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# **Pyrmont Peninsula Place-Based Transport Strategy**

**Strategy Report**

**Prepared for NSW Department of Planning Industry and Environment**

Revision 2

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# PART A



# **Pyrmont Peninsula Place-Based Transport Strategy**

## **Strategy Report**

**NSW Department of Planning Industry and Environment**

V2.0

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### **Transport report**

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## Executive summary

This Place-Based Transport Strategy (PBTs) provides a high-level analysis of the strategic transport planning inputs intended to inform the Department of Planning, Infrastructure and Environment's (the Department) preparation of a draft Pymont Peninsula Place Strategy. The Draft PBTs describes the critical policy, movement and place-based outcomes required to ensure the draft Pymont Peninsula Place Strategy is supported by transport infrastructure serving both Pymont Peninsula and its surrounding context. The Draft PBTs is underpinned by Movement and Place Framework (MPF) principles and describes an integrated approach to the planning of movement networks and successful places.

The transport strategy detailed in this report is intended to respond to development within the Pymont Peninsula over the next 20 years and reflects a defined vision for the peninsula (as outlined in the draft Pymont Place Strategy). It is designed to accommodate a robust range of possible development outcomes in terms of population and employment forecasts and transport infrastructure interventions that could support these planning outcomes (such as Sydney Metro West).

In order to facilitate the successful implementation of the vision for Pymont Peninsula, the NSW Department of Planning, Industry and Environment (the Department) have identified the following study objectives of the Pymont Peninsula PBTs are to:

- Understand the existing limitations and constraints of the study area
- Support the development of the draft Place Strategy and identify opportunities for supporting changes as a result of development and other infrastructure delivery
- Identify potential options for streets into the future and associated cross-sections that cater for a variety of modes over time.
- Consider the implications of a Sydney Metro Station at Pymont
- Develop strategies for all modes that deliver an integrated, connected, efficient and safe transport network that addresses existing challenges and opportunities, and supports new development
- Support a mobility network that accommodates and promotes new and emerging technologies, identifies potential technologies and future-proofs the draft Pymont Peninsula Place Strategy
- Provide strategic direction and context together with the necessary evidence-base and technical assessment components to inform and deliver changes in land use planning controls at the sub-precinct and major site-scale
- Contribute to the development of indicative street layouts aligned with Movement and Place.

## Regional and metropolitan context

Review of the currently planned transport and land use initiatives surrounding the Pymont Peninsula shows that while there are numerous projects that will affect transport in the Pymont Peninsula, there are conflicting priorities between these initiatives and strategic alignment of these priorities is required to resolve the following:

- Completion of the WestConnex program through M4-M5 Link and Rozelle interchange, along with the proposed Western Harbour Tunnel provides alternative routes for regional traffic that travels through the Pymont Peninsula, potentially freeing up space on surface streets.
- Road network planning for key state roads through the Pymont Peninsula has identified Harris Street and Wattle Street as corridors that could be modified to a lower traffic function

and higher active or public transport function in concert with increased regional traffic capacity offered by surrounding motorway projects.

- A new metro station at Pymont would substantially increase the 30-minute travel catchment of the Pymont Peninsula for both workers and residents, allowing for public transport access to the Pymont Peninsula from as far west as Parramatta. This would support the key industries in the Pymont Peninsula including media, communications and technology that benefit from access to large labour markets, strengthening the Harbour City Innovation Corridor between Bays precinct and Redfern.
- The City of Sydney City Plan 2036 identifies three distinct centres along Harris Street at Union Square, William Henry Street and Broadway that are currently not well-connected. These centres would benefit from better transport connections along Harris Street that would link these centres and provide better access to other centres along the Harbour City Innovation Corridor.
- There are gaps in the existing active transport network that are limiting active transport access to the south and the west that could be resolved through a combination of new active transport connections at Glebe Island Bridge and the Goods Line at Central and the Museum of Applied Arts and Sciences.

### Future transport demands

There are numerous notable land-uses and activity hubs that will influence the future transport demand that the Pymont Peninsula would need to serve. These include:

- **Urban centres** – The Sydney CBD and Redfern provide major trip generating ‘anchors’ to the south and east of the Pymont Peninsula. Along with new employment in the planned Bays precinct to the west, Pymont Peninsula sits in the middle of the Harbour City Innovation Corridor.
- **Education precincts** – UTS and, Sydney TAFE and numerous language colleges and their associated activities will result in a significant and diverse customer market for Pymont Peninsula residents, particularly at the southern end.
- **Emerging creative, technology and innovation economy sector** – The area encompassing parts of Eveleigh, Alexandria, Australian Technology Park and Surry Hills is the focus of Sydney’s emerging creative, technology and innovation economy sector. This sector is bringing a range of opportunities that are yet to be fully understood. Based on precedents in other global cities, these opportunities will rely on excellent public transport access to facilitate connectivity to engage in collaboration in economic, social and cultural activities.
- **Major multimodal transport hubs** – Central station, Railway Square, Town Hall Station (and their associated public transport interchanges) offer strong opportunities for customers to transfer onto transport services in order to access the catchments it would serve, however all these major hubs are outside of easy walking distance of the Pymont Peninsula, highlighting the need for Pymont Peninsula to develop as a transport hub in its own right. A new heavy rail station at Pymont as part of Sydney Metro West would provide the catalyst for this transport hub, allowing for further development of the public and active transport network around this station, improving access to and from Pymont by these modes.
- **Tourist attractions** – Pymont hosts tourist attractions of global significance including The Star Casino and International Convention Centre along with attractions of state significance including Darling Harbour, Australian National Maritime Museum, Museum of Applied Arts and Sciences and Sydney Fish Market. Public transport access to these attractions is critical to the growth of the tourism and entertainment sector in the Pymont Peninsula.



The features of the transport market within, along and around the Pyrmont Peninsula will result in a travel demand that can be characterised as:

- **Rich and complex** – involving many trip types and purposes and different customers (including commuters, visitors, tourists) – much more diverse than the basic commuter task between outlying ‘dormitory suburbs’ and employment centres.
- **All day, all week** – serving a stronger, more consistent demand over a longer day (and into the night), all week (including weekends), rather than serving a demand only focussed on the AM and PM commuter peaks on week days.
- **Strong potential for higher public transport and active transport mode share** – the intensity and diversity of a mix of land uses use, coupled with short trip distances and constrained parking supply all lead to strong potential for public transport use. It is the highly constrained parking supply along the proposed route that will result in elevated trip densities throughout the day and evening.

Overall, the travel demand associated with the Pyrmont Peninsula indicates a very strong potential for a well-used, highly-valued, and a high value public transport and active transport infrastructure with a low reliance on private vehicles. Gross residential densities of **150–200 persons per hectare** are considered sufficient to support viable high-order public transport services such as Sydney Metro West. Current residential densities in the Pyrmont Peninsula are around 110 persons per hectare, and forecast to increase to 180–210 persons per hectare in the future; when combined with even higher employment population, this puts Pyrmont Peninsula at the higher end of the envelope of densities that would justify investment in high-quality public transport.

### **Current constraints**

Review of the transport network including road, public transport and active transport network identified the following key constraints in the transport network that represent significant challenges to overcome in planning for future development within the Pyrmont Peninsula:

- **Reduction of traffic lanes through the Pyrmont Peninsula** will discourage through traffic, however it may also result in more difficult access to the Pyrmont Peninsula for local residents and workers.
- **Direct access to local roads from the Western Distributor** means that congestion and delays on local streets such as Pyrmont Bridge Road, Allen Street and Harris Street can result in substantial queues on the motorway network, compromising its function as a high-mobility corridor.
- **Access to the regional road network for trucks and service vehicles** is limited, with load limits on most local streets and some motorway ramps constrained by geometry for truck access.
- **Traffic congestion** is currently an issue for other modes that use the road network, in particular buses. While downgrading roads through the Pyrmont Peninsula may discourage through trips due to increased travel times, increased delays may also further affect the reliability of buses and constrain the use of other intermediate public transport modes in the future.
- **Expansion and redevelopment of the Sydney Fish Market** is likely to generate substantial additional traffic demand during peak periods and weekends, putting more pressure on the intersection of Pyrmont Bridge Road and Western Distributor.
- **Limited access to heavy rail**, particularly north of the Western Distributor. Only the southern half of the Pyrmont Peninsula is within walking distance of Central station, while the northern

half is over one kilometre from either Central station or Town Hall station, limiting the capacity for travel to and from the Pymont Peninsula by public transport.

- **Power supply constrains the existing Inner West Light Rail** services to the current peak service frequency as existing electricity substations do not have sufficient capacity to power additional light rail vehicles during peak periods.
- **Existing bus services experience high delays** at a number of key locations in the Pymont Peninsula including the intersection of Pymont Bridge Road and Western Distributor and Harris Street at Fig Street. Similarly, constraints exist further afield of the Pymont Peninsula, along Pymont Bridge Road and within the Sydney CBD on Druitt Street that affect the travel time reliability of existing or potential bus services.
- **Challenging local topography** with a steep ridge-line running north-south along the peninsula that creates barriers for walking east-west across Harris Street.
- **Busy high-traffic intersections** on Harris Street at Fig Street, Ultimo Road and Broadway that create barriers for walking north-south along the peninsula to key light rail and heavy rail stops. Long wait times and high traffic volumes significantly increase walk times along this corridor.
- **Circuitous access to the Bays Precinct** via Anzac Bridge directs pedestrians and cyclists across primarily vehicular corridor that is not well-suited to active transport due to poor amenity and proximity to traffic.
- **Lack of access to Blackwattle Bay foreshore** due to Sydney Fish Market and other industrial foreshore development limits access to the rest of the Pymont foreshore from Wentworth Park and the inner west.
- **Limited access from Harbourside** due to level differences and light rail alignment along Darling Drive
- **Limited heavy vehicle routes** within the Pymont Peninsula restrict the access for heavy vehicles including coaches. Any changes to access to and from Western Distributor or downgrading and closing of roads will need to consider the impacts of these network changes on heavy vehicle routes.
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- **Minimal capacity for additional parking** within the Pymont Peninsula on-street and off-street means that as development and travel demand increases in the Pymont Peninsula, even at the existing low rates of private vehicle travel, parking demand will continue to increase.

The key challenges and outcomes that have been identified through the process of developing this strategy are shown below. These challenges and outcomes have been developed in conjunction with the land-use and built-form analysis undertaken as part of the draft Pymont Peninsula Place Strategy and informs the infrastructure needs identified within it.

### Key Challenges

1. Improving poor access to high-quality public transport
2. Maintaining and protecting unique character of Pyrmont Peninsula
3. Supporting strong demand for employment growth
4. Improving safety and connectivity for cycling
5. Improving access to public spaces and public transport for pedestrians
6. Reducing through-traffic, parking and reliance of private vehicles

### Initiatives

### Outcomes

- A. Provide a metro station to access regional transport network and intermediate transit corridor to connect Innovation Corridor
- B. Strengthen interface between open space and foreshore by improving public domain and active transport network and focus new development around heavy rail
- C. Increase 30-minute catchment for workers and residents of Pyrmont Peninsula
- D. Deliver missing links in regional and local cycle infrastructure
- E. Reallocate existing road space away from private vehicle use and towards open space and pedestrian infrastructure
- F. Leverage improved public transport and surrounding higher-order road network projects to reduce parking provision and provide alternative routes for through traffic

## Pyrmont Peninsula transport initiatives

Consideration of the transport opportunities and constraints surrounding the Pyrmont Peninsula, along with the forecast land use and surrounding major projects has facilitated in the identification of a series of transport initiatives that can support further growth in population and employment in the Pyrmont Peninsula. These initiatives and their relationship to the key challenges and outcomes are shown below.

Key Challenges	Initiatives			Outcomes
	Short term (0-5 years)	Medium term (5-10 years)	Long term (10 years +)	
2, 4, 5, 6	Investigate removal of the Pyrmont Street ramp	Reallocate road space on Wattle Street south of Fig Street		B, D, E
2, 4, 5, 6	Investigate converting local streets around UTS and TAFE Ultimo to shared zones	Contra-flow bus lane northbound on Harris Street and Regent Street (Thomas Street to Lee Street)		B, D, E
2, 4, 5, 6	Investigate closure of Jones Street between Thomas Street and Broadway			B, D, E
2, 4, 5, 6	New signalised crossing on Harris Street			
1, 3, 5, 6	New bus route from Parramatta Road corridor	New intermediate transit corridor from the Bays to Australian Technology Park via Harris Street	New metro station at Pyrmont	A, B C, F
1, 3, 5, 6	Rationalisation and relocation of bus stops			A, B C, F
1, 3, 5, 6	Investigate new ferry wharf at Cadi Bay Wharf			A, B C, F
1, 2, 4, 5	Investigate active transport crossing of Pyrmont Bridge Road	Extend Good Line south through existing tunnel to Central station	Extend Good Line north to Pyrmont Street and Murray Street	B, D, E, F
1, 2, 4, 5	Extend Union Street cycleway to Bank Street	Extend Jones Street cycleway north to Pyrmont Bridge Road		B, D, E, F
1, 2, 4, 5	Investigate underground active transport link to Sydney Fish Market	New commuter cycleway through Blackwattle Bay development		B, D, E, F
1, 2, 4, 5	Investigate Glebe Island Bridge link for public and active transport	Extend Foreshore active transport link through Blackwattle Bay development		B, D, E, F
1, 2, 4, 5		Localised widening of footpaths along key pedestrian routes		B, D, E, F
2, 6	Investigate parking pricing	Pursue shared-parking across land uses		E, F
2, 6	Investigate alternative freight arrangements	Encourage transport management associations		E, F
2, 6		Encourage more car-sharing and ride-sharing	Prepare for autonomous vehicles	E, F

### Next steps

Further investigation of the interventions proposed in this strategy will need to be undertaken to determine feasibility and to confirm the additional capacity that can be added to the transport network to accommodate travel demand as population and employment increases in the Pymont Peninsula. Key steps that will need to be undertaken following this strategy will include:

- Continuing consultation with Sydney Metro West to understand the implications of a potential Sydney Metro West station at Pymont.
- Analysis of strategic transport modelling undertaken by Transport for NSW to understand in greater detail the impacts of increased public transport provision within the Pymont Peninsula including heavy rail, new bus routes and intermediate transit corridors to understand more clearly how these interventions will address the transport task associated with the draft Pymont Peninsula Place Strategy forecast land use.
- More detailed traffic modelling of the proposed road network interventions identified in this strategy to understand more clearly the impacts of changes to the road network including access to the redeveloped Sydney Fish Market and Blackwattle Bay Precinct.
- A feasibility study of the Glebe Island Bridge to understand more clearly the feasibility of providing a public transport and active transport connection at the site of the existing Glebe Island Bridge.
- More detailed analysis and consultation of water-based commerce and recreation to examine the impacts of the draft Pymont Peninsula Place Strategy on the users of Sydney Harbour, Cockle Bay, Jones Bay and Blackwattle Bay.
- Ongoing community and stakeholder consultation via the exhibition process of the draft Pymont Peninsula Place Strategy.

