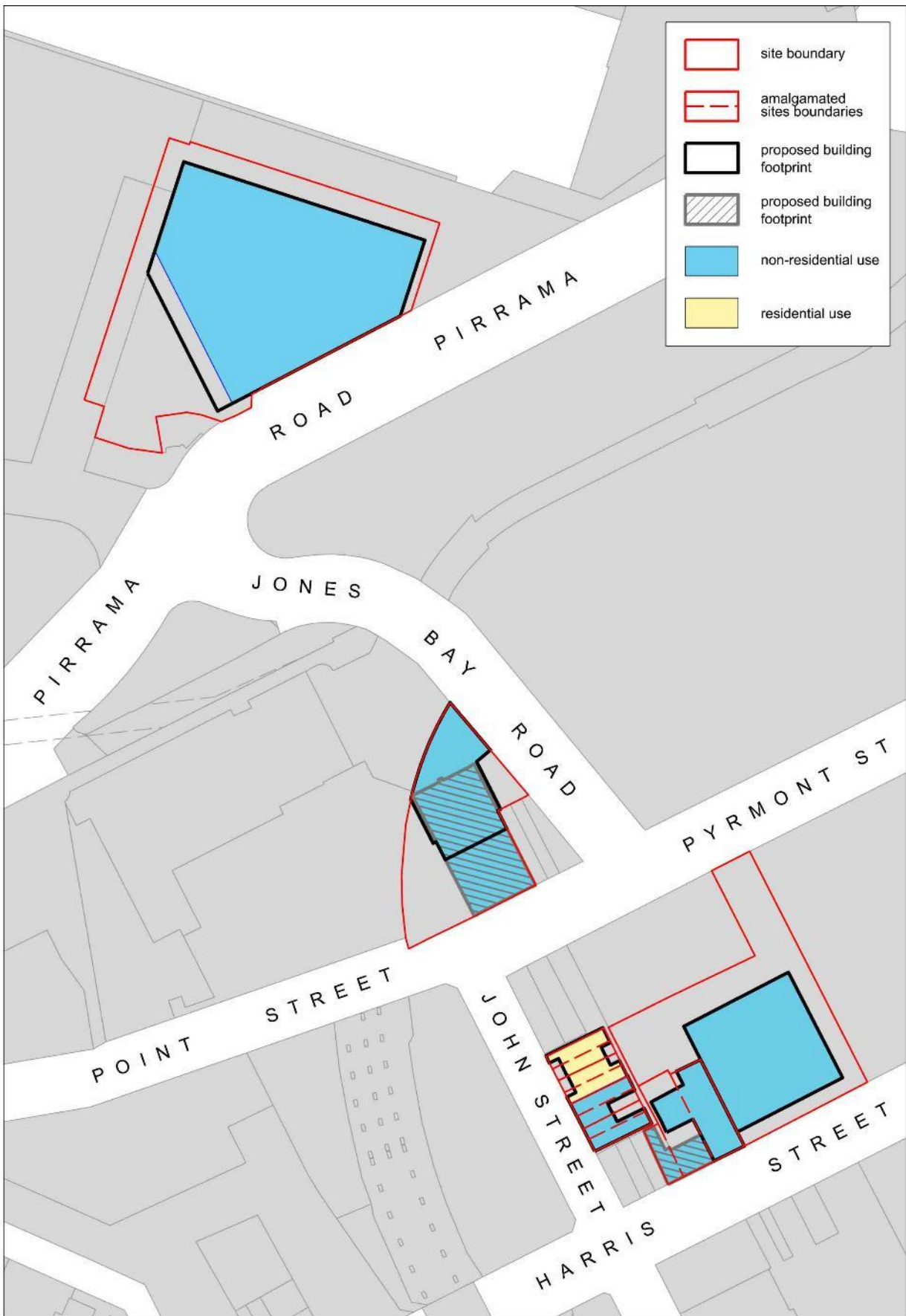


Figure 53 Group B - John Street - Street Level Land Use

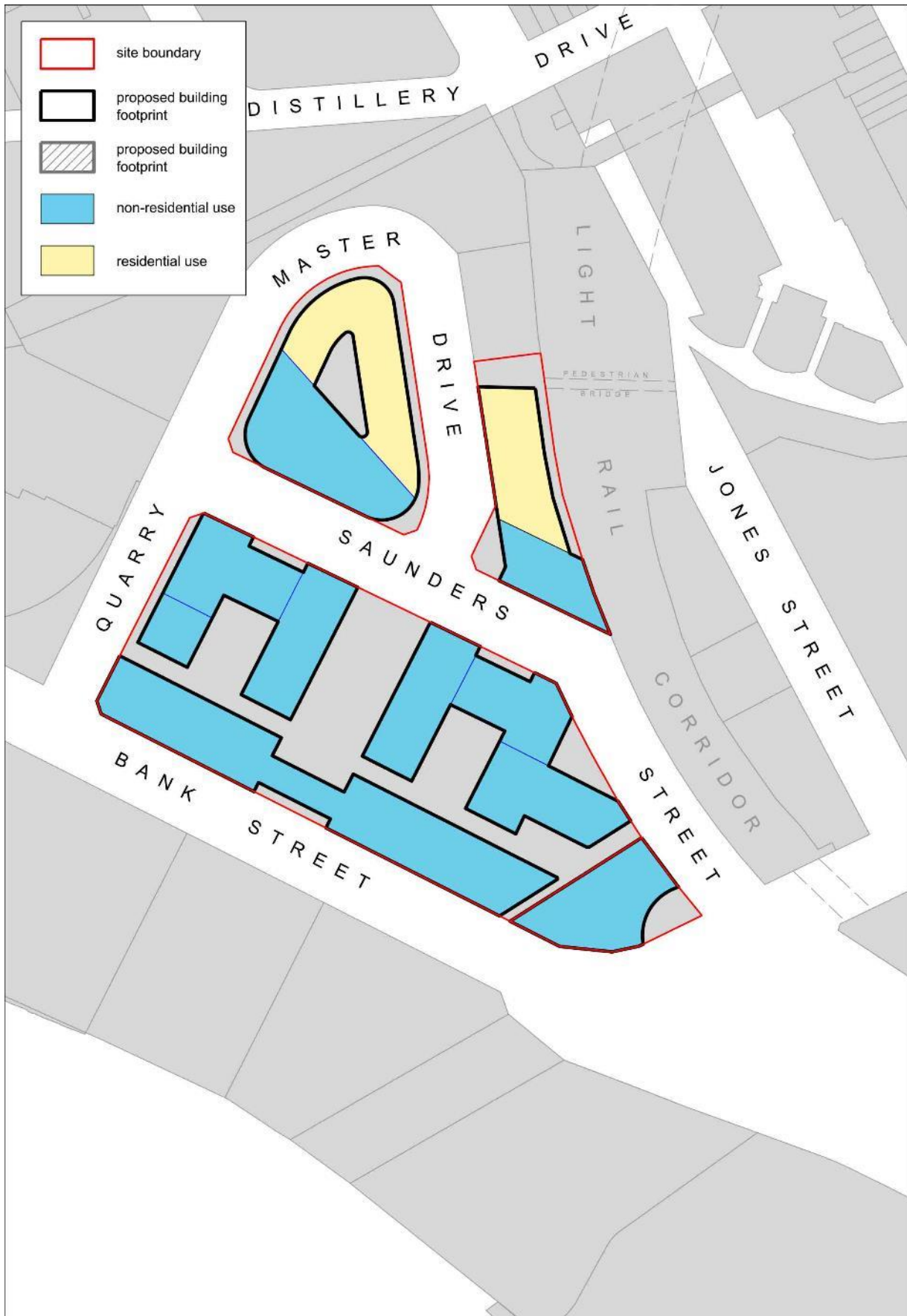


Figure 54 Group C - Saunders Street - Street Level Land Use

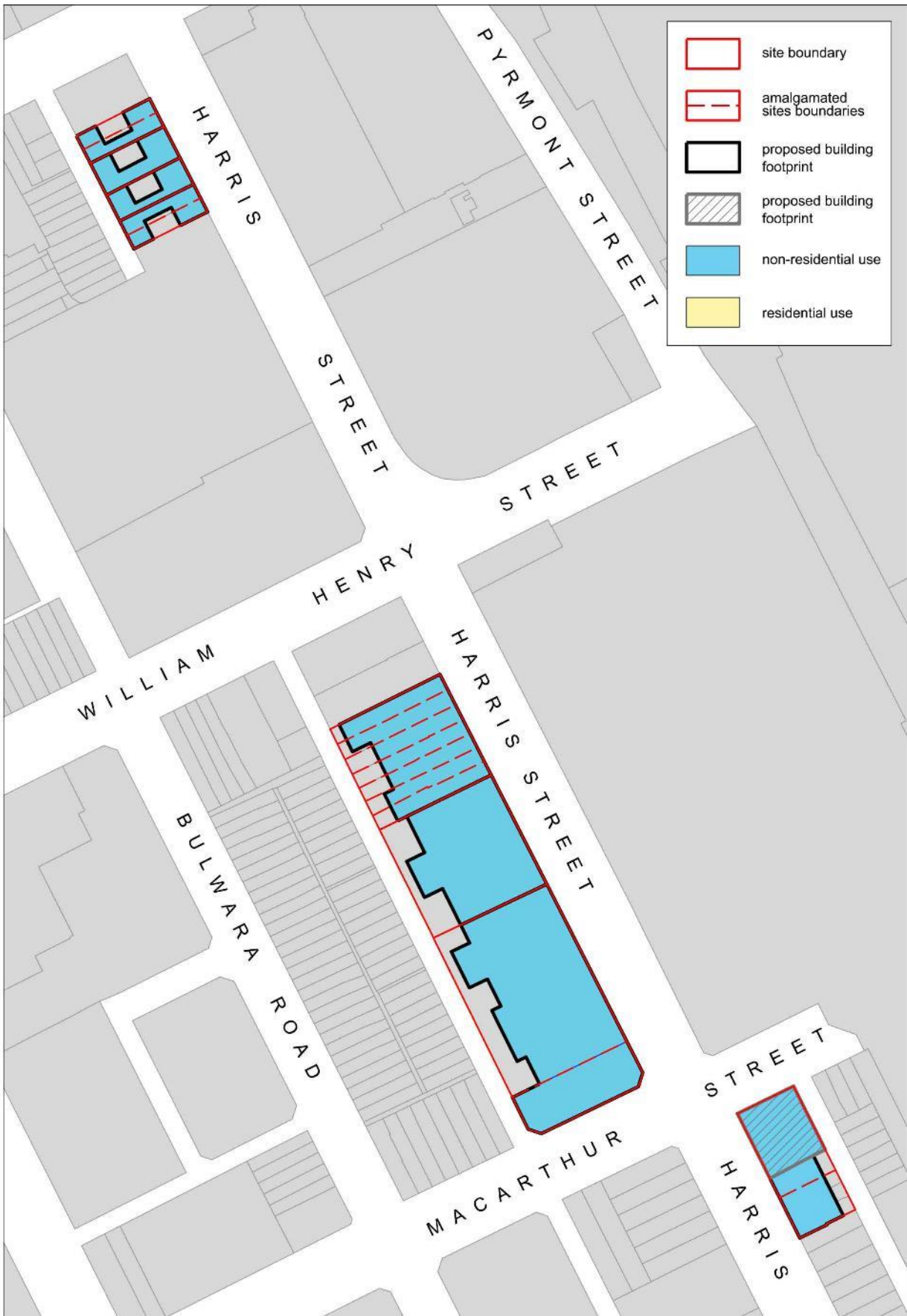


Figure 55 Group D - Harris Street Ultimo - Street Level Land Use

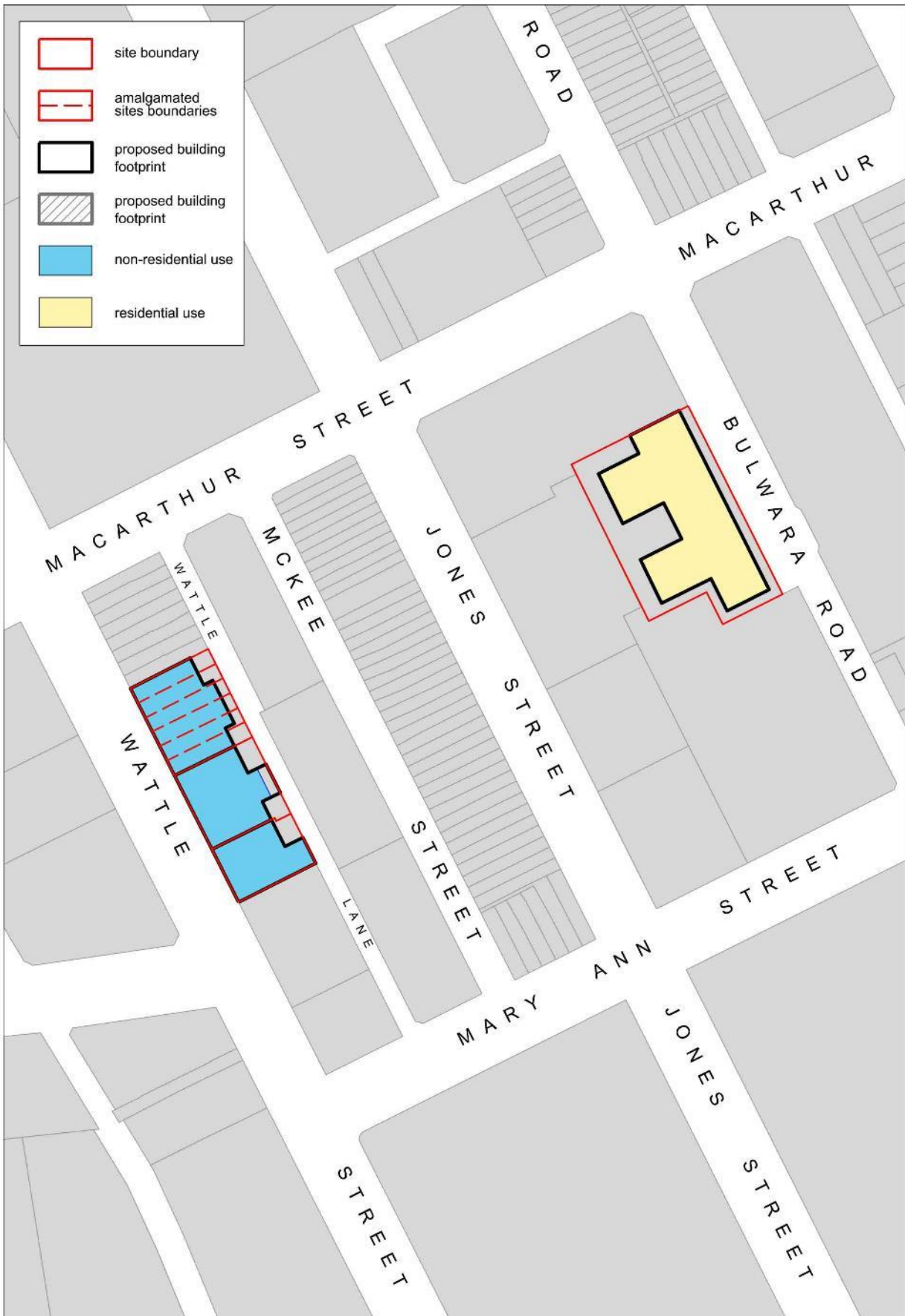


Figure 56 Group E - Wattle Street - Street Level Land Use