# Contents

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1.	Purpose of this strategy.....	1
1.2.	About the Place: Pyrmont Peninsula .....	2
1.3.	Western Harbour Precinct planning review.....	2
1.4.	Vision and objectives.....	3
1.4.1.	<i>Pyrmont Peninsula: Vision.....</i>	3
1.4.2.	<i>Place-Based Transport Strategy: Study Objectives.....</i>	3
1.5.	Methodology and limitations.....	4
1.6.	Document structure .....	6
<b>2.</b>	<b>Pyrmont Peninsula place-based transport principles and approach.....</b>	<b>7</b>
2.1.	Introduction.....	7
2.2.	Pyrmont Peninsula place-based transport principles.....	7
2.3.	Alignment with strategic plans and objectives .....	8
2.4.	Understanding Movement and Place in Pyrmont Peninsula.....	8
2.5.	Transport planning – considerations.....	11
2.5.1.	<i>Transport network focused on people and places.....</i>	11
2.5.2.	<i>Integration with land use and understanding densities.....</i>	11
2.5.3.	<i>Network capacity.....</i>	11
2.5.4.	<i>Planning for a Sydney Metro Station at Pyrmont.....</i>	11
<b>3.</b>	<b>Policy context .....</b>	<b>12</b>
3.1.	Metropolitan and district planning .....	12
3.1.1.	<i>Greater Sydney Regional Plan .....</i>	12
3.1.2.	<i>Eastern City District Plan.....</i>	14
3.1.3.	<i>Future Transport 2056.....</i>	16
3.1.4.	<i>Camperdown–Ultimo Collaboration Area Place Strategy.....</i>	18
3.2.	Local policies.....	20
3.2.1.	<i>Sydney City Access Strategy.....</i>	20
3.2.2.	<i>City Plan 2036 – Draft Local Strategic Planning Statement .....</i>	22
3.2.3.	<i>Sustainable Sydney 2030 Community Strategic Plan.....</i>	25
3.2.4.	<i>City of Sydney Walking Strategy and Action Plan.....</i>	25
3.2.5.	<i>City of Sydney Cycling Strategy and Action Plan.....</i>	29
3.2.6.	<i>Rozelle to Ultimo Precinct Road Network Plan.....</i>	30
3.3.	Key implications.....	31
<b>4.</b>	<b>Population and land use context.....</b>	<b>32</b>
4.1.	Transport for NSW population and employment forecasts.....	32
4.2.	City of Sydney employment and floor space data.....	39
4.3.	Key destinations and attractors.....	44
4.4.	Major projects.....	46
4.4.1.	<i>WestConnex – M4–M5 Link.....</i>	46
4.4.2.	<i>Western Harbour Tunnel.....</i>	47
4.4.3.	<i>Sydney Metro West.....</i>	48
4.5.	Emerging transport and urban context .....	49
<b>5.</b>	<b>Pyrmont Peninsula transport network context.....</b>	<b>51</b>
5.1.	Road network.....	51
5.2.	Public transport network .....	59
5.2.1.	<i>Light rail network performance .....</i>	62

5.2.2.	<i>Bus network performance.....</i>	64
5.3.	<i>Active transport network.....</i>	69
5.4.	<i>Car parking.....</i>	75
5.4.1.	<i>Off-Street parking.....</i>	75
5.4.2.	<i>On-Street parking.....</i>	78
5.4.3.	<i>Car sharing.....</i>	78
6.	<b>Pymont Peninsula travel demand context.....</b>	<b>80</b>
6.1.	<i>Existing travel behaviour and trends.....</i>	80
6.1.1.	<i>Journey to work travel mode.....</i>	80
6.1.2.	<i>Journey to work travel patterns and spatial distribution of trips.....</i>	82
6.1.3.	<i>Household travel survey mode share and trip length distribution.....</i>	84
6.2.	<i>Benchmarking of transport indicators.....</i>	86
6.2.1.	<i>Household travel survey.....</i>	87
6.2.2.	<i>Journey to work.....</i>	87
6.3.	<i>Draft Pymont Place Strategy land use scenarios .....</i>	89
6.4.	<i>Future transport demand .....</i>	91
6.4.1.	<i>Transport customers.....</i>	91
6.4.2.	<i>Land uses influencing the future transport task.....</i>	92
6.4.3.	<i>Key features of the travel demand.....</i>	92
6.5.	<i>Future trip growth – travel zone projections.....</i>	93
7.	<b>Opportunities and constraints for Pymont Peninsula.....</b>	<b>95</b>
7.1.	<i>Road network .....</i>	95
7.2.	<i>Public transport.....</i>	99
7.3.	<i>Active transport.....</i>	102
7.4.	<i>Freight and servicing.....</i>	105
7.5.	<i>Parking management.....</i>	106
7.6.	<i>Travel demand management and technology.....</i>	107
8.	<b>Strategic transport initiatives .....</b>	<b>108</b>
8.1.	<i>Enhancing public and active transport mode share .....</i>	108
8.2.	<i>Integration of transport and urban structure .....</i>	109
8.3.	<i>Road network – minimise through-traffic on local roads.....</i>	113
8.4.	<i>Public transport – connecting people and places .....</i>	116
8.5.	<i>Active transport – enhance walking and cycling .....</i>	118
8.6.	<i>Policy interventions – better manage parking and travel demand.....</i>	120
9.	<b>Place-Based Transport Strategy conclusions.....</b>	<b>121</b>
9.1.	<i>Strategic drivers for the Pymont Peninsula.....</i>	121
9.2.	<i>Strategic transport initiatives for the Pymont Peninsula.....</i>	122
9.3.	<i>Next steps.....</i>	124



# 1. Introduction

## 1.1. Purpose of this strategy

This Draft Place-Based Transport Strategy (PBTS) provides a high-level analysis of the strategic transport planning inputs that inform the Department of Planning, Infrastructure and Environment's (the Department) preparation of a Draft Pymont Peninsula Place Strategy. The Draft PBTS describes the critical policy, movement and place-based outcomes required to ensure the Draft Pymont Peninsula Place Strategy is supported by transport infrastructure serving both Pymont Peninsula and its surrounding context. The Draft PBTS is underpinned by the Transport for NSW Movement and Place Framework (MPF) principles and describes an integrated approach to the planning of movement networks and successful places.

The Draft PBTS adopts a holistic approach that considers the needs of all land-based transport modes (walking, cycling, public transport, road traffic and freight) serving a wide variety of trip purposes at local, regional and metropolitan scales. The key movement and place priorities informing the Draft PBTS include:

- **Future-focused** to consider how the Pymont Peninsula will evolve.
- **Integrates and connects** the study area within and beyond its boundaries.
- **Identifies transport solutions** that improve the quality and accessibility of place.
- **Leverages off innovation and technology** to improve connectivity and place.
- **Explores opportunities to promote smart technology**, drive innovation and connect locally and globally.

The Transport initiatives detailed in this report are intended to respond to development within the Pymont Peninsula over the next 20 years and while it responds to a defined vision for the peninsula (as outlined in the draft Pymont Peninsula Place Strategy), it accommodates a robust range of possible development outcomes in terms of population and employment forecasts and transport infrastructure interventions that could support these planning outcomes.

This draft strategy has been prepared in consultation with the following (primarily government) stakeholders:

- NSW Treasury
- NSW Department of Premier and Cabinet
- Department of Planning, Industry and Environment
- Transport for NSW
- City of Sydney
- A select group of community, business and industry representatives selected through a public consultation process (Bounce Group)

In addition to the stakeholder documentation identified above, further consultation outside of that undertaken as part of this strategy will be required to address the following issues that could not be fully explored during the preparation of this strategy:

- The impacts of coaches and private tour groups that frequent key attractions within the Pymont Peninsula.
- The impacts of proposed initiatives on water-based commerce and recreation.

## **1.2. About the Place: Pyrmont Peninsula**

The Pyrmont Peninsula serves as the western gateway to the Harbour City CBD and encompasses Australia's most successful example of contemporary urban revitalisation. It has transformed from a declining industrial precinct to a destination locality with a diverse mix of jobs and housing, tourism, and recreation as well as an education precinct centred around University of Technology, Sydney. Significant residential growth, primarily to the northern end of the peninsula has occurred over the last three decades with upwards of 10,000 residential dwelling within the peninsula. Many of the residents living in the Pyrmont Peninsula work in adjacent employment centres in Sydney's CBD core, as well as an emerging technology and Innovation Corridor within the Pyrmont Peninsula itself.

The Pyrmont Peninsula's proximity to Sydney CBD, offering sustainable transport alternatives to nearby employment centres along with a diverse range of "place" offerings including tourism and entertainment to the east, education to the south, Sydney Fish Markets to the west and recreational public lands to the north connected by a central "Innovation Corridor" that has evolved into an intensive knowledge cluster make the Pyrmont Peninsula an attractive place to live and work. It presents a hallmark opportunity to exemplify the Eastern Harbour City vision of urban renewal with increased infrastructure and services, open spaces and public places, with infill development focused on improving local connections. The rich history and diverse place offerings within the Pyrmont Peninsula demand a place-based planning approach that facilitates productivity and liveability while retaining much of the character that is fundamental to its appeal as a place to live and work.

The study area for the Pyrmont Peninsula Draft Place-Based Transport Strategy is shown in Figure 1, along with the planned and committed transport network surrounding it.

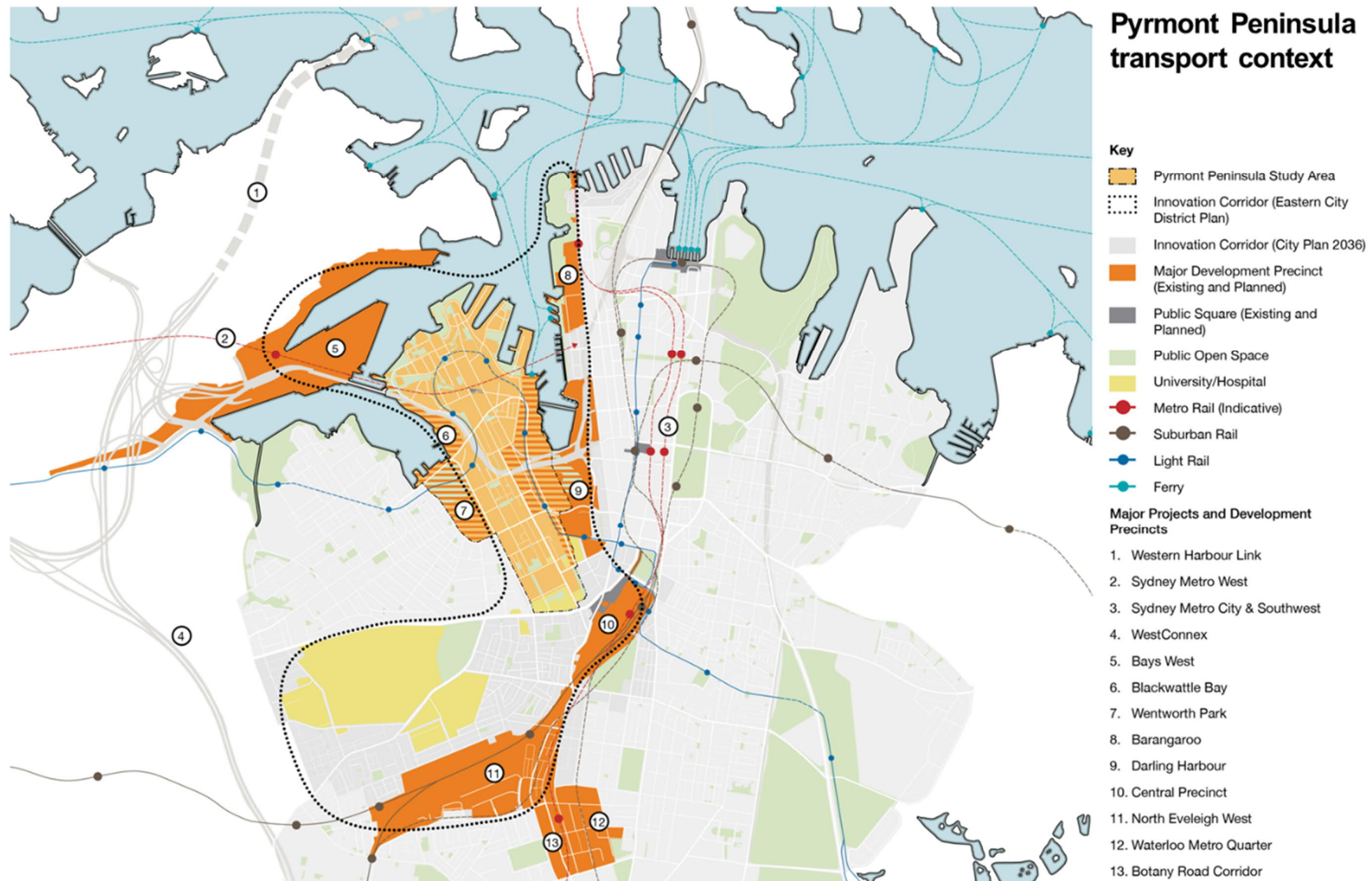


Figure 1 – Planned and committed transport network surrounding the Pymont Peninsula

## Pymont Peninsula – Place-Based Transport Strategy

Sub-precincts have been defined as part of the draft Pymont Peninsula Place Strategy developed by Hassell and are shown in Figure 2. These sub-precincts are:

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

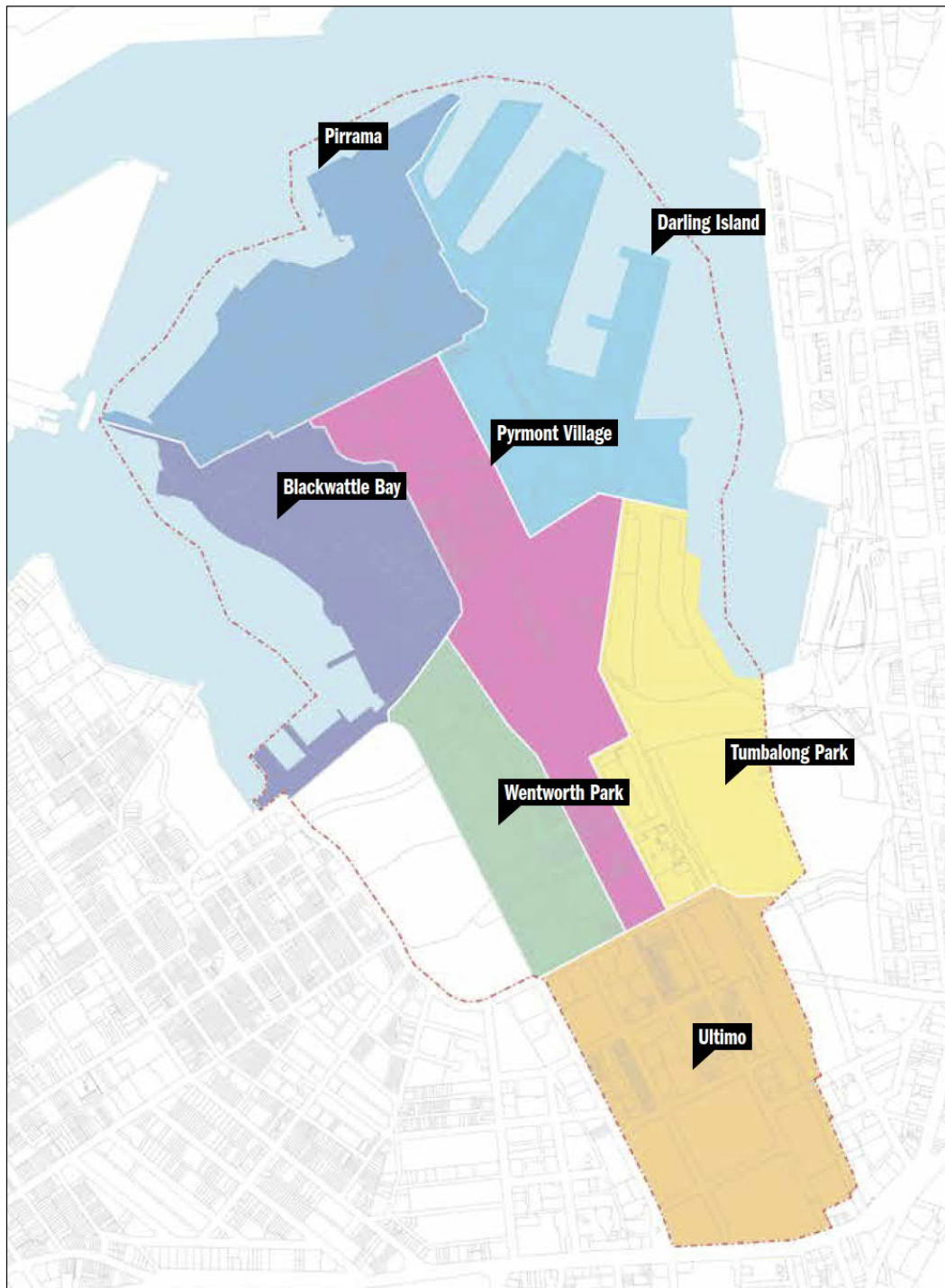


Figure 2 – Pymont Peninsula sub-precincts

### 1.3. Western Harbour Precinct planning review

In August 2019, the Greater Sydney Commission undertook a review of the planning framework of the Western Harbour Precinct including the Pyrmont Peninsula. This review was completed in September 2019 and reported 10 findings making three recommendations to the Minister for Planning and Public Spaces:

1. **Alignment with the Greater Sydney Region Plan and Eastern City District Plan** – In the Western Harbour Precinct, including the 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
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.
3. **Implementation of a Place Strategy** – Once a Western Harbour Precinct Place Strategy (Recommendation 2) has been prepared, 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 sources of funding.



## 1.4. Vision and objectives

### 1.4.1. Pymont Peninsula: Vision

The overall vision for the Pymont Peninsula is provided by the draft Pymont Peninsula Place Strategy. This document identifies Pymont Peninsula's role in the Harbour City is to connect, with a focus on the following:

- Connect people to create relationships and expand community.
- Connect businesses to create opportunity and expand innovation.
- Connect community and innovation to place to ensure uniqueness.

A connected Pymont Peninsula will extend the success of central Sydney and enable the future success of Bays West and the Ultimo–Camperdown collaboration area. This can be delivered through a range of metropolitan, regional and local investments that provide for private sector development in a positive, place-based manner.

The Pymont Peninsula Place Strategy seeks to address the ten directions identified for the strategy in March 2020; these directions are:

1. **Development that complements or enhances the area:** New or upgraded buildings fit with the Peninsula's evolving character.
2. **Jobs and industries of the future:** Investment and innovation to boost jobs, creativity, tourism and nightlife.
3. **Centres for residents, workers and visitors:** New, lively and attractive centres for everyone to enjoy.
4. **A unified planning framework:** Clearer rules delivering greater certainty and investment.
5. **A tapestry of greener public spaces and experience:** Better spaces, streets and parks, a rich canopy of trees and access to the foreshore.
6. **Creativity, culture and heritage:** Celebrating Pymont Peninsula's culture, heritage and connections to Country.
7. **Making it easier to move around:** Safer, greener streets integrating with new public transport.
8. **Building now for a sustainable future:** An adaptive, sustainable and resilient built environment.
9. **Great homes that can suit the needs of more people:** A diversity of housing types, tenure and price points.
10. **A collaborative voice:** A cohesive, agreed approach to bring about the best outcomes for Pymont Peninsula.

While the Pymont Place-Based Transport Strategy will seek to uphold each of these key direction, key emphasis has been placed in this study on directions 2, 5 and 7.

### 1.4.2. Place-Based Transport Strategy: Study Objectives

In order to facilitate the successful implementation of the vision for Pymont Peninsula, the NSW Department of Planning, Industry and Environment (the Department) have identified the following study objectives of the Pymont Peninsula PBTS are to:

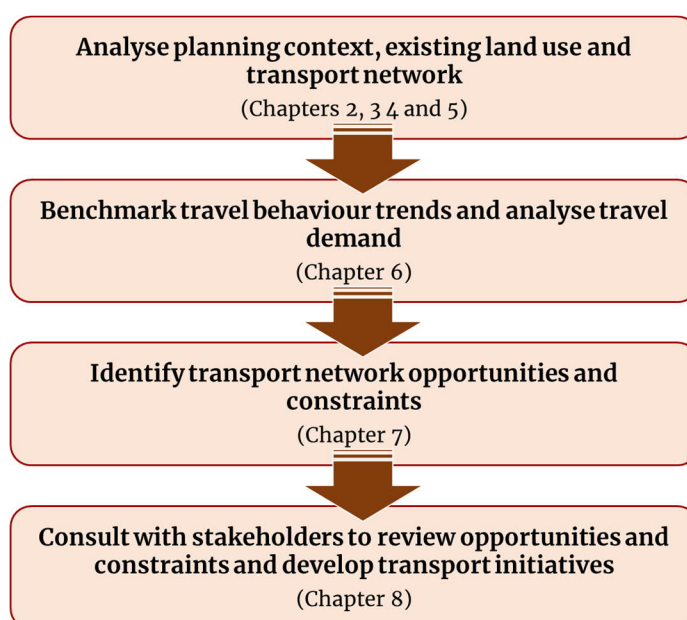
- Understand the existing limitations and constraints of the study area.
- Support the development of the Place Strategy and identify opportunities for supporting changes as a result of development and other infrastructure delivery.
- Identify potential options for streets into the future and associated cross-sections that cater for a variety of modes over time.
- Consider the implications of a Sydney Metro station at Pymont.
- Develop strategies for all modes that deliver an integrated, connected, efficient and safe transport network that addresses existing challenges and opportunities, and supports new development.



- Support a mobility network that accommodates and promotes new and emerging technologies, identifies potential technologies and future-proofs the Place Strategy.
- Provide strategic direction and context together with the necessary evidence-base and technical assessment components to inform and deliver changes in land use planning controls at the sub-precinct and major site-scale.
- Contribute to the development of indicative street layouts aligned with Movement and Place.

## 1.5. Methodology and limitations

While the PBTS does not include detailed transport modelling assessment of the strategic directions identified, it does provide high level guidance intended to assist in prioritising more detailed analysis and planning for the draft Pyrmont Peninsula Place Strategy. In particular, the opportunities and strategic directions described in the PBTS are intended to inform the development of this process in a way that prioritises the integration of the movement and place networks, transport and urban structure and public realm planning. A summary of the steps undertaken in developing this strategy, and the chapters that document the outcomes of each stage in this process is illustrated Figure 3.



**Figure 3 – Summary of Place-Based Transport Strategy methodology**

Many of the strategic directions described in the PBTS are preliminary in nature and illustrate at high level the spatial and policy implications for the Pyrmont Peninsula. The planned and proposed transport infrastructure projects have been identified from NSW Government and City of Sydney publications and are still subjected to more detailed planning and confirmation. The figures depicting spatial implications, transport networks, transport corridors and road network changes are indicative and for illustrative purposes only; further analysis will be required to develop the level of precision required for a final strategy and costing. Critical gaps in information and data that were available to prepare this draft strategy are identified in Table 1.

**Table 1 – Pymont Place-Based Transport Strategy outstanding risks**

Issue	Risk	Proposed Action
Limits to certainty of key transport interventions planned for the study area (e.g. Sydney Metro station, Blackwattle Bay Redevelopment, Glebe Island Bridge rehabilitation and Goods Line tunnel).	Proposed projects are not approved or the form and location of planned infrastructure changes following the preparation of this strategy, affecting the functional elements of the strategy.	Where possible, care has been taken to progress planning of the transport network on the understanding that elements could not be delivered or change substantially change in the course of further planning, Some key interventions, including a Sydney Metro station or the Glebe Island Bridge rehabilitation may necessitate revisiting this strategy and modifying it to respond to changes in the status of these key projects.
Lack of detailed transport modelling to underpin service and infrastructure provisions.	More detailed analysis and modelling of the interventions proposed in the strategy, including road network changes and public transport services shows that these interventions may not be feasible or would not deliver substantial benefit upon closer examination.	Further more detailed transport modelling and analysis is required to determine the feasibility, costs and benefits of infrastructure and service interventions identified in this strategy.
Uncertainty in land use, population and employment forecasts.	Land use forecasts used in the development of this strategy are not feasible or development is planned and progresses in a manner that differs substantially to the forecasts examined as part of this study.	As part of further investigation of transport network requirements, the interaction of land use changes with the proposed transport network should be re-examined from a more detailed quantitative perspective to ensure that the proposed transport network structure still aligns with the emerging land use context.

## 1.6. Document structure

This Draft Place-Based Transport Strategy contains the following chapters:

- **Chapter 2 – Pymont Peninsula place-based transport principles** outlines the transport and planning principles that underpin the development of the place-based transport strategy.
- **Chapter 3 – Policy context** describes the existing planning and transport policy that governs the development of the Pymont Peninsula and its surroundings, outlining key documents and plans that influence development and transport investment in the Harbour City.
- **Chapter 4 – Population and land use context.** describes the demographic drivers of population and employment that creating the demand for travel. This section examines land use forecasts for the Pymont Peninsula and examines the current trends in land use characteristics that affect transport including spatial distribution density, industry clustering.
- **Chapter 5 – Pymont Peninsula transport network context** describes in detail the transport context of the Pymont Peninsula itself, providing a summary of the existing transport networks within the Pymont Peninsula and their performance during peak periods.
- **Chapter 6 – Pymont Peninsula travel task context** describes the existing a future travel demand across private vehicle, public and active transport and compares these against other localities within the Harbour City.
- **Chapter 7 – Opportunities and constraints for Pymont Peninsula** describes the key opportunities and constraints to improving transport outcomes in the Pymont Peninsula, in line with the study objectives and following the Movement and Place framework across infrastructure, services and policy.
- **Chapter 8 – Strategic transport initiatives** describes the key transport interventions recommended for investigation or implementation to support the proposed land use and achieve the study outcomes.
- **Chapter 9 – Place-based transport strategy conclusions** summarises the key findings of this study, identifies any gaps in data or analysis and makes recommendations for further work to refine the interventions outlines in Section 8.

## 2. Pymont Peninsula place-based transport principles and approach

### 2.1. Introduction

In order to develop a place-based transport strategy for the Pymont Peninsula, the description and analysis of the transport network has been informed by two primary transport planning documents:

- **Future Transport 2056** (*Transport for NSW, March 2018*) which sets the 40-year vision, directions and outcomes framework for customer mobility in NSW and guides transport investment over the longer term.
- **The Practitioner's Guide to Movement and Place** (*Transport for NSW, March 2020*) which sets out the Movement and Place framework for the classification, analysis and planning of road-based transport.