Figure 57 Miscellaneous sites - Street Level Land Use

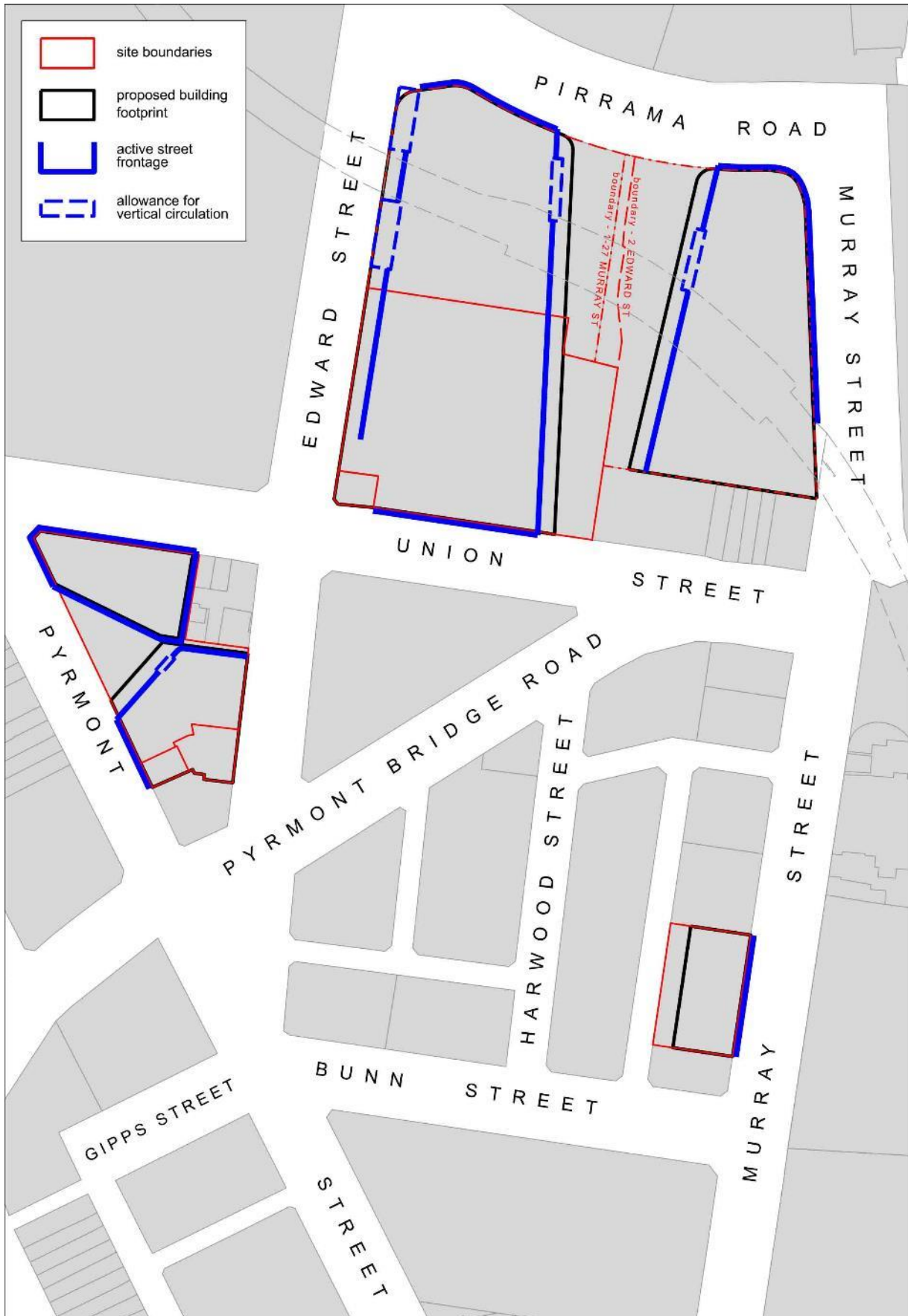


Figure 58 Group A - Metro Station - Active Street Frontages Map

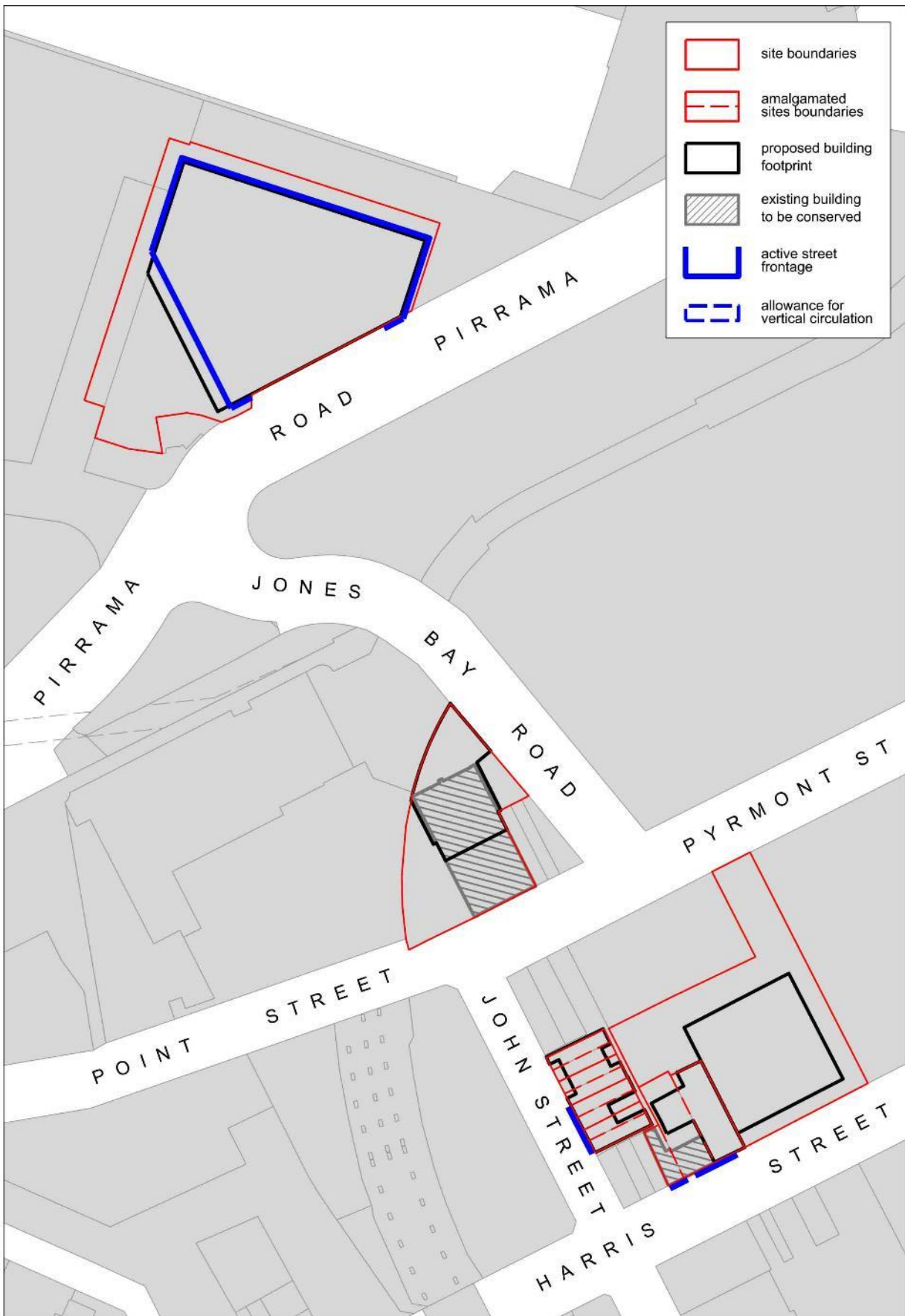


Figure 59 Group B - John Street - Active Street Frontages Map

[Public exhibition note: Figure 59 Group B - John Street - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend *the Active Street Frontages map.*]