This chapter describes the key transport planning principles and approach that has been adopted for the place-based transport strategy.

### 2.2. Pymont Peninsula place-based transport principles

The vision and transport outcomes for the Pymont Peninsula are supported by six guiding transport principles which inform the approach to analysing and developing transport opportunities and constraints for the Peninsula. These guiding transport principles have been mapped against the *Future Transport 2056* (*Transport for NSW, March 2018*) outcomes to ensure alignment with this key document and its directions for the transport network:

- **Improve walking networks within the Peninsula:** Prioritise walking as the dominant mode of transport and strengthen connections within the Peninsula and to surrounding major destinations e.g. Sydney CBD, Broadway / Central, Bays Precinct.
- **Improve cycling connectivity to the Peninsula:** Provide high quality, dedicated and safe cycling infrastructure connecting the Peninsula to key local and regional destinations.
- **Protect place outcomes within the Peninsula:** Support the delivery of high quality, vibrant streets and spaces that prioritise people over vehicles within the Peninsula and ensure movement corridors do not create severance effects.
- **Expand public transport capacity to support growth:** Expand public transport capacity and provide access to heavy rail to support growth in jobs, population and tourism within the Peninsula and reduce existing crowding.
- **Constrain non-essential car travel:** Constrain non-essential car travel to, from and within the Peninsula through travel demand measures including restrictive parking controls that recognise the high level of public and active transport accessibility.
- **Refocus the local transport network around a potential SMW station:** Refocus local walking, cycling and bus connections to create an integrated interchange at a potential new station as part of Sydney Metro West.

## 2.3. Alignment with strategic plans and objectives

*Future Transport 2056* outlines six pillars of key outcomes for the plan; these pillars underpin the transport principles for Pyrmont-Ultimo and the transport objectives developed for this Place Based Transport Strategy are aligned with these pillars. A summary of the transport objectives that have been developed for the Pyrmont Peninsula to align to these pillars are shown in Figure 4.

Future Transport 2056 Six Pillars	Transport Objectives
<b>1. Customer focused:</b> Convenient and responsive to customer needs	• Refocus the local transport network around Sydney Metro West to support the 30-minute city
<b>2. Successful places:</b> Sustaining and enhancing the liveability of our places	• Protect place outcomes within Pyrmont Peninsula
<b>3. A strong economy:</b> Connecting people and places in the growing city	• Expand public transport capacity to support growth
<b>4. Safety and performance:</b> Safely, efficiently and reliably moving people and goods	• Improve cycling connectivity to Pyrmont Peninsula
<b>5. Accessible services:</b> Accessible for all customers	• Prioritise walking as the dominant transport mode within Pyrmont Peninsula
<b>6. Sustainable:</b> Makes the best use of available resources and assets	• Constrain non-essential car travel

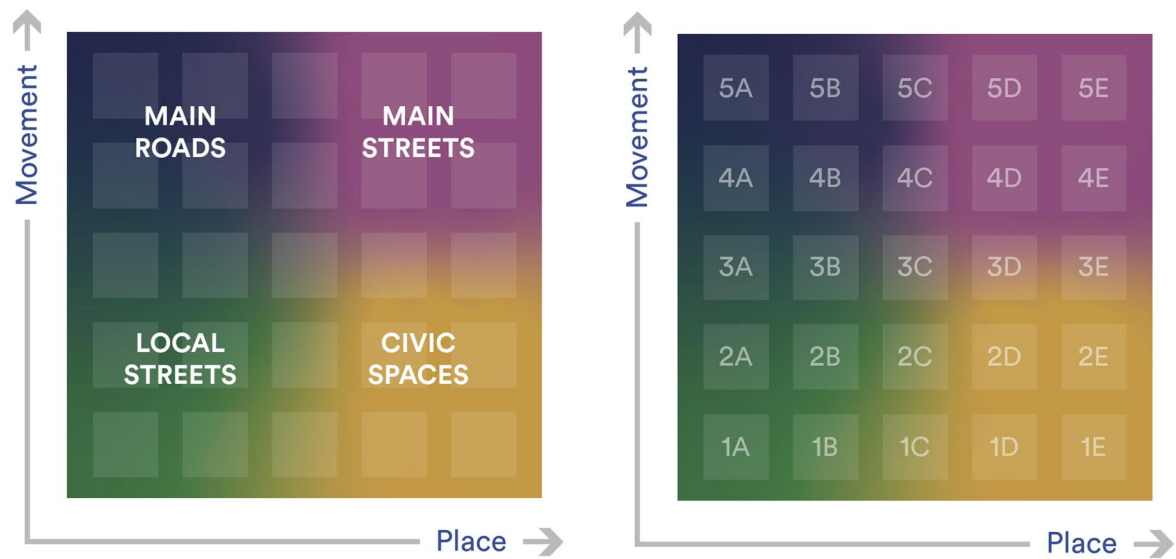
Figure 4 – Alignment with Future Transport 2056 pillars

## 2.4. Understanding Movement and Place in Pyrmont Peninsula

For this Place-Based Transport Strategy for Pyrmont Peninsula, analysis and planning of road-based transport infrastructure has been undertaken within Transport for NSW's Movement and Place Framework. *The Practitioner's Guide to Movement and Place (Transport for NSW, March 2020)* outlines the movement and place framework and its application to roads within NSW. The guide describes classification of roads into four street environments to help to provide a quick understanding of where movement and place interact. Roads and streets are divided into segments and then each segment categorised as one of four different types of street environment.

1. **Civic spaces** are streets at the heart of communities and have a significant meaning, activity function, or built environment. They are often in major centres, tourist and leisure destinations, and community hubs. These streets are often pedestrian priority, shared spaces.
2. **Local streets** are most streets within the transport networks and often have important local place qualities. Activity levels are less intense; however, these streets can have significant meaning for local people.
3. **Main streets** have both significant movement functions and place qualities. Balancing the functions of these streets is a common challenge.
4. **Main roads** are routes central to the efficient movement of people and freight. They include motorways, primary freight corridors, major public transport routes, the principal bicycle network, and key urban pedestrian corridors. Place activity levels are less intense; however, these roads and routes can have significant meaning to local people.

Figure 5 describes the application of the Movement and Place Framework which has been used to categorise roads and streets within the Pymont Peninsula based on an integrated interpretation of their transport and social space functions. Figure 6 provides the application of the Movement and Place Framework to the Pymont Peninsula and is further discussed in 5.1.



**Figure 5 – Movement and Place Classification**



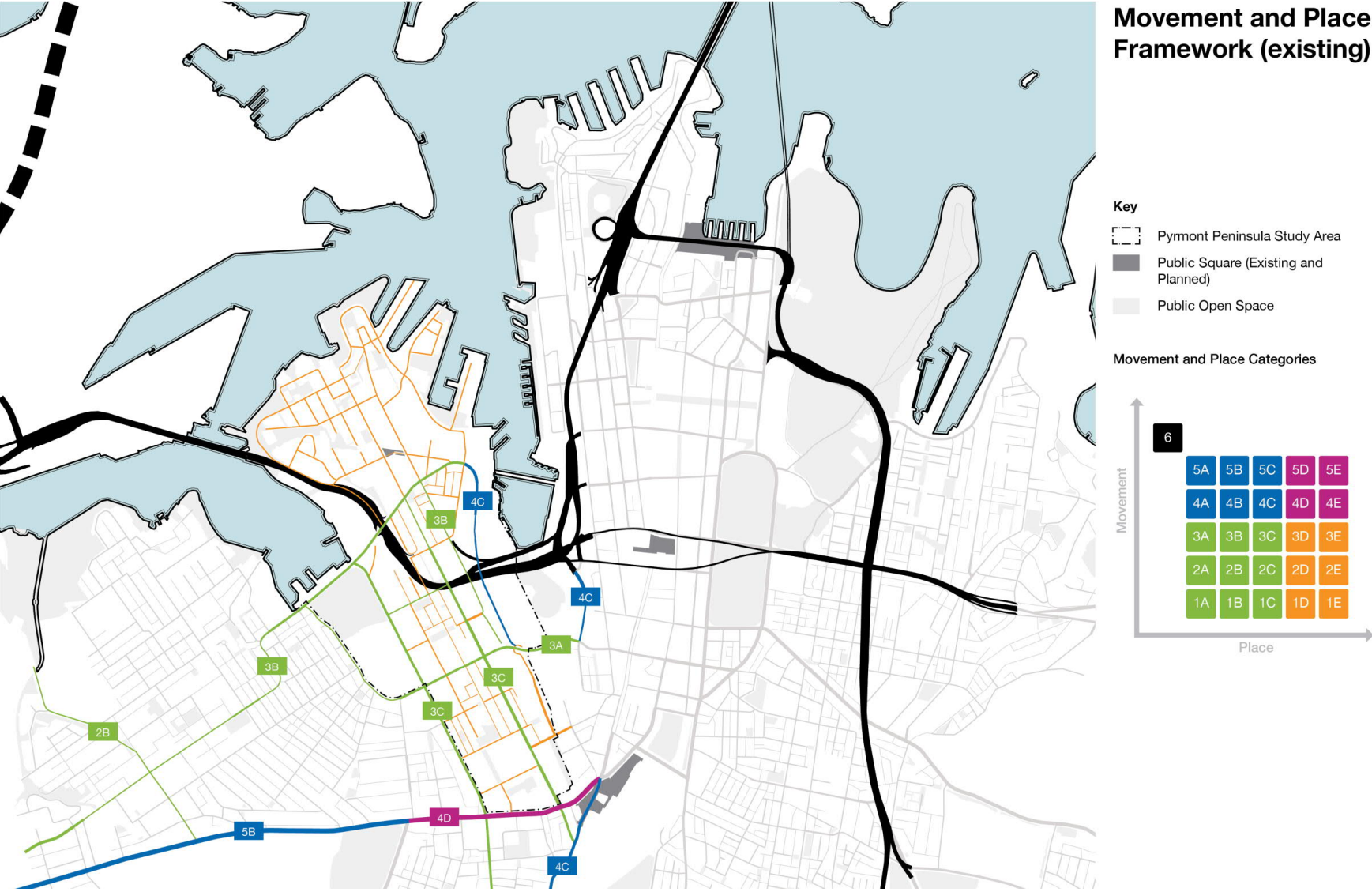


Figure 6 – Existing Movement and Place Classification

## 2.5. Transport planning – considerations

This sub-section defines the key drivers and planning parameters that have guided the Draft PBTS process.

### 2.5.1. Transport network focused on people and places

A key objective of the public transport network serving the Pymont Peninsula is to provide access for more people more efficiently on the available transport corridors, thus reducing impacts on the traffic network, which is far less efficient in carrying high volumes of people within a constrained corridor. The most efficient public transport links and systems are those that serve the needs of many different users and demand demographics.

The key to achieving the required mode share to public transport is to understand and respond to the needs and expectations of the people that will (potentially) choose to use the public transport network. This is a critical shift in thinking about transport planning; every decision and consideration needs to focus on the aim of attracting people to using public transport and active transport modes (walking and cycling) as alternatives to private vehicles.

By understanding how movement can better support the desired place outcomes, this strategy will aim to transition the Pymont Peninsula towards a place-based transport vision that puts the movement of people at its core.

### 2.5.2. Integration with land use and understanding densities

For transport planning (and public transport in particular), residential and employment densities are the fundamental planning inputs. Trip generation is largely dependent on land use and the intensity of development, which is measured by density of population or employment. Density is the critical ‘third dimension’ of spatial and place-based planning. The current public transport system’s utility, efficiency and potential to achieve the mode share targets for Pymont Peninsula is dependent on the degree to which it is integrated with the land use it serves at both regional and local levels.

### 2.5.3. Network capacity

Transport demand modelling was not undertaken as part of the PBTS to provide an indication of network capacity (road and public transport) within the Pymont Peninsula under the land use projections as part of the draft Pymont Peninsula Place Strategy.

It is noted, however, that land use projections of this planning process for Pymont Peninsula contemplate scenarios that are lower in residential population than the TPZ/LU16 forecasts, but employment forecasts are 10 percent higher than the TPZ/LU16 forecasts. On this basis, it is likely that there would be some reduction in traffic along on the surrounding higher-order roads, with a greater reduction in traffic along lower-order roads within the Pymont Peninsula when compared to travel zone projects based on TZP16.

### 2.5.4. Planning for a Sydney Metro Station at Pymont

Planning of the Sydney Metro West line through Pymont Peninsula is at a very early stage. As a result, while no firm commitment has been made to the staging of the metro and the provision of a metro station within the Pymont Peninsula is currently under investigation, the place-based strategy nevertheless accounts for the possibility that a heavy rail public transport route (i.e. metro) is provided. Provisions for potential improvements to intermediate (i.e. light rail and rapid bus services) and local public transport services to accommodate expected future growth have been considered to address this possibility.

## 3. Policy context

This section provides an overview of the spatial and policy context that surround the Pyrmont Peninsula, with a focus on the drivers of this study, current government policy, and the underlying population and employment demands that drive growth and transport demand.

### 3.1. Metropolitan and district planning

#### 3.1.1. Greater Sydney Regional Plan

The Greater Sydney Region Plan, A Metropolis of Three Cities, is the primary document setting the planning policy for Sydney at the Metropolitan scale. This document:

- Sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.
- Informs district and local plans and the assessment of planning proposals.
- Assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes.
- Informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

The Greater Sydney Region Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- The Western Parkland City.
- The Central River City.
- The Eastern Harbour City.

Pyrmont-Ultimo is identified as part of the Harbour CBD metropolitan centre within the well-connected Eastern Economic Corridor from Macquarie Park to Sydney Airport. The plan identifies this corridor as being of national significance as it currently contains approximately 775,000 jobs.

A number of committed and potential transport infrastructure projects will improve accessibility between the well-established economic agglomerations along and near the corridor and significantly increase the size of the labour market which can access the corridor by public transport, boosting productivity, shown in Figure 7. Pyrmont-Ultimo will need to be better connected as part of the Eastern Economic Corridor as it is currently one of the largest job centres within the corridor not connected by rail.



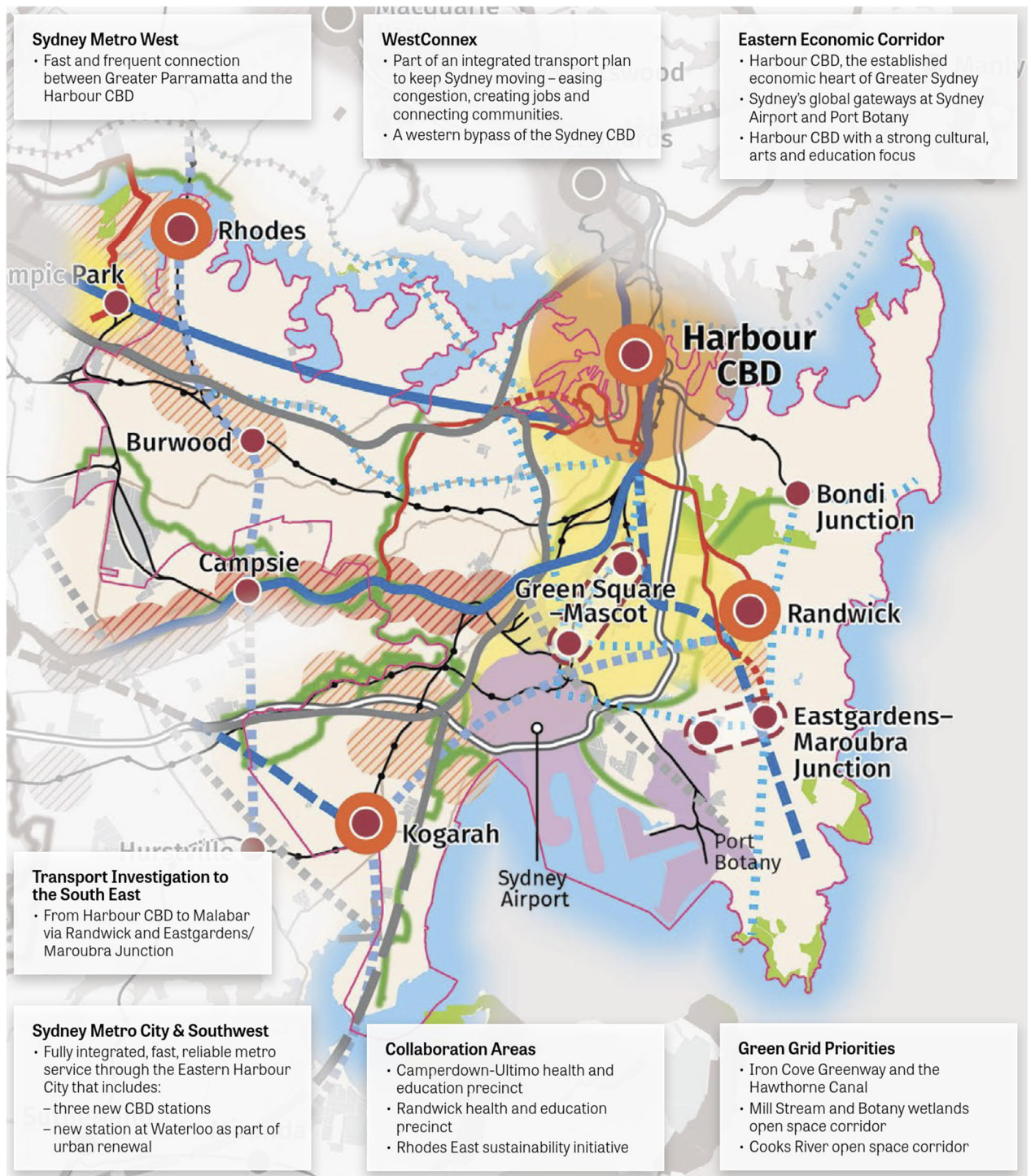


Figure 7 – Eastern Economic Corridor and proposed projects

### 3.1.2. Eastern City District Plan

At a district scale, Pyrmont-Ultimo is identified as part of an Innovation Corridor that is emerging along the western edge of the Harbour CBD, shown in Figure 8. It extends from The Bays Precinct, to high-tech and start-up hubs in Pyrmont and Ultimo, to the health and education institutions of the University of Technology Sydney, University of Notre Dame, University of Sydney, Royal Prince Alfred Hospital, and on to the Australian Technology Park.

The Eastern City District Plan identifies that competitive innovation precincts depend on high levels of amenity and walkability, with good transport connections spurring the rapid exchange of ideas and the establishment of networks. To realise the Innovation Corridor and broader investment in the Harbour CBD, the Eastern City District Plan identifies priorities for the transport network which are relevant to Pyrmont-Ultimo, shown in Table 2.

**Table 2 – Eastern District Plan Transport Network Priorities**

Planning Priority E7	
Growing a stronger and more competitive Harbour CBD	
<b>Objective 15</b>  The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.	<b>23. Prioritise:</b>  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.
<b>Objective 18</b>  Harbour CBD is stronger and more competitive.	

The Eastern City District Plan also identifies specific actions for the Innovation Corridor, namely to facilitate an Innovation Corridor that:

- Provides access to a sufficient supply of affordable and scalable spaces
- Promotes co-location and increased business-to-business interaction
- Connects with events spaces
- Delivers a high amenity, highly walkable and safe corridor
- Has access to affordable, diverse and multi-purpose housing options
- Supports a strong night time economy

## Pymont Peninsula – Place-Based Transport Strategy

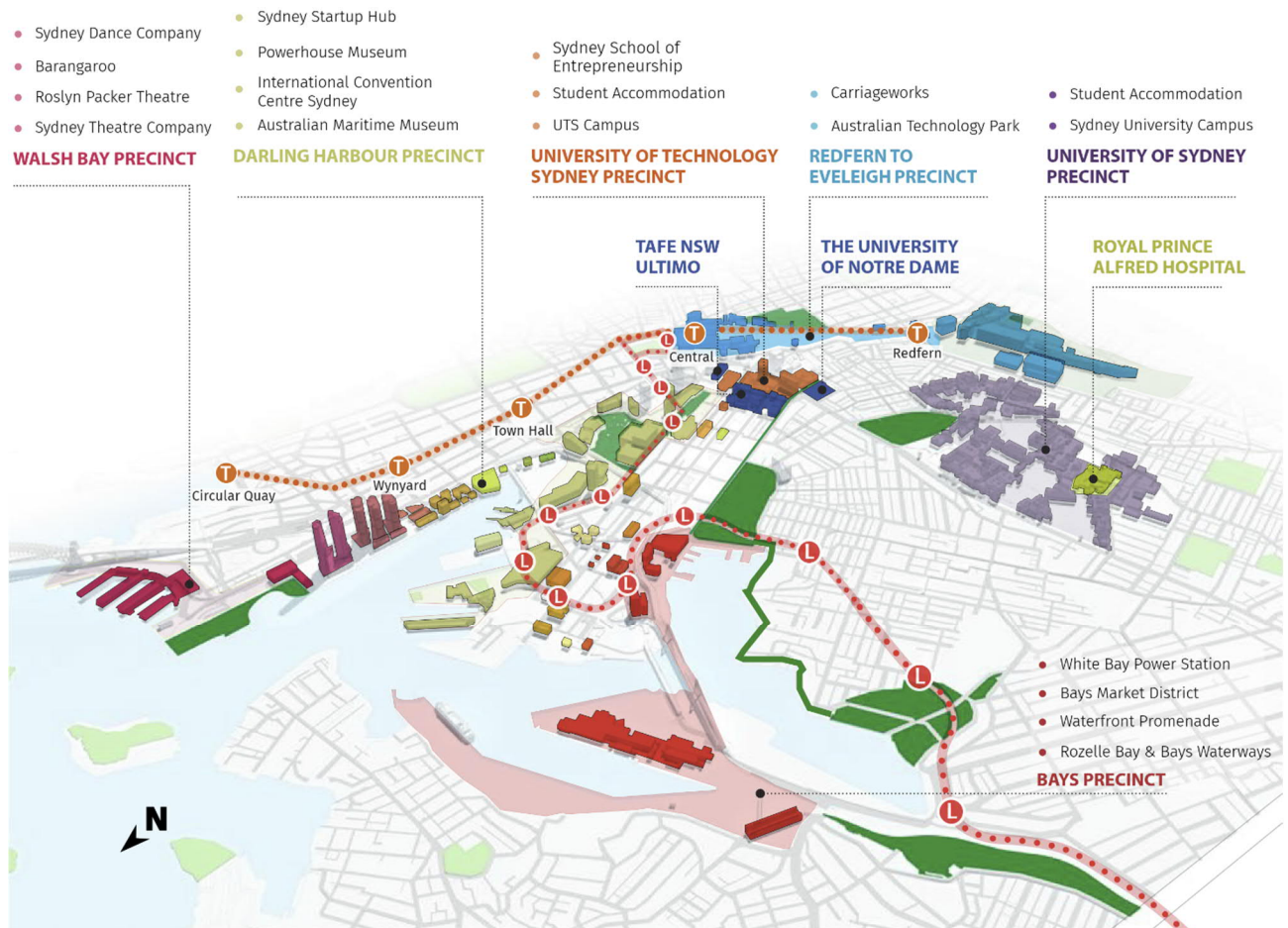


Figure 8 – Harbour CBD Innovation Corridor



### 3.1.3. Future Transport 2056

Future Transport 2056 sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans, and provides more place-based and multi-modal approach delivered in partnership with stakeholders, especially the owners of places that transport networks run through and serve.

#### City-shaping initiatives

Future Transport 2056 identifies the following city-shaping initiatives that will have a major influence on the Pyrmont Peninsula, shown in Figure 9:

- **WestConnex:** Currently under construction, the M4-M5 link and associated Rozelle interchange will provide access to the Sydney CBD from the west providing a motorway alternative to Parramatta Road and City West Link.
- **Western Harbour Tunnel:** Currently planned and subject to environmental approval, Western Harbour Tunnel will provide a new link across Sydney Harbour from Rozelle to North Sydney, providing relief for traffic currently using Anzac Bridge, Western Distributor and Sydney Harbour Bridge.
- **Sydney Metro West:** Currently planned and subject to environmental approval, Sydney Metro West will connect Sydney CBD and Parramatta in under 30 minutes. With seven confirmed stations, investigations are currently under way to determine the location of a new metro station in Sydney CBD and the possibility of a station at Pyrmont.

#### District initiatives

Future Transport 2056 identifies the following district-level initiatives that will have a major influence on the Pyrmont Peninsula, also shown in Figure 9:

- **Harbour CBD to Green Square rapid bus link on Botany Road:** Boost the liveability and vibrancy of centres along Botany Road corridor by improving the attractiveness of public transport use on the corridor.
- **Eastern Suburbs to Inner West rapid bus links:** This includes connections between Randwick, Sydney University and potentially Green Square.
- **Light Rail to Bays Precinct:** Proposed loop from the existing Inner West Light Rail connecting the existing line at North Leichhardt and at Pyrmont via The Bays Precinct and Old Glebe Island Bridge to support urban renewal of the Bays Precinct, alleviate potential long-term capacity constraints on the Inner West light rail line by spreading inbound demand from west of Lilyfield via two branches – either via Glebe or via the Bays Precinct, and enable interchange between Inner West Light Rail and Sydney Metro West at Bays Precinct, improving access to jobs and services for Inner West customers.
- **Parramatta Road public transport improvements:** Investment in improved on-road public transport between Strathfield and the Harbour CBD. Options will be considered to integrate with, and complement other committed and proposed initiatives within the corridor such as Sydney Metro West, Parramatta Light Rail and WestConnex.
- **Victoria Road public transport improvements:** Improvements will include upgrading bus services and infrastructure on the Victoria Road corridor, through the Bus Priority Infrastructure Program. This initiative is to support planned growth in the Bays Precinct, and to integrate with committed and proposed initiatives within the corridor such as Sydney Metro West and WestConnex
- **Inner Sydney Regional Bike Network within 10km of the Harbour CBD:** Support walking and cycling being the most convenient option for short trips around centres by improving access both around centres and between them.