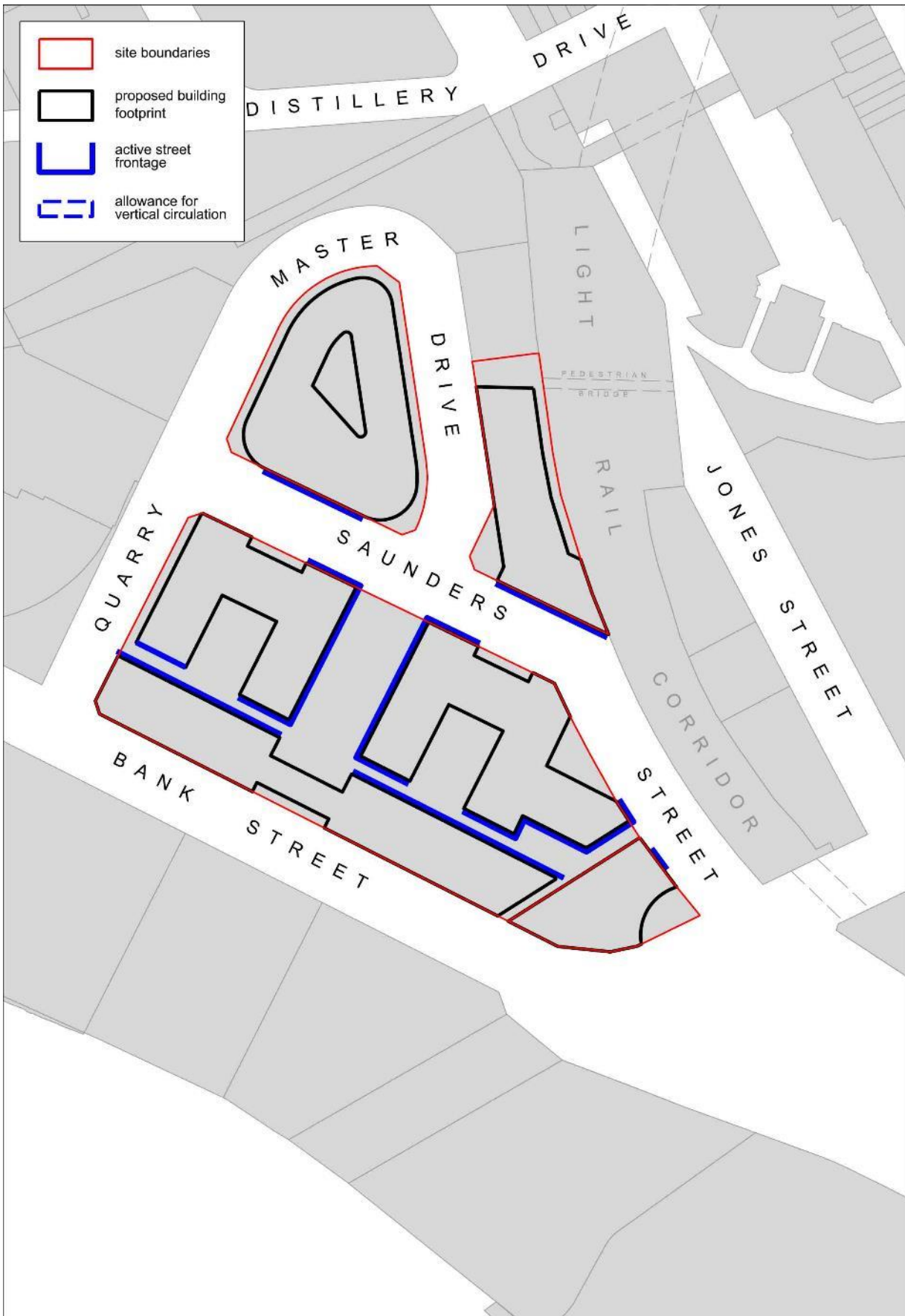


Figure 60 Group C - Saunders Street - Active Street Frontages Map

[Public exhibition note: Figure 60 Group C - Saunders Street - Active Street Frontages Map

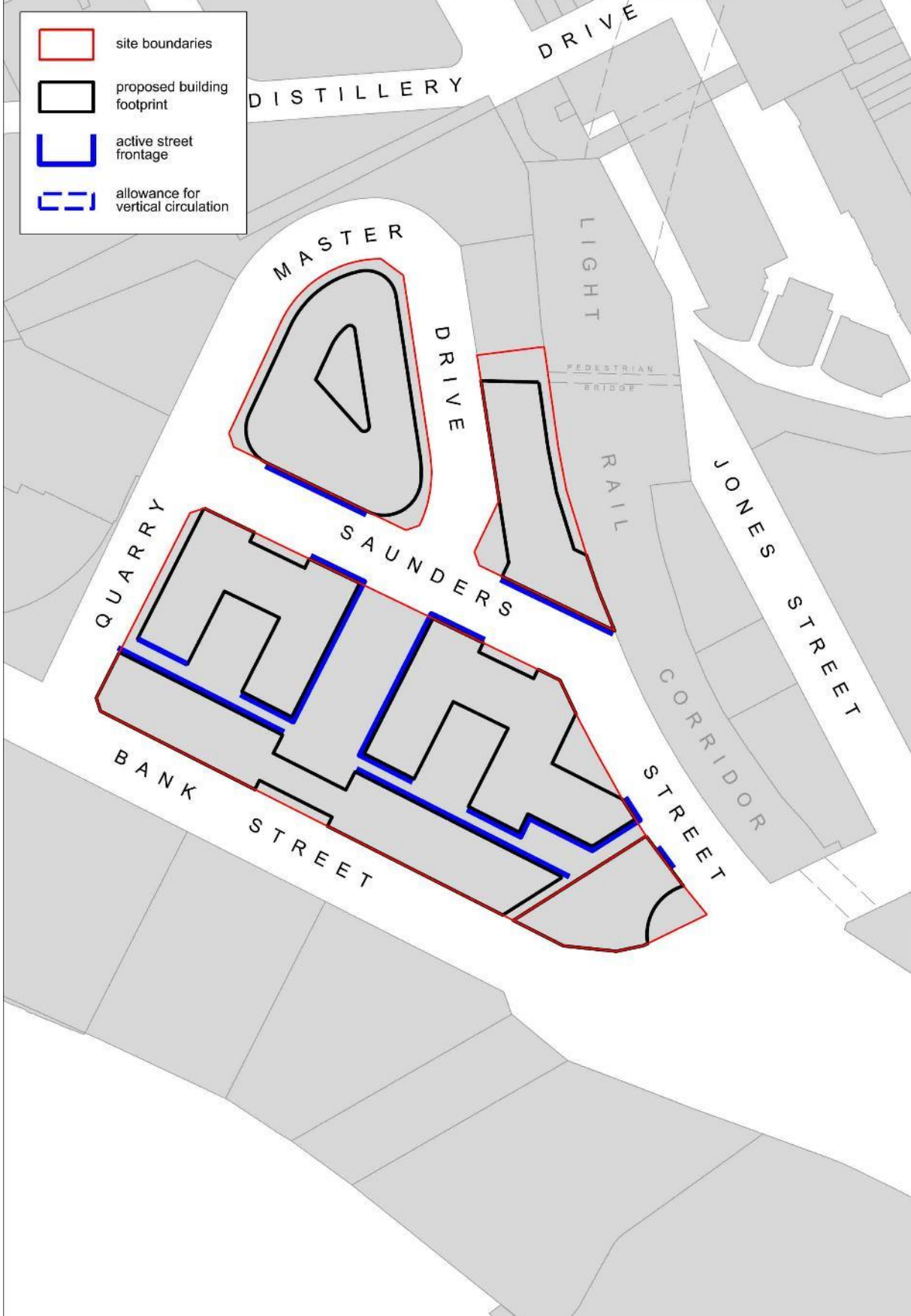


Figure 60 Group C - Saunders Street - Active Street Frontages is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]

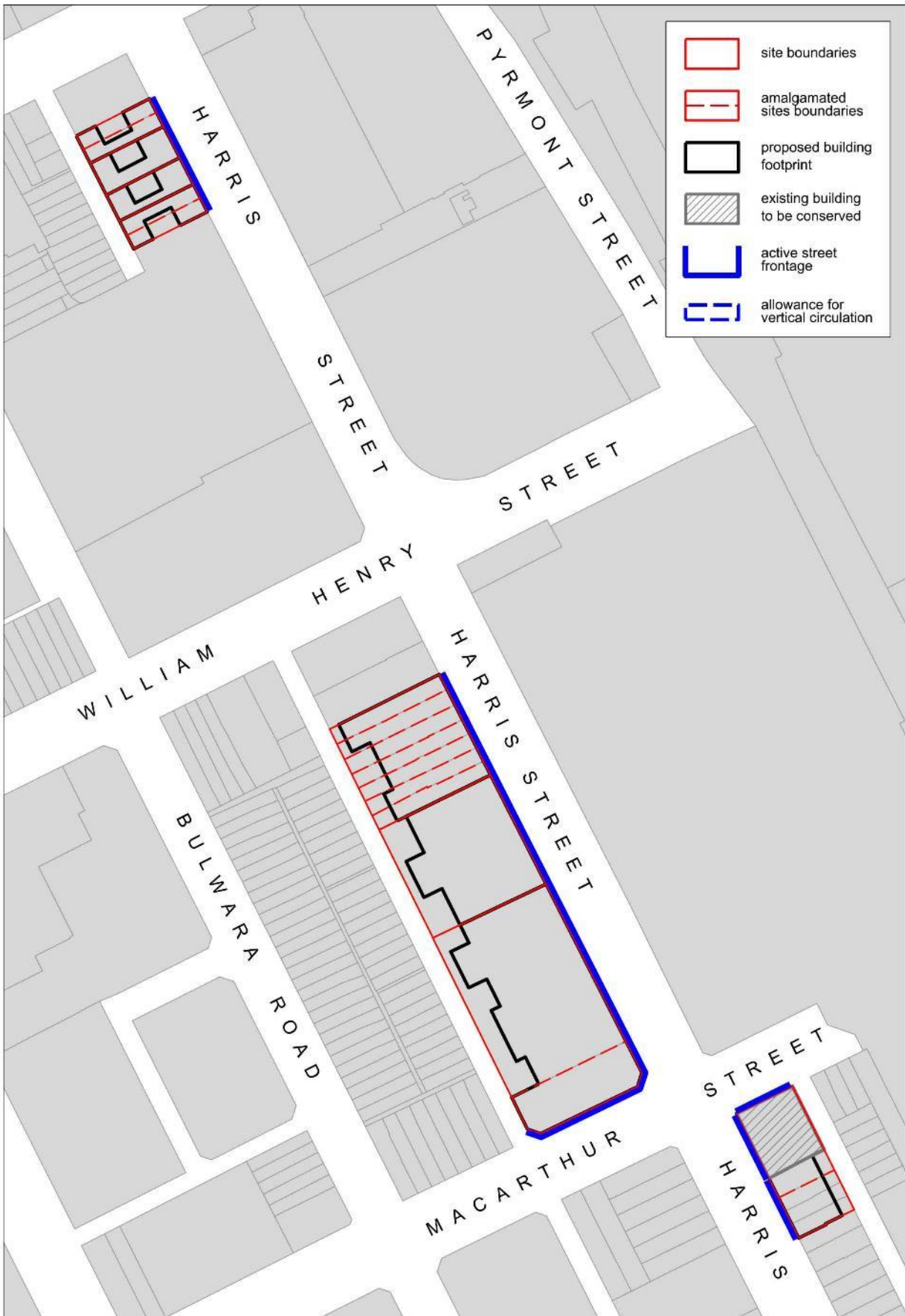


Figure 61 Group D - Harris Street Ultimo - Active Street Frontages Map

[Public exhibition note: Figure 61 Group D - Harris Street Ultimo - Active Street Frontages Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]