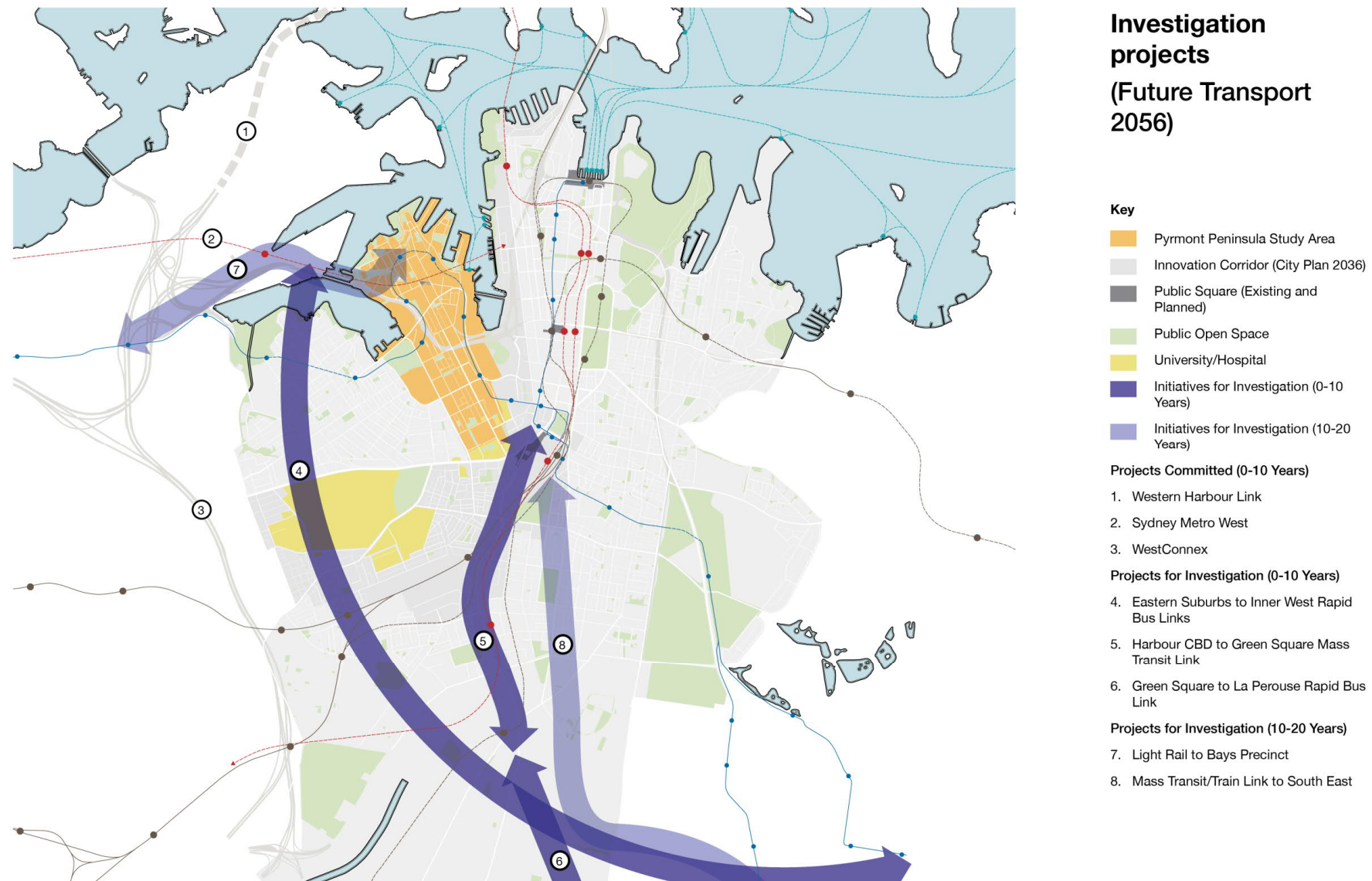


Figure 9 – Future Transport 2056 projects for investigation

### 3.1.4. Camperdown-Ultimo Collaboration Area Place Strategy

Released by the Greater Sydney Commission in February 2019, the Camperdown-Ultimo Collaboration Area Place Strategy informs public and private policy and investment decisions by identifying and recognising the complex, place-specific issues that inhibit growth and change in the area. In planning for the future of the Collaboration Area it:

- Establishes a vision and narrative for the Camperdown-Ultimo Collaboration Area.
- Identifies impediments and opportunities.
- Sets priorities for the Collaboration area.
- Identifies actions to deliver the vision.

As shown in Figure 10, the Camperdown-Ultimo Collaboration Area overlaps with the Pyrmont Peninsula study area, specifically around University of Technology, Sydney and TAFE Ultimo. The Place Strategy identifies three priorities for connectivity within the collaboration area along with accompanying actions, as shown in Table 3.

**Table 3 – Camperdown Ultimo Collaboration Area connectivity priorities and actions**

Priority 1: Integrate and connect the Collaboration Area within and beyond its edges	Priority 2: Improve local transport options and amenity within the Collaboration Area	Priority 3: Promote smart technology, drive innovation and connect locally and globally
<b>Action 1:</b> Develop a strategy for transport investigations and initiatives, underpinned by the principles of movement and place, to enhance safety, accessibility and permeability within and surrounding the Collaboration Area by prioritising pedestrian safety and amenity, encouraging cycling, and planning for public transport, freight movements and parking.	<b>Action 7:</b> Improve public transport, pedestrian and cycling connectivity between the three activity nodes: <ul style="list-style-type: none"><li>• Haymarket to Camperdown along the Ultimo axis</li><li>• Camperdown to Eveleigh along the Darlington axis (particularly Redfern Station to University of Sydney)</li><li>• Haymarket to Eveleigh along the Surry Hills axis.</li></ul>	<b>Action 11:</b> Consider piloting a Smart Places program in the Collaboration Area.
<b>Action 2:</b> Advocate for better connections between Greater Sydney’s collaboration areas, innovation clusters and health and education precincts, including transport, technology, utility and digital networks, and information sharing.	<b>Action 8:</b> Implement a pilot project along Broadway and Parramatta Road to reallocate road space and prioritise pedestrians between Central Station and key land uses on the Ultimo axis, while achieving an acceptable level of service for vehicles at the gateway to the Harbour CBD.	<b>Action 12:</b> Investigate a partnership to digitally connect local communities, including hospital visitors, people on lower incomes, people experiencing homelessness or marginalised social groups.
<b>Action 3:</b> Advocate for a mass transit system that strengthens connections between the Collaboration Area and Greater Sydney’s economic corridors.	<b>Action 9:</b> Identify shared partnership transport solutions to optimise connectivity within the Collaboration Area.	<b>Action 13:</b> Explore opportunities to share knowledge and intellectual property across key institutions, including a dedicated high-performance managed network (such as Science DMZ) for the Collaboration Area and standardised data management and open source access.
<b>Action 4:</b> Advocate for a Sydney Metro West station in Camperdown activity node.	<b>Action 10:</b> Explore improved pedestrian and cycling connections between ATP, North Eveleigh/ Carriageworks, and Waterloo Station.	
<b>Action 5:</b> Facilitate the renewal of Central Station and surrounding lands to improve pedestrian and cycling connectivity within and surrounding the Collaboration Area and integrate the transport interchange with the surrounding area.		
<b>Action 6:</b> Prioritise and deliver Redfern Station improvements and accessibility.		



## Pymont Peninsula – Place-Based Transport Strategy

Actions 1, 2, 3, 4, 5 and 8 are of particular relevance to The Pymont Peninsula. A Sydney Metro West Station at Camperdown would be likely to preclude a station at Pymont, however the improvement of public transport, pedestrian and cycling connectivity along the Ultimo axis would benefit the Pymont Peninsula by improving connectivity along the Eastern Harbour City Innovation Corridor.

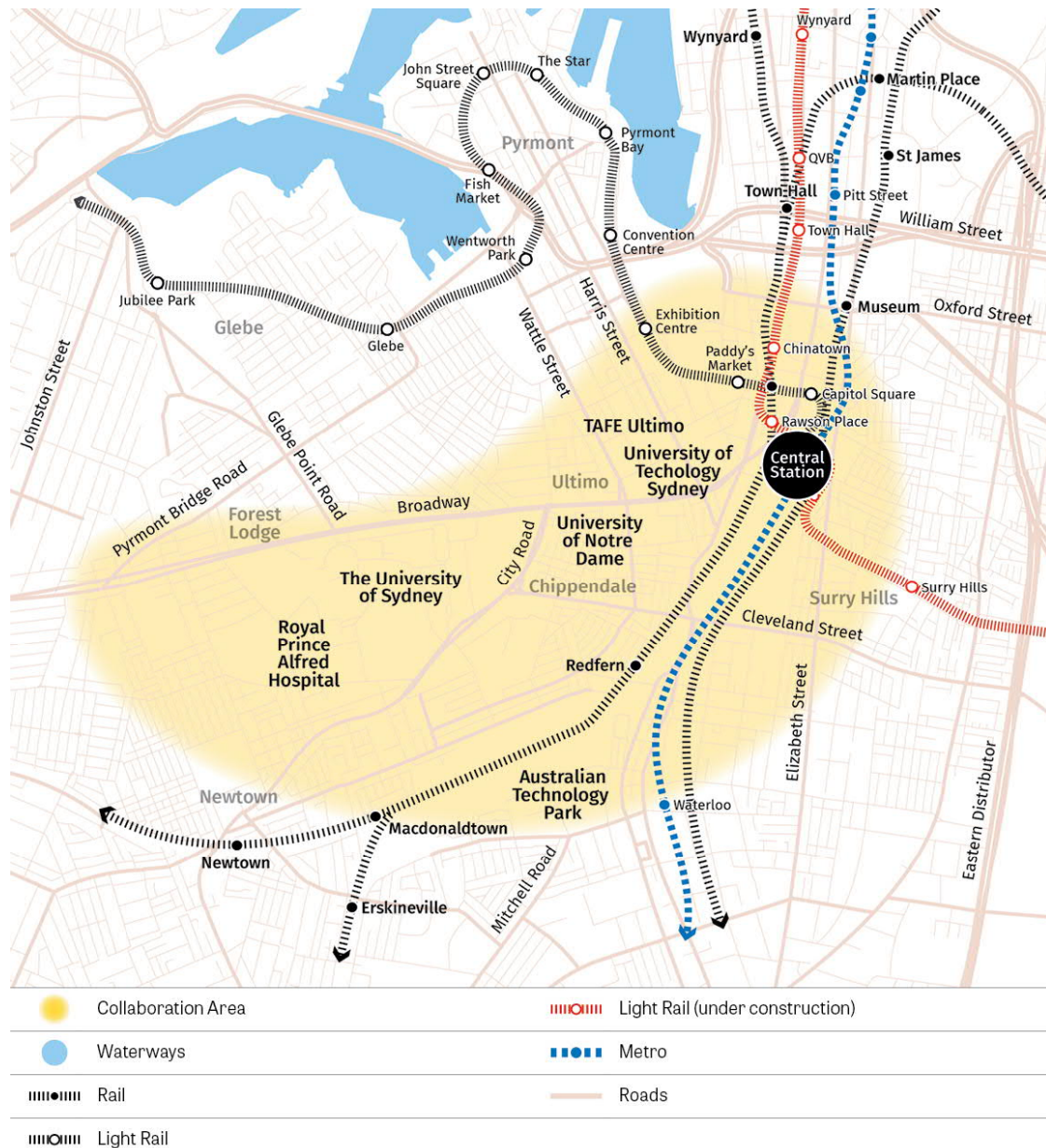


Figure 10 - Camperdown-Ultimo Collaboration Area

## 3.2. Local policies

### 3.2.1. Sydney City Access Strategy

The Sydney City Centre Access Strategy (Transport for NSW, 2013) is the NSW Government's plan to deliver a fully integrated transport network in Sydney's city centre that puts the customer first and meets the city's growing transport task. The strategy outlines how people will enter, exit and move in and around the Sydney CBD over the next 20 years and demonstrates how light rail, buses, trains, ferries, cars, point-to-point transport services, pedestrians and cyclists will interact in the heart of Sydney. The strategy also provides a clear direction for how all the different transport modes will work together in the city centre to reduce congestion; provide for future growth; and improve the customer experience.

The strategy identifies that cars dominate the space on streets across the city centre, including in Pyrmont-Ultimo. Between 8.00am and 9.00am, 87 per cent of traffic movements through city centre intersections are made by cars and taxis, eight per cent are by buses and the remaining five per cent are made by trucks and cyclists. Despite the large number of cars, they move only 35 per cent of all people who come into the city centre on the street network.

The Strategy identifies a city centre street network structure for managing access, shown in Figure 11. The Strategy makes the following point in relation to major traffic routes impacting Pyrmont-Ultimo:

*“As the land use adjacent to priority traffic routes within or bordering the southern part of the city centre and Pyrmont change, we will review how the street network operates to ensure that it responds to the future needs of customers in this area. Future changes could include reconfiguration of street configurations and traffic management, intersection redesign, modifications to signal operations and improvements to the public domain and pedestrian arrangements”.*

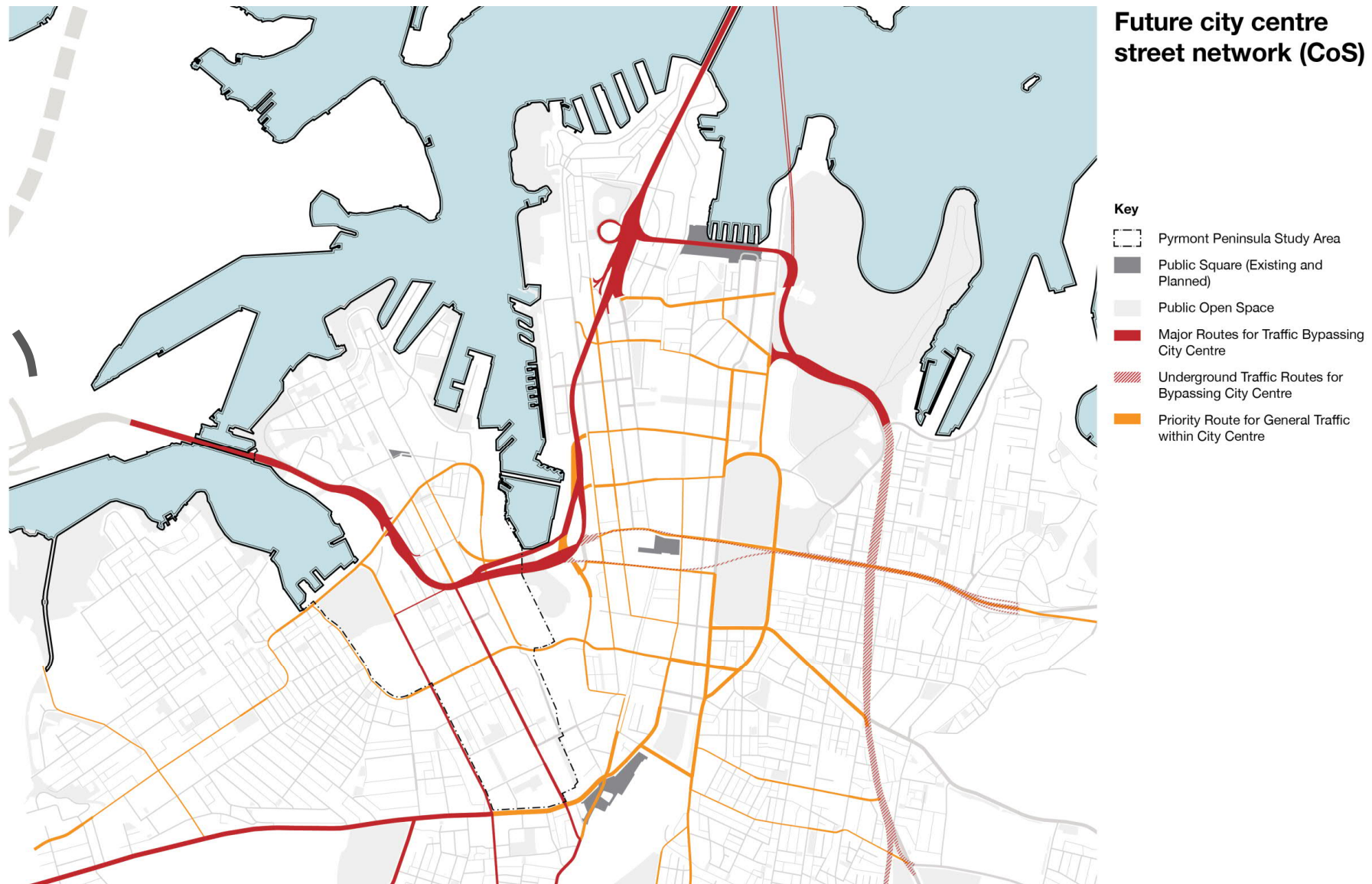


Figure 11 – Future city centre street network



### 3.2.2. City Plan 2036 – Draft Local Strategic Planning Statement

City Plan 2036, released in 2019 by the City of Sydney is the draft Local Strategic Planning Statement that sets out a 20-year land use planning vision that balances the need for housing and economic activities while protecting and enhancing local character, heritage, public places and spaces. This document links state and local strategic plans with planning controls to guide development within the City of Sydney, and identifies a hierarchy of centres across the City of Sydney, shown in Figure 12.

City Plan 2036 sets out 3 priorities for the City of Sydney, for which the following relate directly to transport within the Pyrmont Peninsula:

1. **Movement for walkable neighbourhoods and a connected city:** To plan local neighbourhoods so people have access to daily needs within a 5–10 minute walk, advocate for mass transit and transport services, ensure land uses match mobility investment and managing roads to reduce impacts and create great places.
2. **Align development and growth with supporting infrastructure:** To use the necessary planning, funding and delivery mechanisms to provide local infrastructure, and collaborate with NSW Government on state infrastructure.
5. **Creating great places:** To plan for accessible local centres and high streets to be the heart of local communities, protect the character of our distinctive heritage neighbourhoods and iconic places, and deliver design excellence and high amenity in the built environment.
8. **Developing innovative and diverse business clusters in the City Fringe:** To grow knowledge-intensive business clusters with health, education, innovation, technology and creative industries in the Harbour CBD and prioritise those strategic land uses, and improve connections between business and institutions.

City Plan 2036 also identifies infrastructure priorities for connecting the Pyrmont Peninsula, with a focus on the need for a rail station based on the density of population and employment within the suburb. A station at Pyrmont as part of Sydney Metro West is identified as a catalyst for economic and employment growth in the area as well as creating off-peak and contra-peak patronage for the Sydney Metro West line by increasing public transport access to visitor destinations including Sydney Fish Markets, the Maritime Museum, Sydney Convention and Exhibition Centre, the Museum of Arts and Applied Sciences and The Star Casino.

This increased transport access would also be beneficial to the information media employment clusters in the Pyrmont Peninsula, which is one of the largest and fastest growing concentrations of information media jobs along the Sydney Metro West corridor, allowing media firms to increase their access to talent and clients along the corridor.

An overview of the transit corridors identified in City Plan 2036 in and around the Pyrmont Peninsula is shown in Figure 13.



Figure 12 – City Plan 2036 Centre Hierarchy



**Cos transit corridors**  
(City Plan 2036,  
Figure 23)

- Key**
- Pyrmont Peninsula Study Area
  - Innovation Corridor (City Plan 2036)
  - Public Square (Existing and Planned)
  - Public Open Space
  - University/Hospital
  - Proposed Sydney Metro West Alignment (City Plan 2036)
  - East-West Transit Corridor (Bays Precinct to Randwick via Green Square)
  - Centre Interchange

Figure 13 – City of Sydney proposed transport corridors

### 3.2.3. Sustainable Sydney 2030 Community Strategic Plan

The City of Sydney’s Community Strategic Plan describes the overall strategic objectives and priorities for the LGA.

The Community Strategic Plan sets out the following targets that are relevant to the transport planning context for Pymont Peninsula:

- A 70 per cent reduction in greenhouse gas emissions based on 2006 levels by 2030, and the achievement of net zero emissions for the city by 2050.
- A net increase of 48,000 dwellings in the city by 2030 compared to the 2006 baseline.
- A net increase of 97,000 jobs in the city by 2030 compared to the 2006 baseline.
- An 80 per cent increase in trips to work using public transport by 2030.
- At least 10 per cent of all trips in the city to be made by bicycle and 50 per cent by pedestrians by 2030.

These targets support a number of strategic directions for the city. Those directions of most relevance to the transport planning context for Pymont Peninsula include:

**Strategic Direction 3** – Integrated transport for a connected city.

**Strategic Direction 4** – A city for walking and cycling.

**Strategic Direction 5** – A lively and engaging city centre.

Each of these incorporates a number of “supporting strategies” that, collectively, aim to drive the continued development of the city in a way that integrates increasing intensities of transit, pedestrian and cycling networks while promoting the further evolution of the city’s public realm as a social space. Both aspects are considered essential to maintaining the city’s dominant role as a global economic agglomeration for the greater metropolitan region.

### 3.2.4. City of Sydney Walking Strategy and Action Plan

The City of Sydney supports walking as a mode of transport to meet the environmental, economic and social objectives set in Sustainable Sydney 2030 and Connecting Our City.

The overarching priorities for walking are to:

1. Make walking quick, convenient and easy.
2. Make walking inviting and interesting.
3. Make walking safe and comfortable.
4. Create a strong walking culture.

This strategy includes ambitious but achievable targets to meet these priorities. These targets are based on a review of trends and forecasts and will allow us to clearly track progress towards our achievements. The plan also identifies key walking routes that should be prioritised for fast and convenient walking; and activity streets that should be prioritised for footpath capacity upgrades and amenity improvements. As Figure 14 to Figure 16 show, there are several routes / streets identified in Pymont-Ultimo. The key walking routes identified by City of Sydney that are relevant to the Pymont Peninsula include:

- **Pymont Bridge** – the key pedestrian and cycle route from Pymont into Sydney CBD, this route is critical to providing active transport to the Sydney CBD, especially for residents that live in Pymont and work in Sydney CBD, who make up 40 per cent of Pymont residents.
- **Broadway and Parramatta Road** – a significant walking connection for the education cluster around University of Technology Sydney providing access to Central station, but also forms a barrier for active transport trips travelling from the Pymont Peninsula.



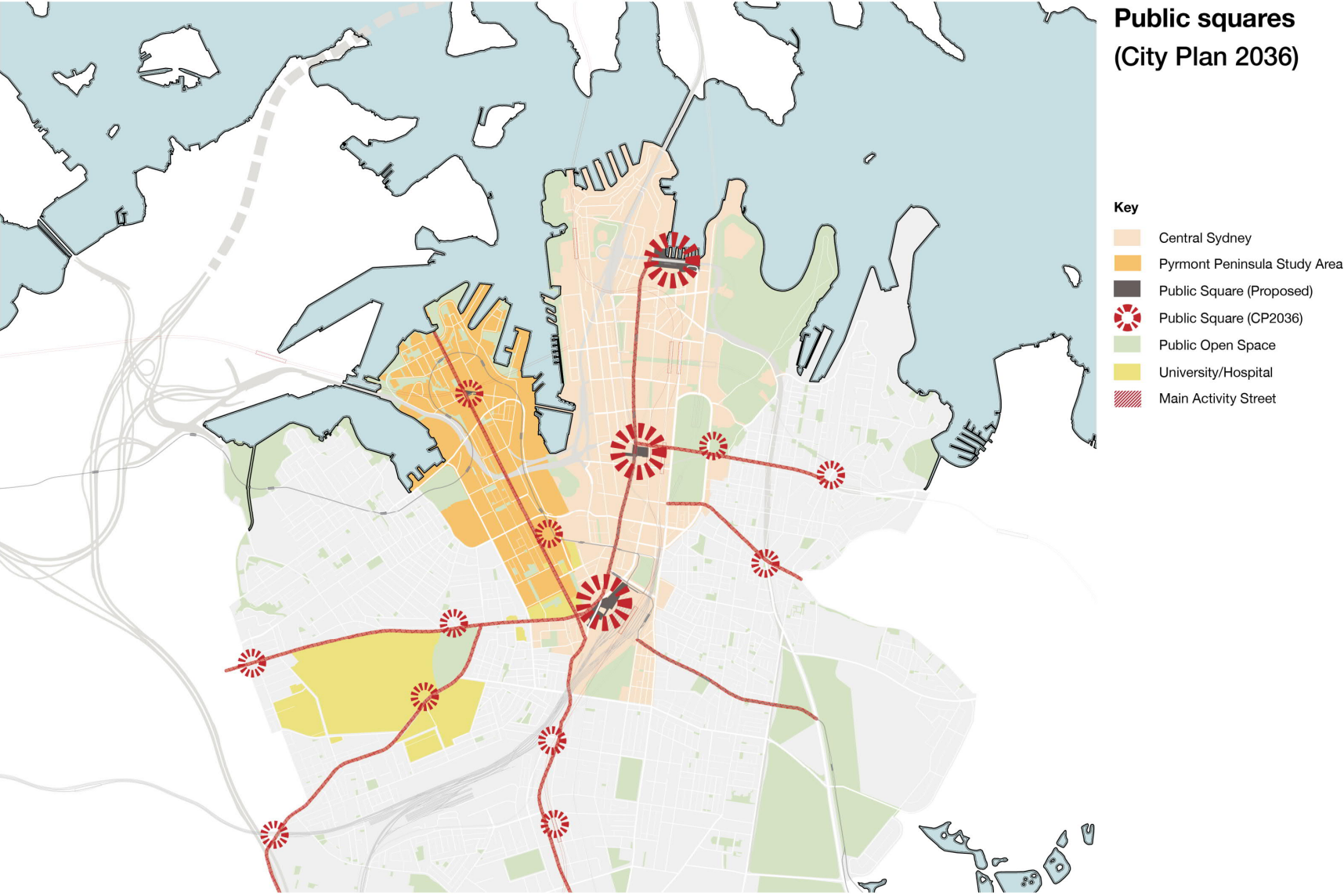


Figure 14 – Pedestrian connections between public squares

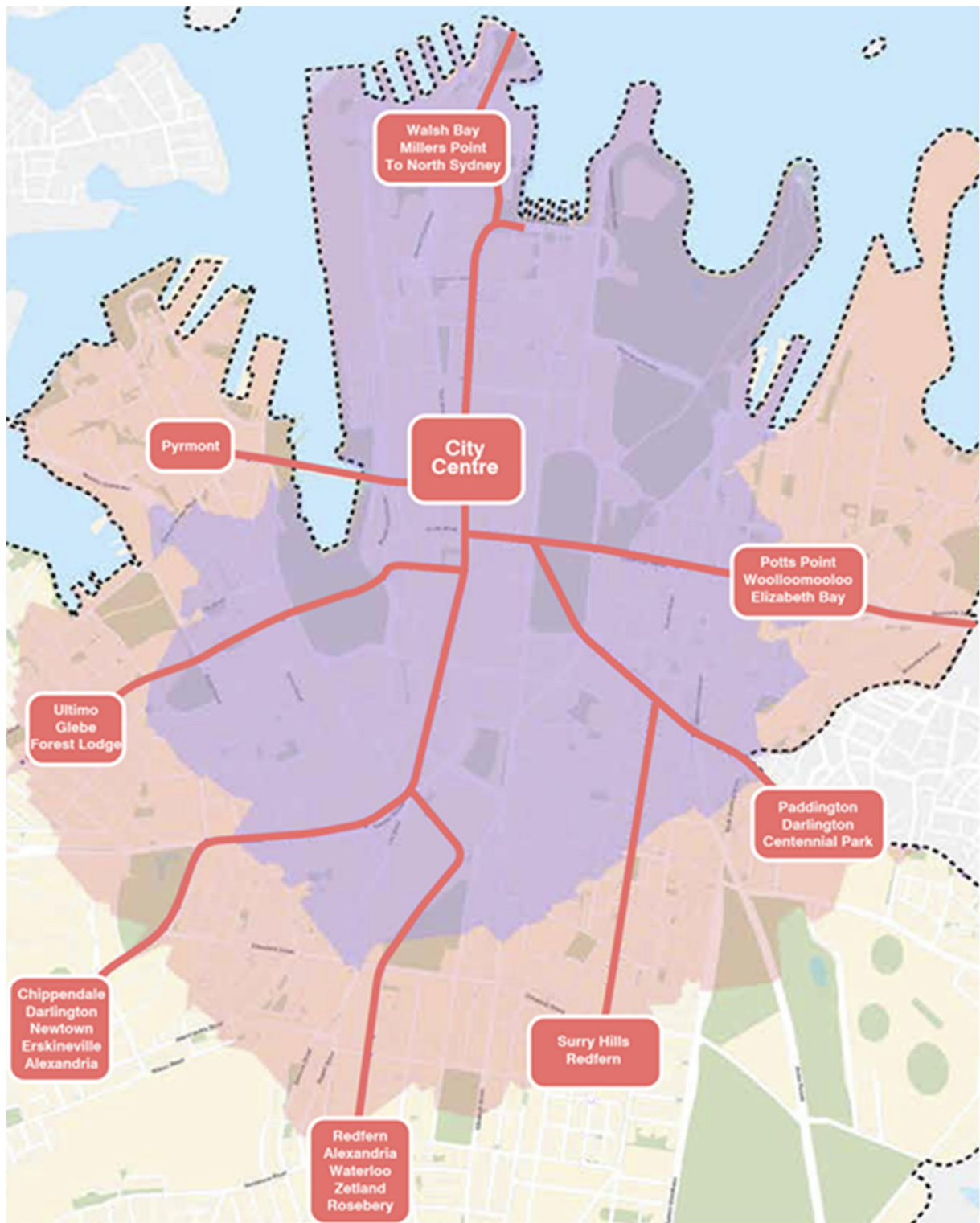


Figure 15 – Key walking routes within City of Sydney





### 3.2.5. City of Sydney Cycling Strategy and Action Plan

The City of Sydney has outlined key priorities to support more cycling to, from and within the City of Sydney as part of the Cycling Strategy and Action Plan:

- **Connect the network:** build a bike network to make it safer for people to ride in Sydney.
- **Support people to ride:** understand and address barriers and help people to start, and continue riding.
- **Support business:** partner with employers to encourage staff to ride.
- **Lead by example:** share our expertise and be a positive influence for improvements for cycling within and beyond our boundaries.