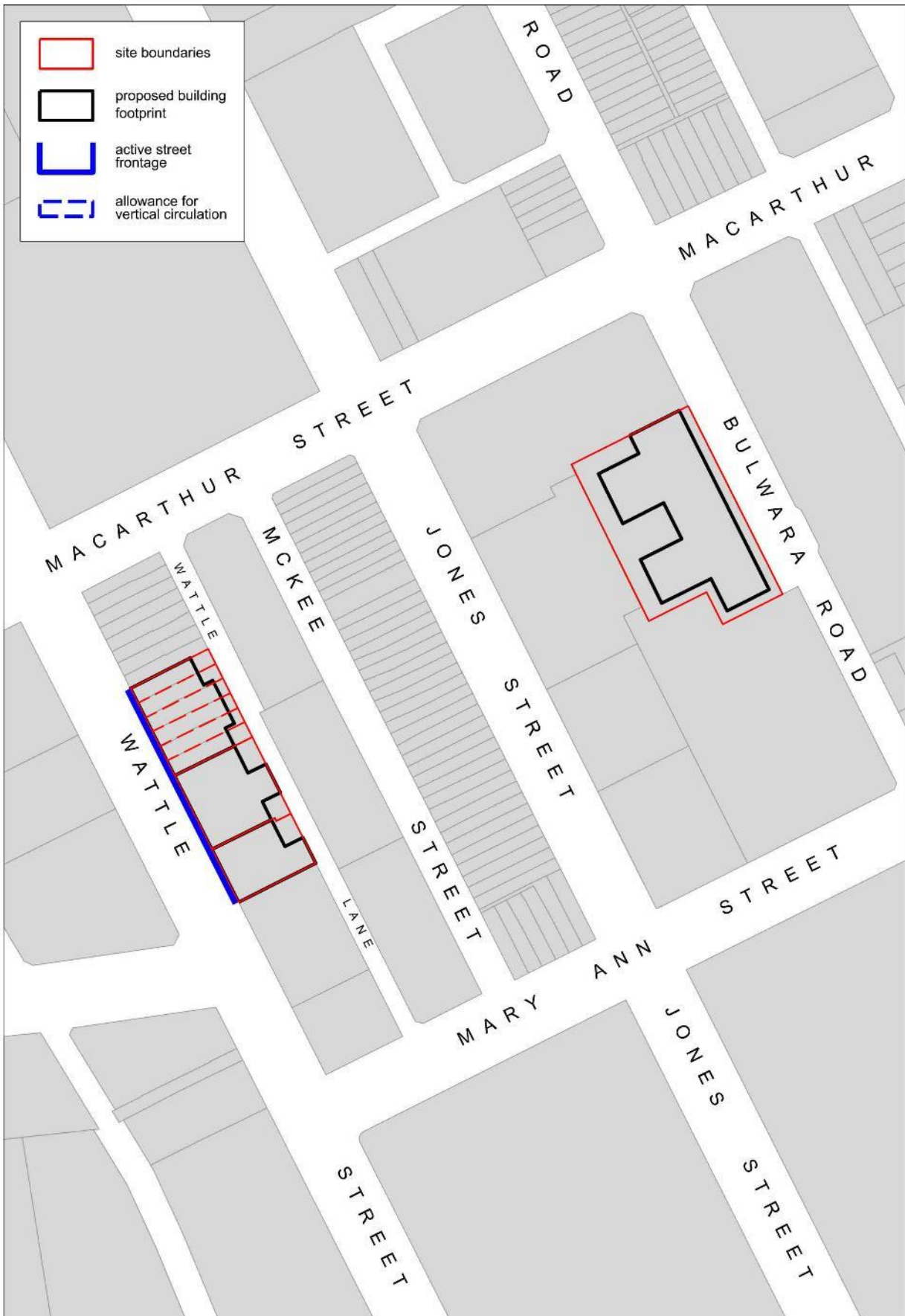


Figure 62 Group E - Wattle Street - Active Street Frontages Map

[Public exhibition note: Figure 62 Group E - Wattle Street - Active Street Frontages is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]



Figure 63 Miscellaneous sites - Active Street Frontages Map

[Public exhibition note: Figure 62 Group E - Wattle Street - Active Street Frontages is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Active Street Frontages map*.]

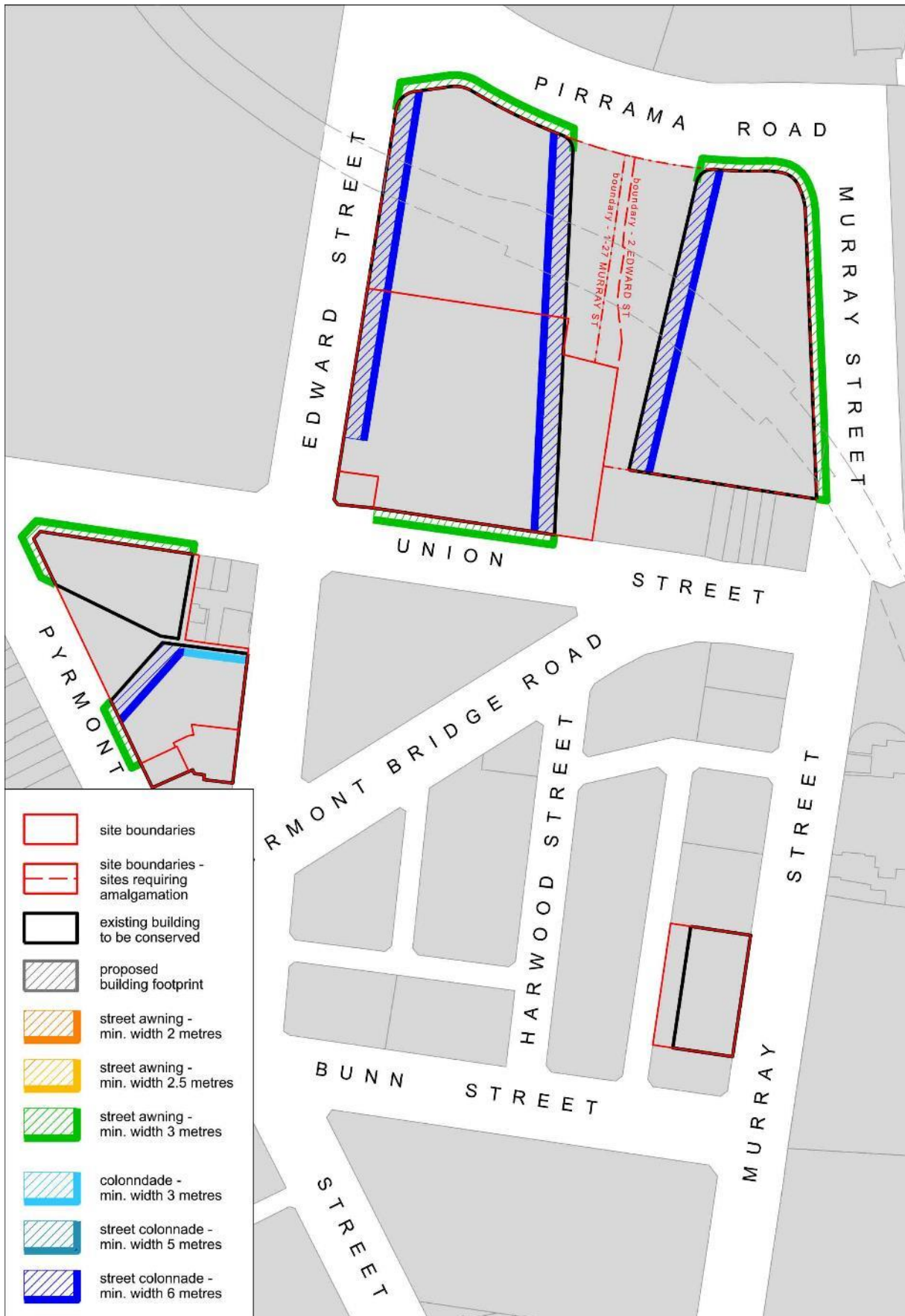


Figure 64 Group A - Metro Station - Awnings and Colonnades Map

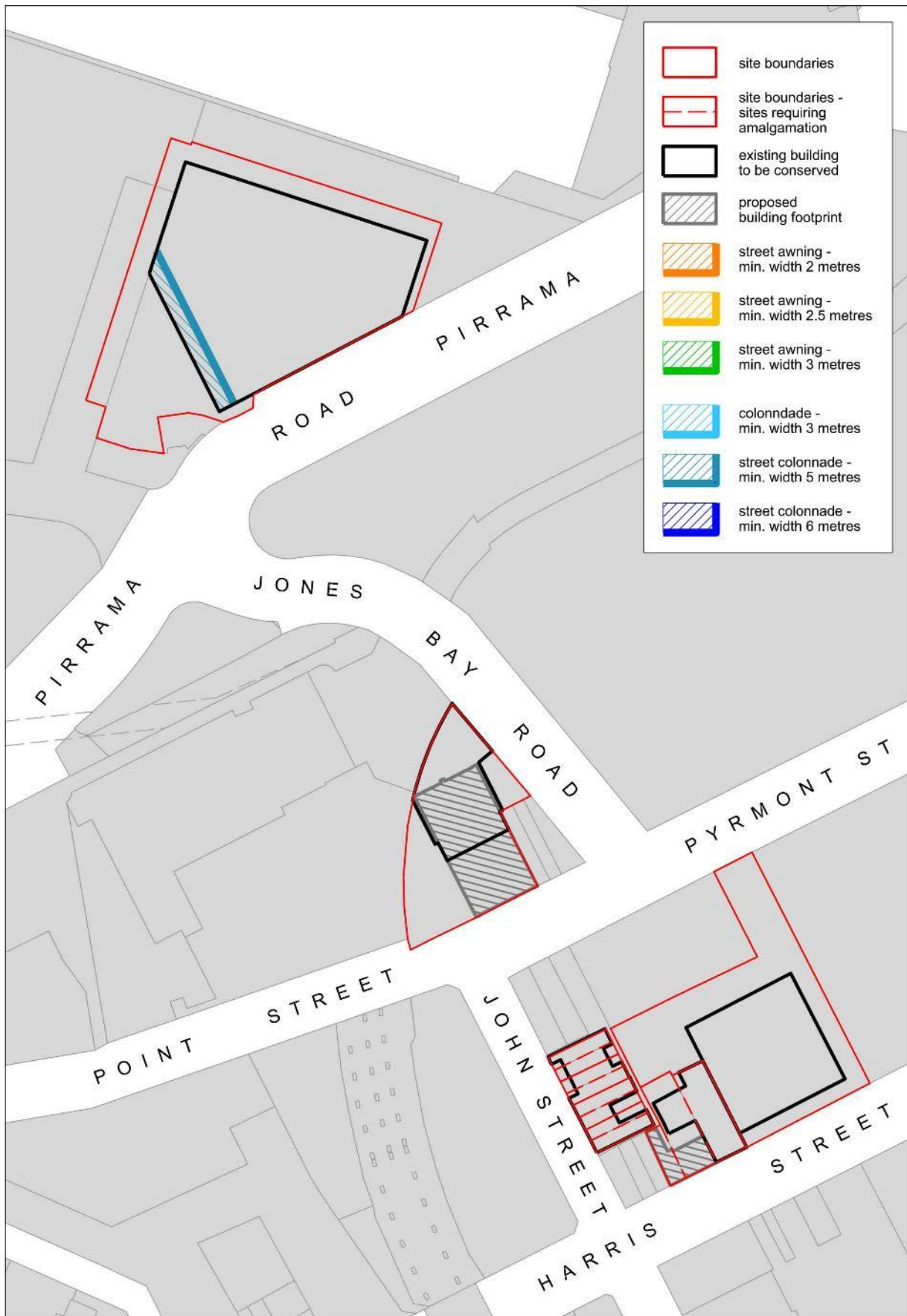


Figure 65 Group B - John Street - Awnings and Colonnades Map

[Public exhibition note: Figure 65 Group B - John Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]

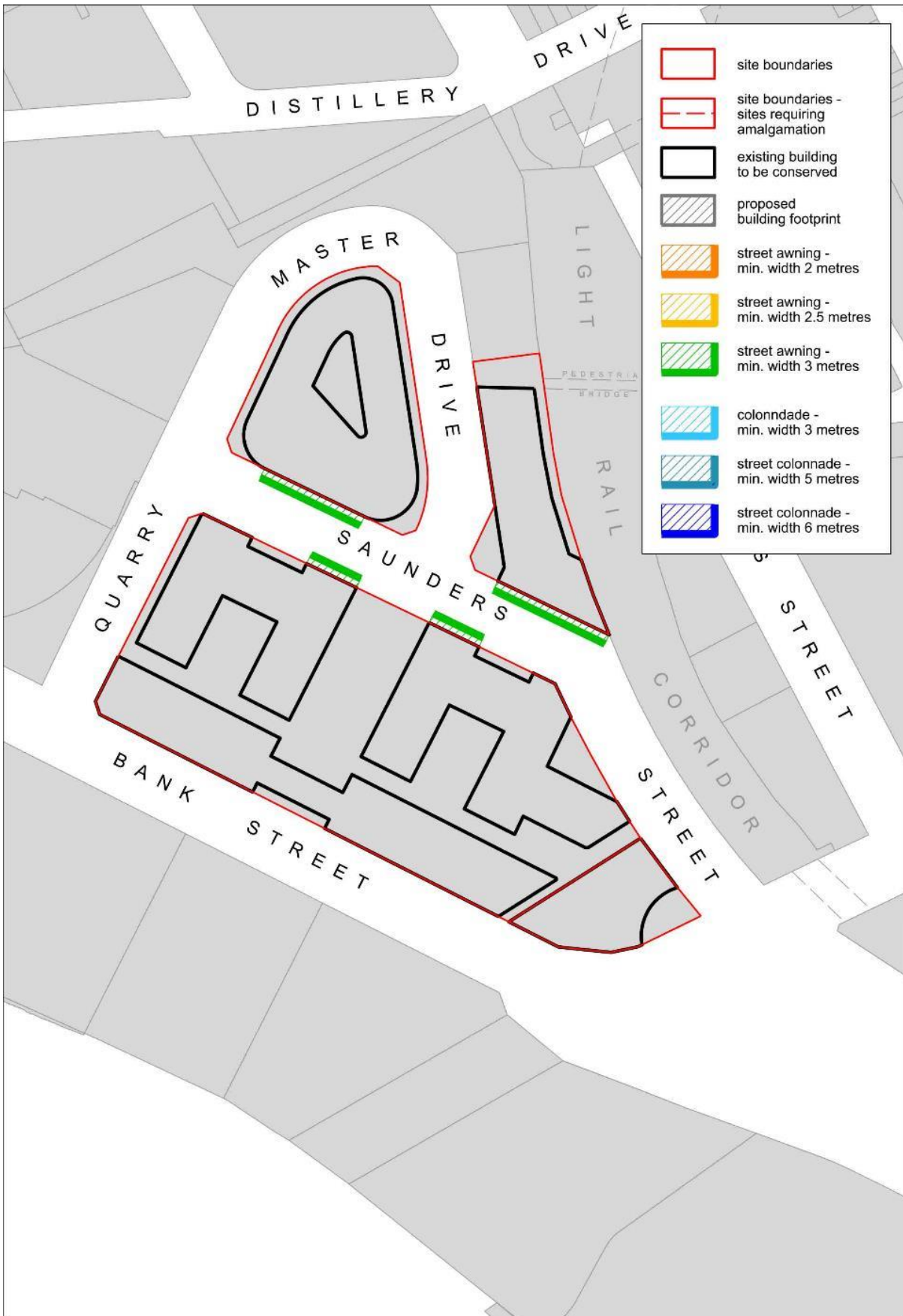


Figure 66 Group C - Saunders Street - Awnings and Colonnades Map

[Public exhibition note:

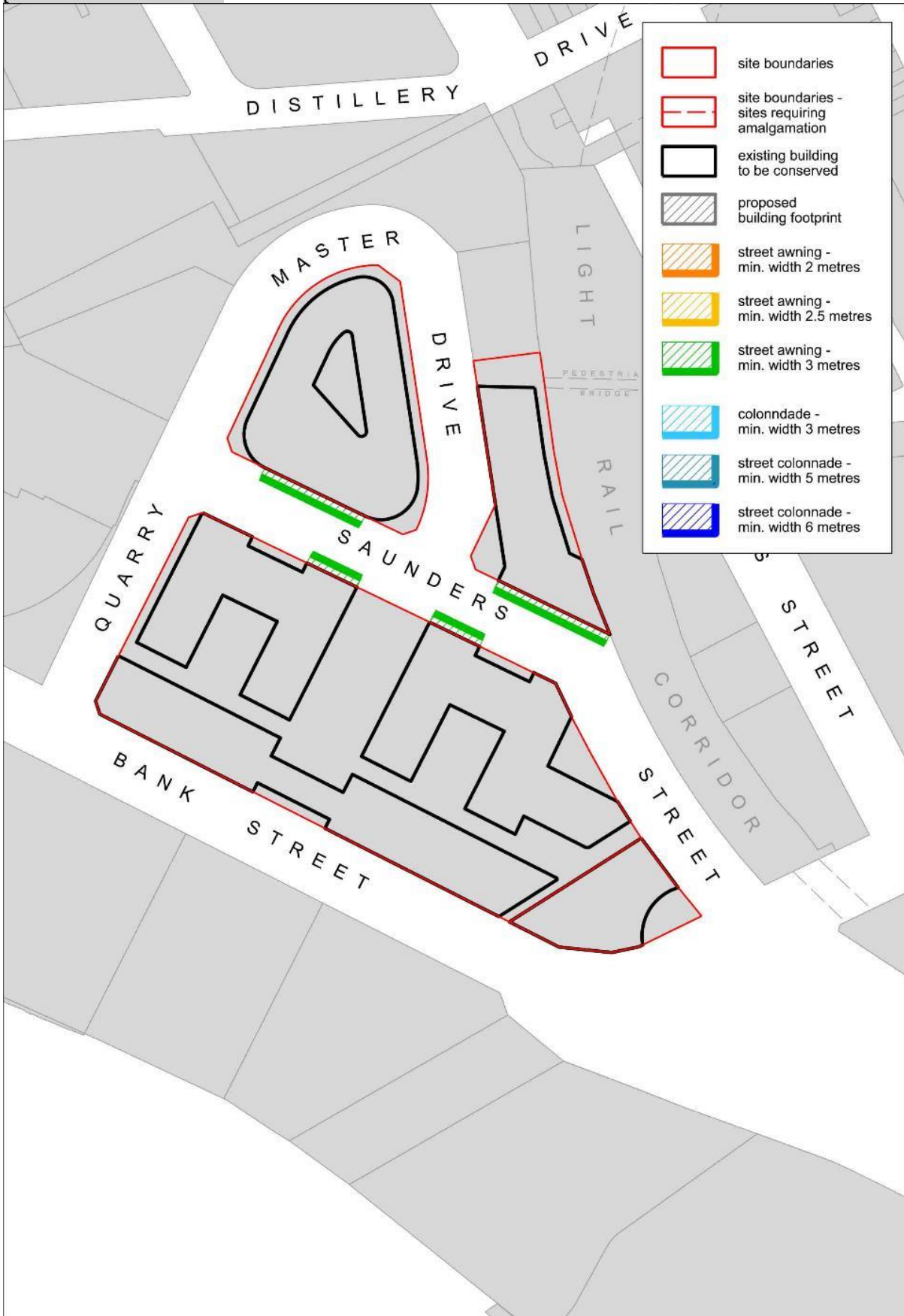


Figure 66 is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Footpath, Awnings and Colonnades map*.]

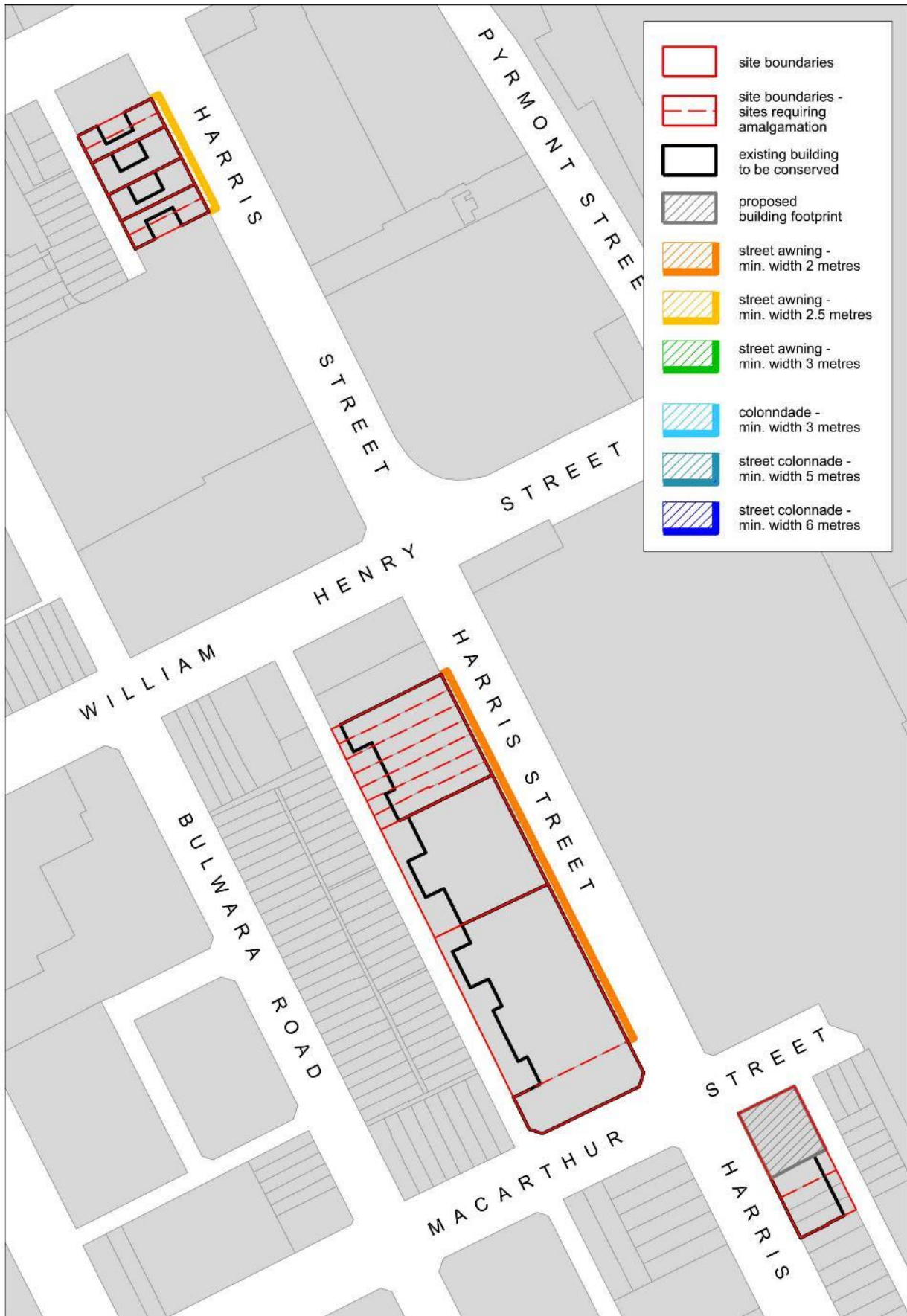


Figure 67 Group D - Harris Street Ultimo - Awnings and Colonnades Map

[Public exhibition note: Figure 67 Group D - Harris Street Ultimo - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]

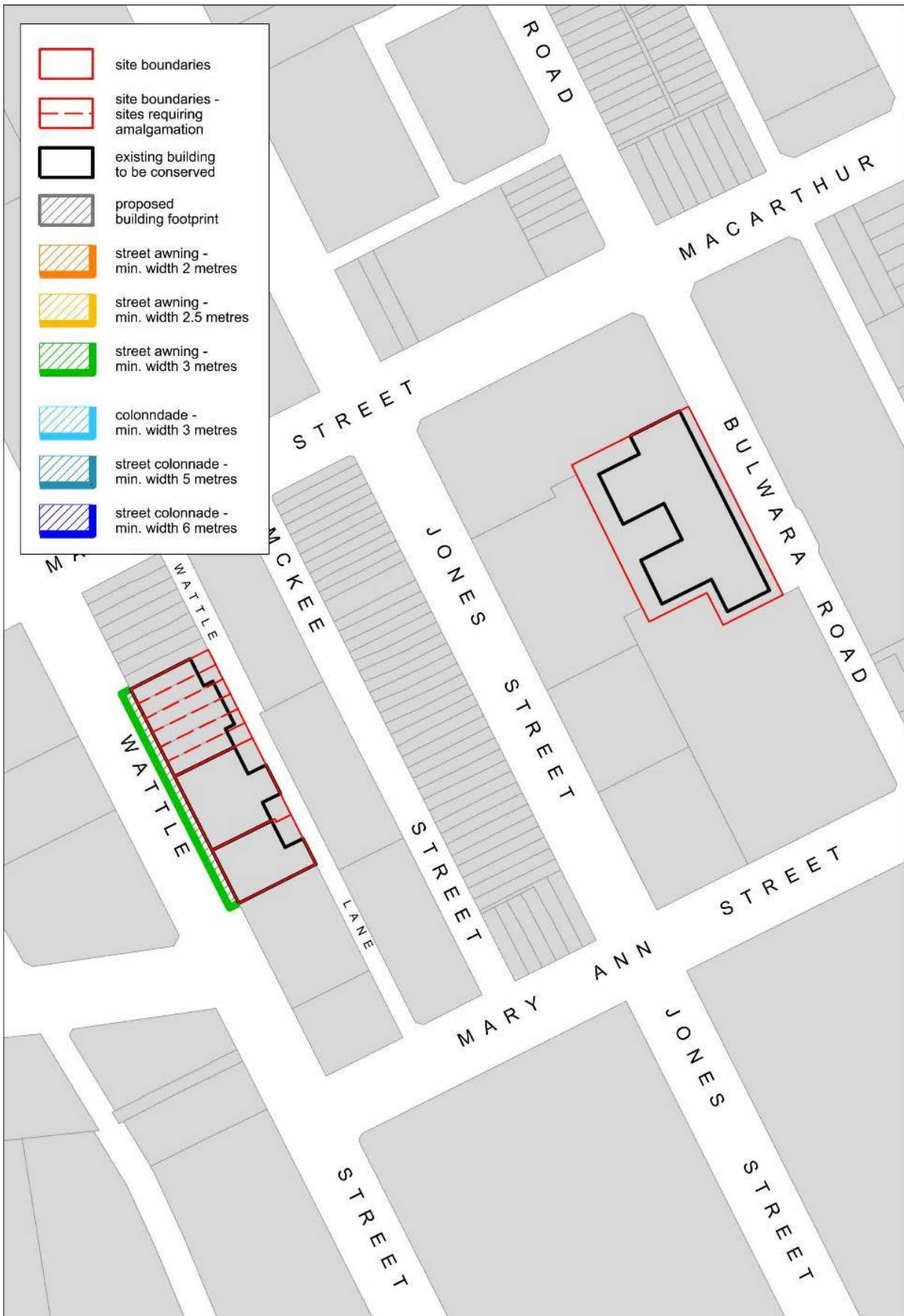


Figure 68 Group E - Wattle Street - Awnings and Colonnades Map

[Public exhibition note: Figure 68 Group E - Wattle Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the Footpath, Awnings and Colonnades map.]

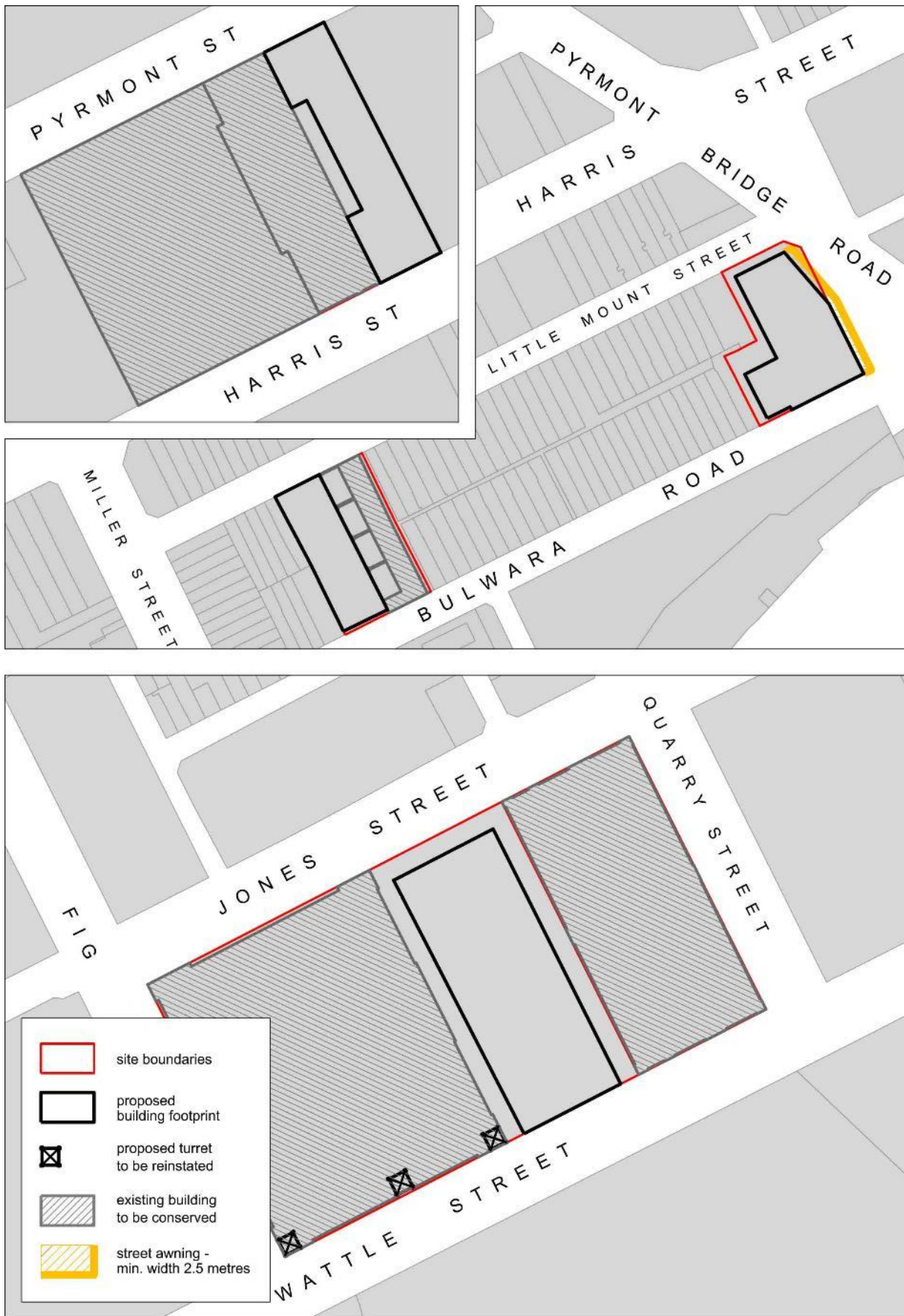


Figure 69 Miscellaneous sites - Awnings and Colonnades Map

[Public exhibition note:

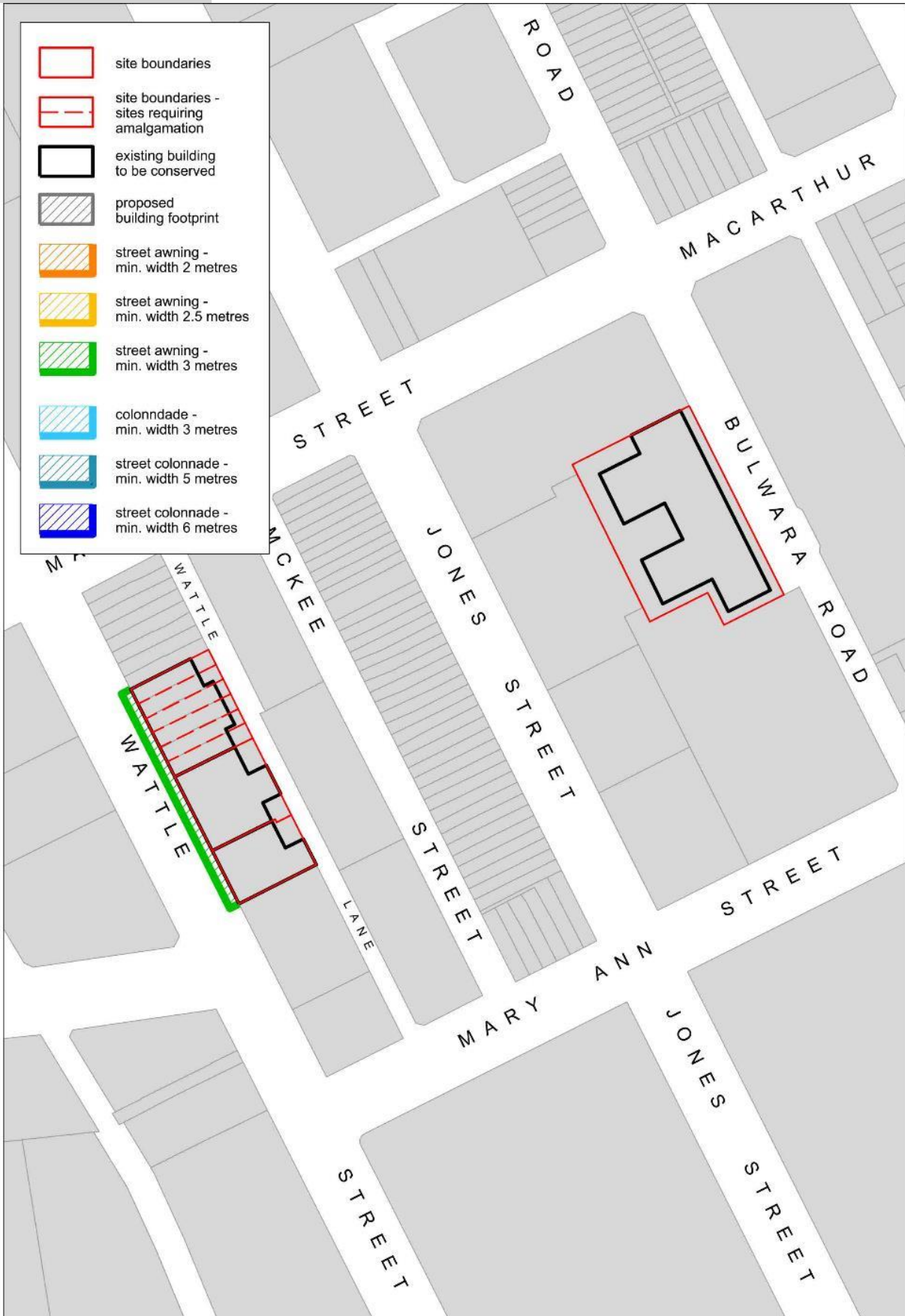


Figure 68 Group E - Wattle Street - Awnings and Colonnades Map is provided for public exhibition purposes only and shows sites where this draft DCP will amend the *Footpath, Awnings and Colonnades map.*

5.X.6 Land amalgamation

Objectives

- (a) To facilitate the planned built form in efficient buildings and with high amenity.

Provisions

- (1) The maximum Floor Space Ratio and Height of Building applicable to sites identified in Figures 70 to 73 may only be achieved when landholdings are amalgamated in accordance with Figures 70 to 73.
- (2) Any alternative land amalgamation scheme must be supported by an urban design study and will be assessed on its merits.

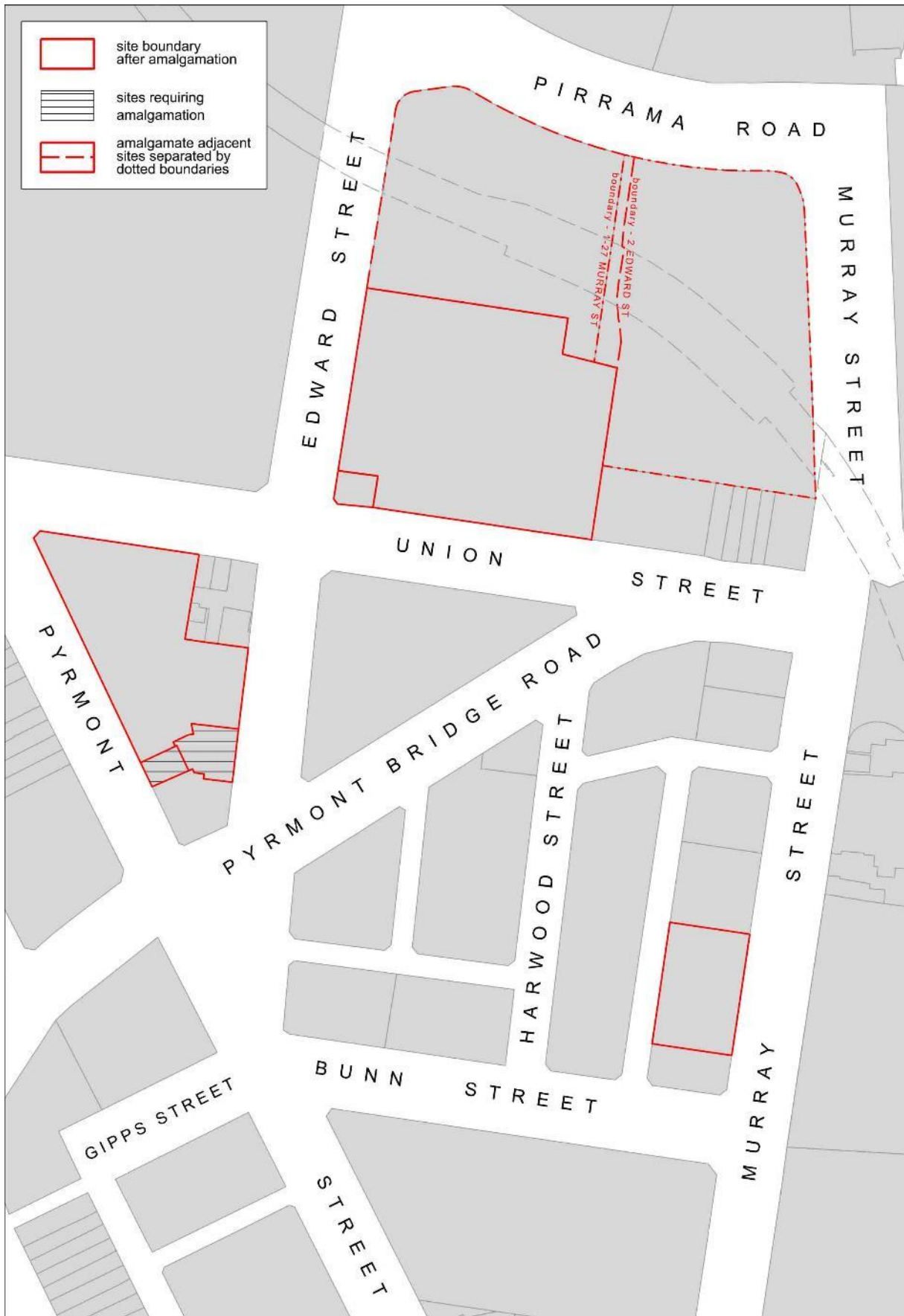


Figure 70 Group A - Metro Station - Required Land Amalgamation Map

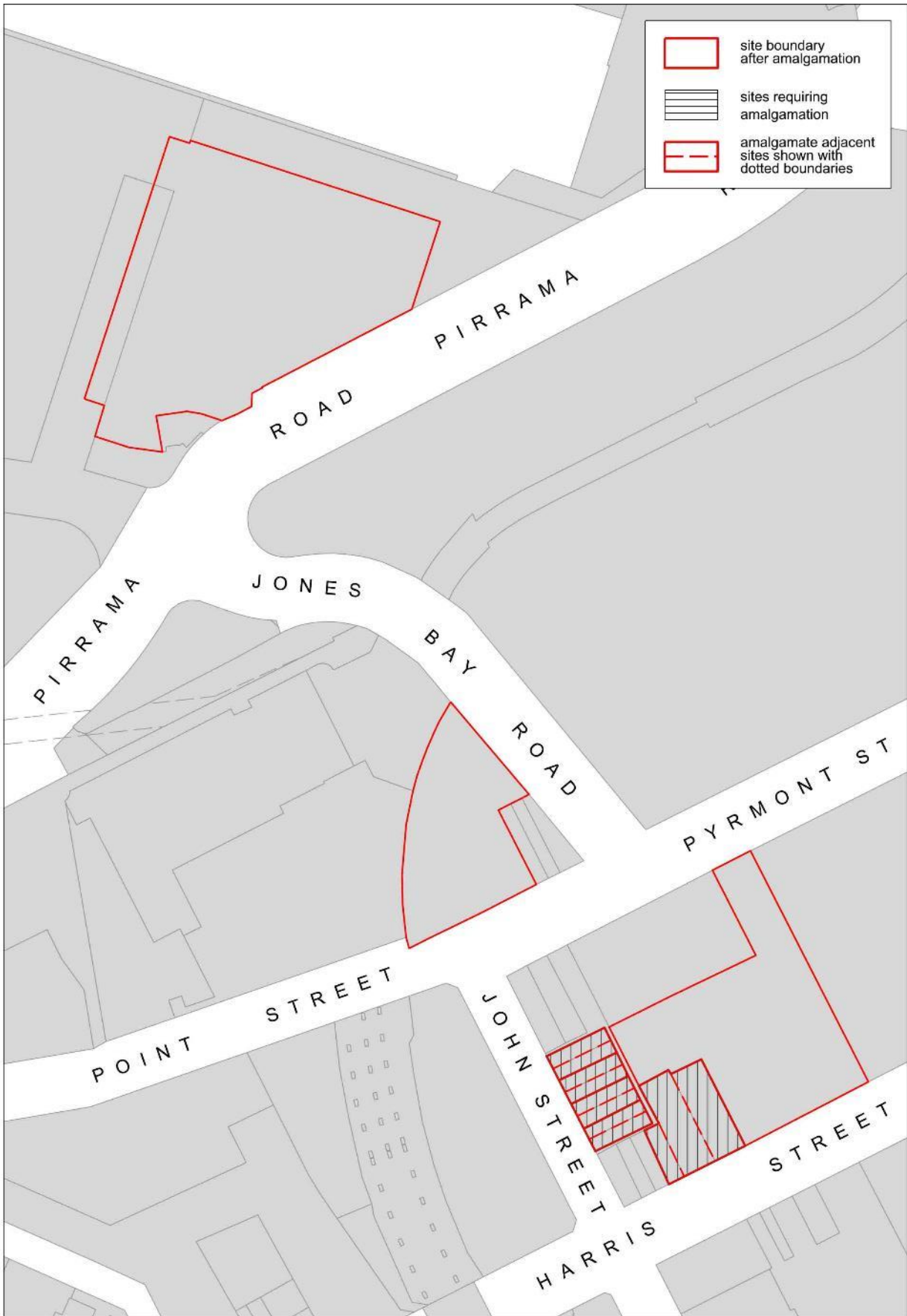


Figure 71 Group B - John Street - Required Land Amalgamation Map

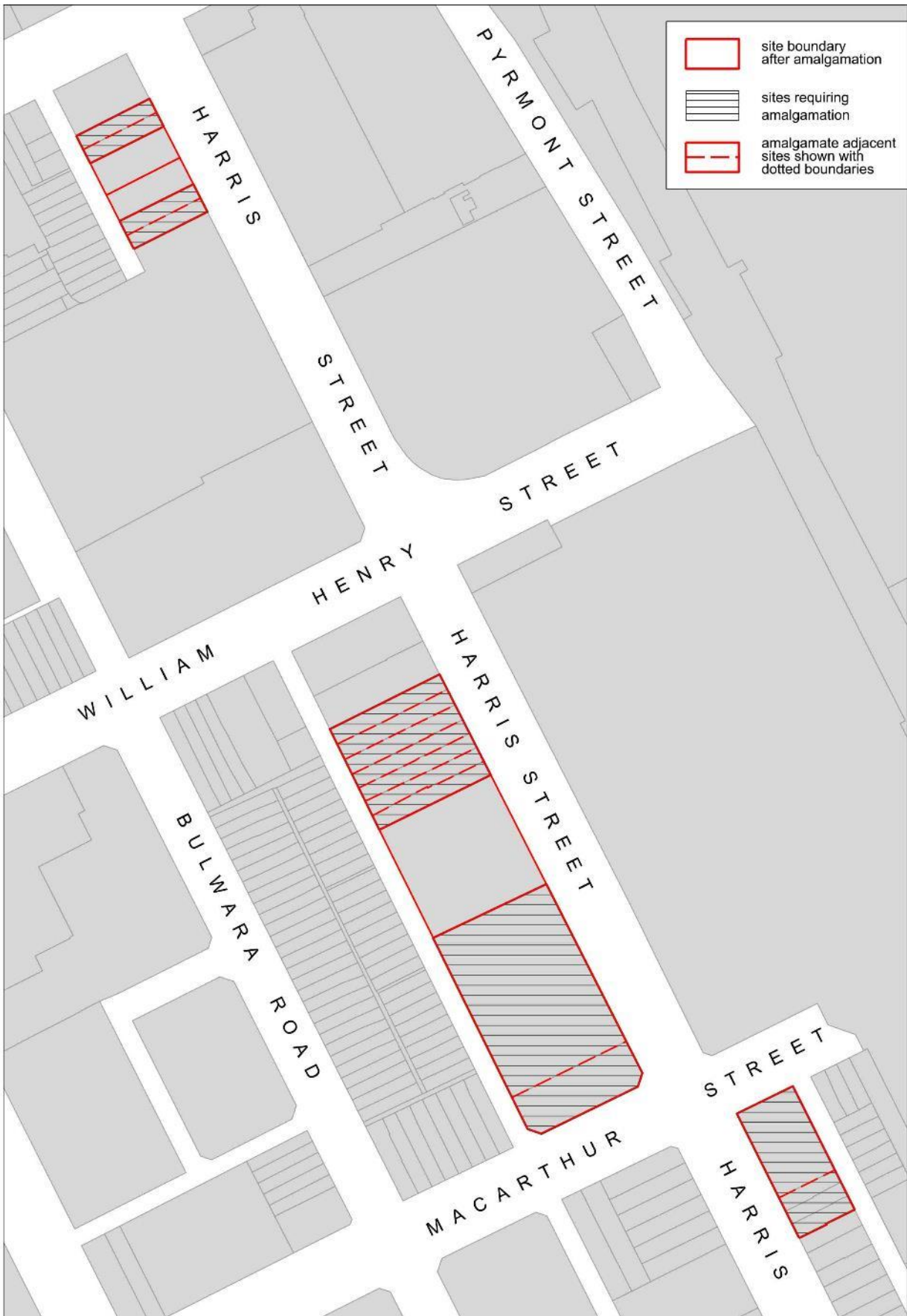


Figure 72 Group D - Harris Street - Required Land Amalgamation Map

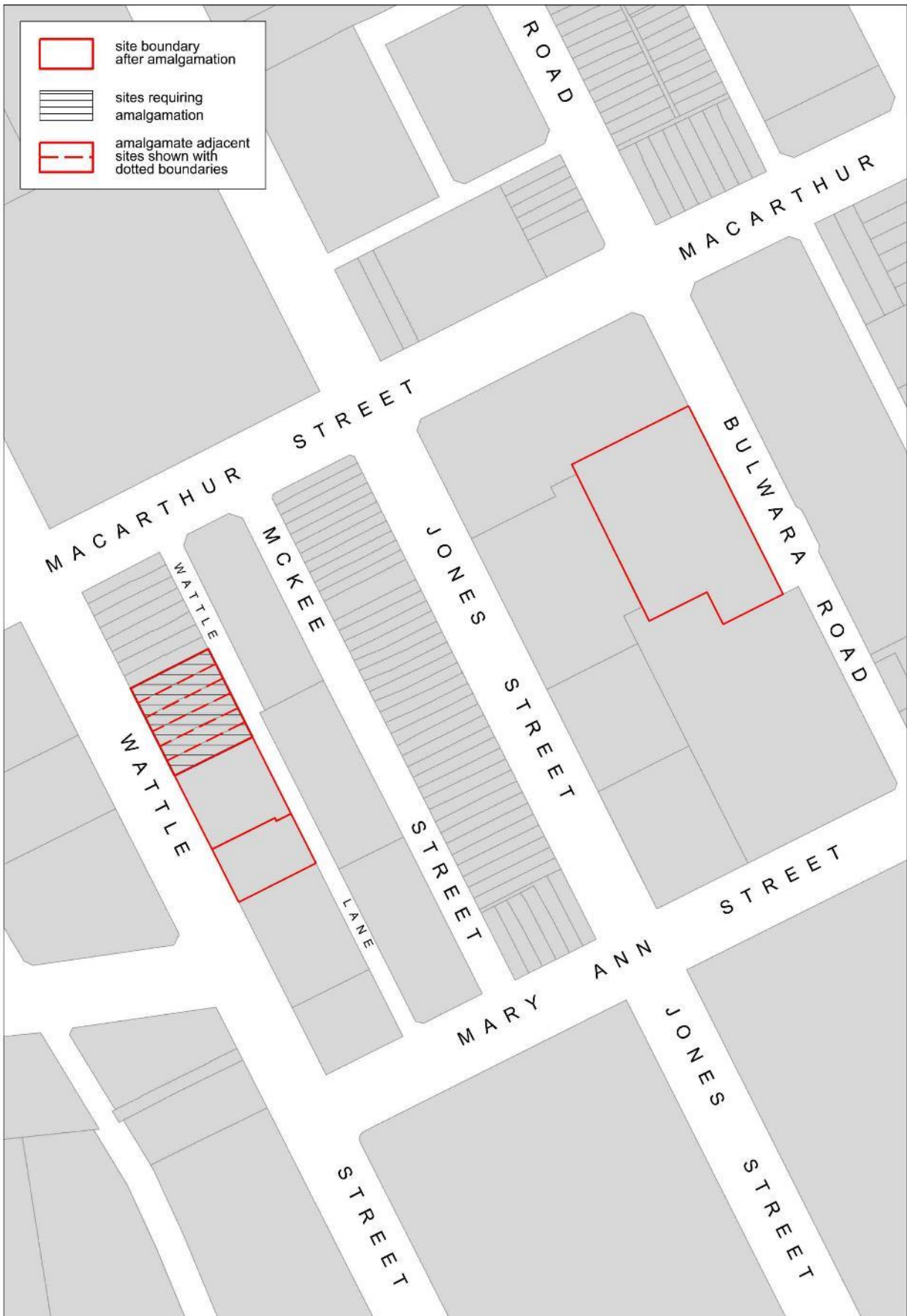


Figure 73 Group E - Wattle Street - Required Land Amalgamation Map

5.X.7. Design excellence strategy

This section applies to the land identified in Figure 2 Groups of sites included.

Objectives

- (a) To ensure that the building design is the result of an architectural design competition to achieve design excellence.

Provisions

- (1) Separate competitive design processes are to be undertaken for each competitive design process site in accordance with Clause 6.21D of Sydney LEP 2012 and the City of Sydney Competitive Design Policy.
- (2) For each competitive design process site, a minimum of three architectural firms, including at least one emerging architectural firm, must participate.
- (3) The selection panel is to comprise a total of four (4) members. The proponent is to nominate two (2) panel members and the City of Sydney is to nominate two (2) panel members.
- (4) No additional height is to be awarded as a result of a competitive design process.

5.X.8. Managing wind impacts

Objectives

- (a) To ensure the safety and comfort of people in streets and publicly accessible areas

Provisions

- (1) Provisions relating to wind in Sydney DCP 2012 apply to Ultimo Pyrmont.
- (2) Publicly accessible open space is to be considered a public place for the purposes of Table 3.9 Relevant wind safety standards and criteria for adjacent public place uses.
- (3) Development is to provide wind tunnel testing that demonstrates that publicly accessible open space complies with the following wind standard:
 - a. Wind Comfort Standard for Walking for any active use areas; and
 - b. Wind Comfort Standard for Sitting for all other areas.
- (4) At least 50 per cent of a site's publicly accessible open space must be suitable for sitting.
- (5) Development is to provide wind tunnel testing that demonstrates that through-site links comply with the Wind Comfort Standard for Walking.
- (6) Recommendations from wind experts as a result of the testing required at (2) above are to be implemented to ensure safe and comfortable conditions for walking in all the surrounding public space and publicly accessible open space.
- (7) Building corners are to be curved and the profile shaped, including additional setbacks, to minimise wind downdraft as shown in Figures 30 and 32.
- (8) A minimum 6 metre setback above street wall height is to be provided to arrest wind downdraft as shown in



Figure 34 and Figure 36.

5.X.9. Noise and ventilation

This Section must be read in conjunction with the NSW Apartment Design Guide objectives for noise and ventilation.

Objectives

- (a) To ensure appropriate natural ventilation and comfort for people living in apartments.
- (b) Ensure appropriate facade design to maximise internal amenity in apartments.

Provisions

- (1) Provisions relating to environmental noise in Sydney DCP 2012 apply to Ultimo Pyrmont.
- (2) Street cross sections, including residential building depth and arrangement of internal spaces to attenuate noise, are to be generally in accordance with section 5.X.4, including the provision of continuous, unbroken buildings along busy roads to act as noise barriers.
- (3) Residentail buildings fronting busy roads are to be no more than 9 metres deep inclusive of all built elements.
- (4) Habitable rooms are to be located so that windows required for ventilation face away from busy roads.
- (5) Non-habitable rooms, vertical circulation and common access corridors may be located on the busy road side of the building. Habitable rooms are only permitted to have a frontage to busy roads where they also have a frontage to which they can be naturally ventilated.
- (6) Any windows facing busy roads are to provide appropriate noise protection and are not to be used for ventilating habitable rooms.
- (7) Windows to habitable rooms on the ends of buildings perpendicular to busy roads are to be minimised.
- (8) Windows to habitable rooms in these locations are to have external projecting noise shields with a projection of 0.6-1m that may extend into the primary ground level setback, publicly accessible open space and the street reservation.

Note: In Ultimo Pyrmont, busy roads include Wattle Street, the Western Distributor, Harris Street (south of Pyrmont Bridge Road), Pyrmont Bridge Road and William Henry Street as shown in Figure 3.

- (9) Buildings with ground floor non-residential premises are to provide for appropriate exhaust ventilation to accommodate food and beverage services that avoid noise and air quality impacts to residential premises.

5.X.10 Ultimo-Pyrmont small lot housing

This section applies to sites identified as Small lot housing in the Sydney LEP 2012.

Clause XX [new clause] of the Sydney LEP 2012 provides for the subdivision of identified sites and construction of small lot housing, a new small dwelling similar in size to a studio to increase housing diversity and improve the amenity of small streets. The subdivision of land is a requirement for this development type.

The height in storeys control limits these buildings to two storeys to ensure development relates to the character of a neighbourhood and streetscape. The Sydney LEP 2012 maximum height in metres allows for roof plantings, roof terraces and access to the roof terrace.

Objectives

- (a) Provide for a diverse range of housing options within identified areas of Ultimo-Pyrmont.
- (b) To create small lot houses fronting rear streets that are attractive, liveable and usable.
- (c) Ensure that appropriate private open space is provided for existing and new dwellings.

- (d) Ensure that appropriate sun access to private open space is provided.
- (e) That any small lot housing developments are accompanied by the subdivision of land.
- (f) Encourage the use of public and active transportation over private vehicle use.
- (g) Support pedestrian focussed streets by reducing the amount of driveway crossovers.
- (h) Increase tree canopy to limit the impacts of heat and increase amenity and wellbeing.
- (i) To minimise impacts on adjoining properties.

5.X.10.1 Subdivision

(1) The existing lot (the lot containing the existing dwelling after subdivision) is to have:

Description	Control
Minimum lot size	N/A
Minimum lot width	N/A
Minimum lot dimension	N/A
Open Space	Consolidated 16m ² with a minimum 3m width

(2) The proposed lot (the lot containing the new small lot dwelling after subdivision) is to:

- a. have a frontage to a street with a minimum width of 6m; and
- b. be capable of accommodating a small lot dwelling which meets the requirements in Section 5.X.10.3 Building layout, form, design and open space.

(3) A development application for subdivision must include the development of a small lot dwelling.

5.X.10.2 Car parking, vehicle crossings and street trees

(1) Car parking is prohibited under this development type, for both the existing and proposed lot.

(2) Where the subdivision of land and construction of small lot housing is carried out:

- a. a street tree must be planted;
- b. any existing vehicle crossing is to be removed; and
- c. any footpath reinstated.

(3) Any street tree planting is to be carried out in accordance with the City of Sydney Street Tree Masterplan, Street Tree Masterplan Precinct Plan and Street Tree Masterplan Technical Guidelines.

5.X.10.3 Building layout, form, design and open space

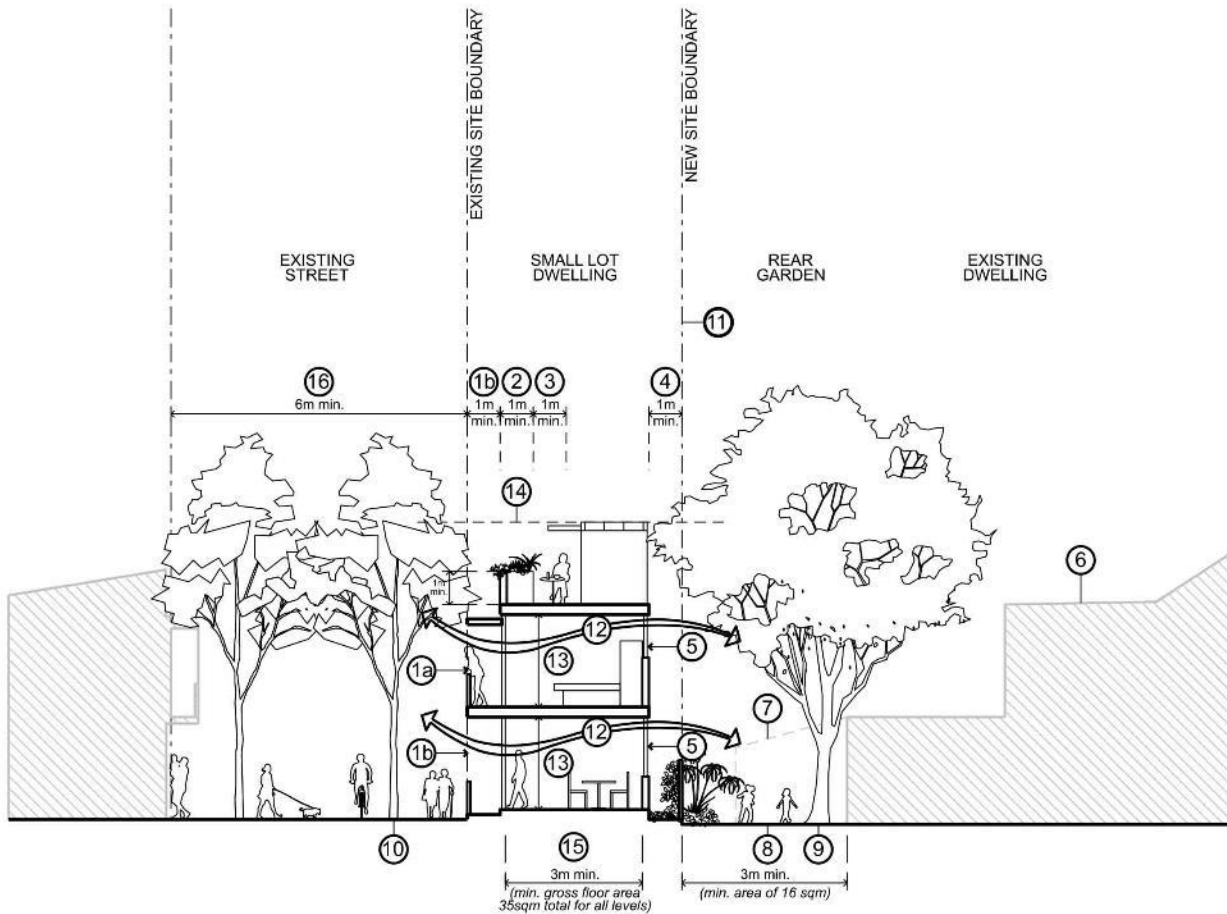
(1) A small lot dwelling is to meet the following standards:

Standard	Control
Minimum street width	6m
Front setback	0m
Side setback	0m
Minimum rear setback from new lot boundary	1m (excluding any privacy screens)

Draft Sydney Development Control Plan 2012 – Ultimo-Pyrmont

Height in storeys	2 (excluding any access to roof terrace)
Minimum Gross Floor Area (excluding any stairwell)	35m ²
Minimum internal width and depth of internal habitable rooms	3m
Minimum floor to ceiling heights for habitable rooms	2.7m
Minimum solar access	2 hours direct sunlight on winter solstice to 1m ² of a living room window 2 hours direct sunlight on winter solstice to 1m ² of private open space
Cross ventilation	Natural cross ventilation required on each level
Minimum front balcony depth	1m
Rooftop terrace	4m ² minimum area 1m minimum depth 2m front setback
Roof garden	1m minimum soil depth 1m minimum dimension and to extend the full width of the site 1m front setback

(2) A small lot dwelling is to be in accordance with **Error! Reference source not found..**



LEGEND

- | | | |
|---|---|--|
| ①a front balcony overlooks street (min. depth 1m) | ⑥ retain original dwelling and original rear wing in heritage conservation areas and for heritage items | ⑫ natural cross ventilation to each level |
| ①b front balcony for privacy and utility requirements (min. depth 1m) | ⑦ remove non-original structures if required | ⑬ 2.7m minimum floor to ceiling height |
| ② roof garden (min. soil depth 1m, min. dimension 1m, min. setback 1m from street) | ⑧ private open space to original dwelling | ⑭ 9 metre maximum height |
| ③ private open space on roof (min. dimension 1m, min. area 4sqm) | ⑨ retain existing trees | ⑮ 3 metre minimum internal width and depth |
| ④ rear setback (min. 1m) allows for windows, natural cross-ventilation | ⑩ new street tree | ⑯ existing street minimum width 6m |
| ⑤ design windows to provide privacy to existing neighbouring private open space and windows, privacy devices allowed in rear setback zone | ⑪ new boundary | |

Figure 74 Small Lot Houses Typical Section