Figure 17 shows the proposed cycling network including 11 regional routes that are prioritised for separated cycleways. The key connections that are identified as being gaps in the regional cycle network relevant to the Pymont Peninsula include:

- Extension of Union Street cycleway to Bank Street.
- Active transport link across Blackwattle Bay at Glebe Island Bridge.
- Cycleway along Pymont Bridge Road and Bridge Road.
- Extension of the Good Line link to Central Station.

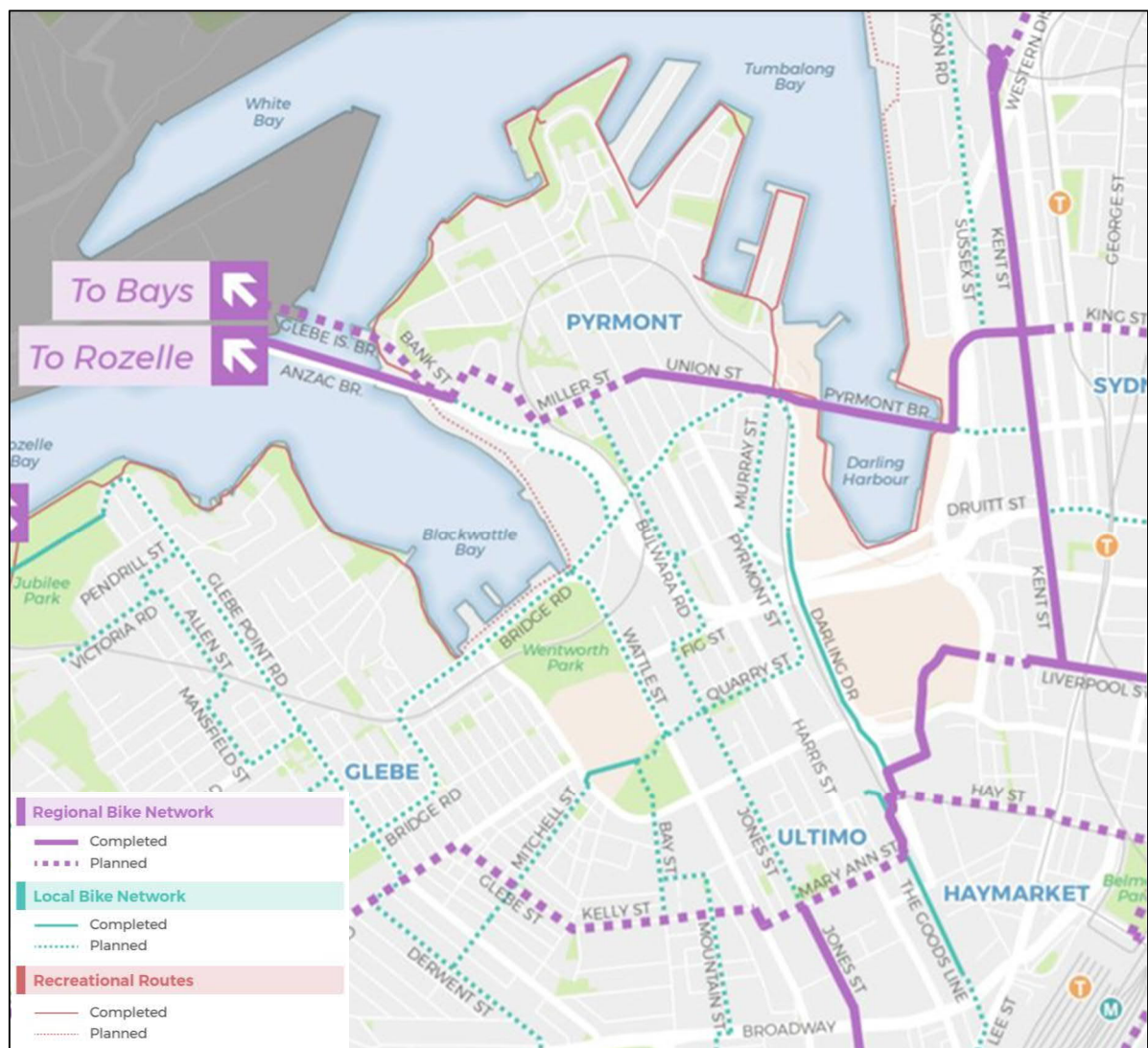


Figure 17 – City of Sydney proposed cycle network through Pymont

### 3.2.6. Rozelle to Ultimo Precinct Road Network Plan

The Rozelle to Ultimo Precinct Road Network Plan was prepared by Transport for NSW in 2018 to provide a framework for improving the operation and management of 10 key road corridors within the Rozelle to Ultimo precinct shown in Figure 18, with the vision for those corridors relevant to the Pyrmont Peninsula being:

- **Harris Street:** a “Place for People” to become a valued environment for the Pyrmont community and visitors.
- **Wattle Street, Pyrmont Bridge Road and Bridge Road:** to become “Local Streets” that support the urban fabric of Ultimo and Pyrmont.
- **Broadway:** to become a “Vibrant Street” that successfully combines the demand for public transport movement and high pedestrian activity.

Key opportunities that were identified as part of the road network plan that are relevant to the Pyrmont Peninsula include:

- Reviewing road space allocations resulting from major developments such as WestConnex, Western Harbour Tunnel and Sydney Metro West.
- Improving active transport connections for key destinations including Sydney Fish Markets, Wentworth Park and Inner West Light Rail stops.
- Review of traffic functions along Bridge Road and Pyrmont Bridge Road to provide higher priority to public transport.
- Investigate the feasibility of converting Wattle Street, Abercrombie Street and Harris Street to two-way operation.
- Review the balance of parking restrictions and clearways as future traffic movements and land uses change.

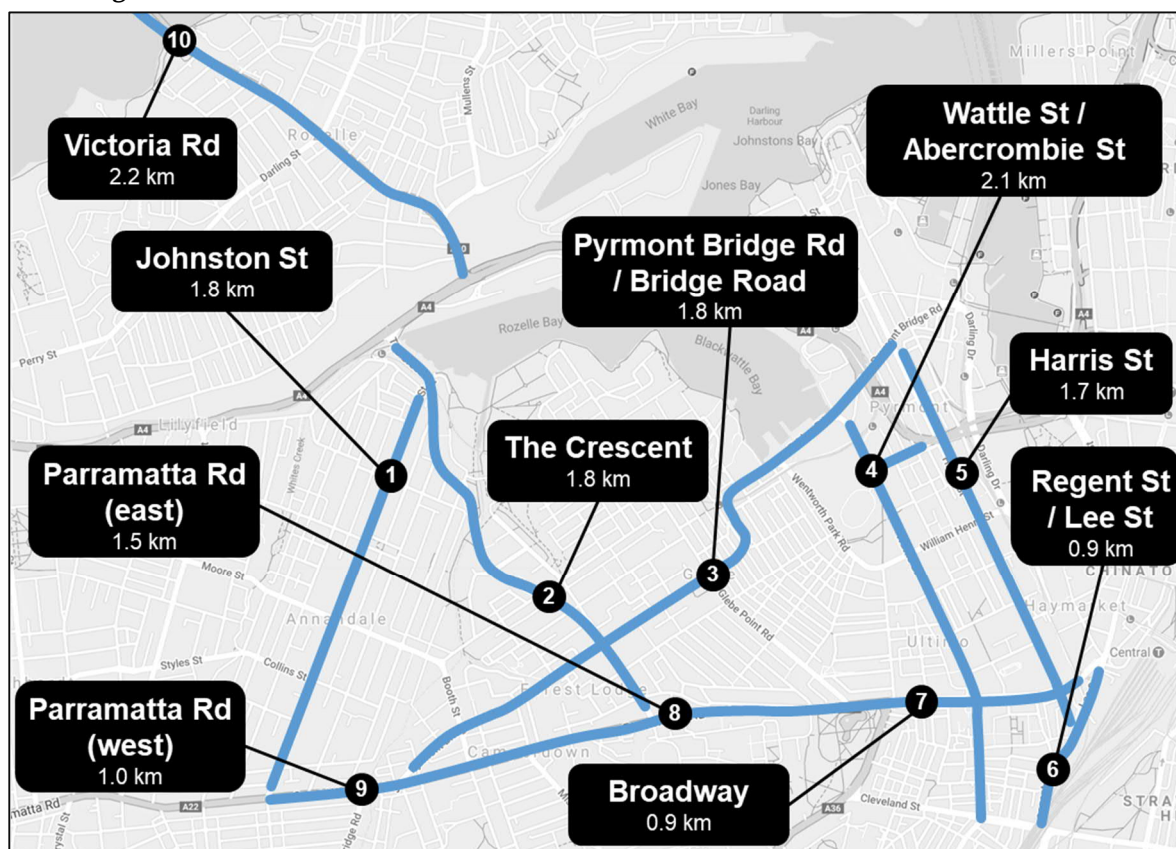


Figure 18 – Pyrmont Ultimo Road Network Plan study area



### 3.3. Key implications

The urban and policy context for Pymont Peninsula entails the following strategic implications:

- The Pymont Peninsula needs to be better connected as part of the Eastern Economic Corridor in order to continue to support high value knowledge-based jobs.
- Opportunities should be explored to improve connectivity to support the realisation of the Innovation Corridor to encourage employment and innovation economy roles.
- Regional scale projects influencing the Pymont Peninsula need to be leveraged to rationalise connectivity and reduce through-traffic impacts on local areas.
- District level initiatives should be built on to provide the best local connectivity outcomes for Pymont-Ultimo and the Innovation Corridor.
- The street network structure needs to reflect the lower priority of cars in the expanded city centre and reduce through-traffic movements by taking advantage of new western-CBD bypass created by WestConnex and Western Harbour Tunnel.
- Walking and cycling need to be prioritised consistent with City of Sydney policy and their existing modal dominance within the CBD and the Pymont Peninsula.

## 4. Population and land use context

This chapter provides a summary of the current Transport for NSW population and employment forecasts for the Pyrmont Peninsula along with an analysis of the existing employment and floorspace data collected by City of Sydney. Major projects that are currently proposed and under assessment around the Pyrmont Peninsula are also examined as part of this context.

### 4.1. Transport for NSW population and employment forecasts

Transport for NSW government employment and residential population forecasts (TZP/LU16) and densities for the Pyrmont Peninsula and surrounding areas are shown in Table 4 and Table 5, with a comparison of forecast employment to residential population for the same areas shown in Table 6. The key observations of these forecasts are:

- **Total employment** across Pyrmont Peninsula is forecast to grow by **34 per cent by 2036 and 69 per cent by 2056**, while **total residential** population is forecast to increase by **56 per cent by 2036 and 83 per cent by 2056**. While this shows that there is a higher growth rate forecast for residential population than employment population, the forecasts still indicate the Pyrmont Peninsula will be predominantly an employment area into the future.
- Both employment and residential densities are forecast to increase for Pyrmont Peninsula by **70 per cent and 83 per cent respectively**. These densities will be higher than the average for the City of Sydney LGA, but still be substantially lower than those within the CBD core.
- **Employment and residential population densities** are forecast to be substantially higher than the forecast average for the Eastern City, supporting the case for increased public transport capacity, particularly heavy rail in the form of a metro station.
- The overall **potential for containment** of journey-to-work trips is low as there are **nearly two jobs for every resident in the Pyrmont Peninsula**, a trend that is likely to continue into the future. This further highlights the need for additional public transport capacity for workers to travel to and from the Pyrmont Peninsula in the future.

A further breakdown of the Pyrmont Peninsula employment and residential population forecasts are shown in Table 7 and Table 8. Further breakdown of these forecasts indicates:

- The majority of growth in employment is forecast to occur at Harbourside, Exhibition Centre and Darling Island along the eastern foreshore, with some secondary employment growth in Ultimo. When comparing both population and employment forecasts, most of the growth potential in employment is within the Pyrmont area.
- The majority of growth in residential population is also forecast to occur along the eastern foreshore and in Ultimo, indicating that this residential growth is forecast to be delivered as part of mixed-use development in areas of highest development potential. There is much more forecast growth in residential population within Ultimo in the short term, which is then forecast to shift to Pyrmont in the longer term.

**Table 4 – Transport for NSW employment forecasts (TZP/LU16)**

Location	Area (ha)	EMP 2016	EMP 2036	EMP 2056	EMP/ha 2016	EMP/ha 2036	EMP/ha 2056
Pymont-Ultimo	172.0	39,396	52,791	66,761	229.0	306.9	388.1
CBD and Harbour	300.4	274,928	358,761	451,789	915.1	1,194.2	1,503.8
Chinatown and CBD South	119.9	74,347	97,135	119,870	619.9	809.9	999.5
City of Sydney LGA	2,669.3	545,353	717,172	896,784	204.3	268.7	336.0
Eastern City District	20,971.3	904,410	1,182,973	1,469,286	43.1	56.4	70.1

**Table 5 – Transport for NSW residential population forecasts (TZP/LU16)**

Location	Area (ha)	ERP 2016	ERP 2036	ERP 2056	ERP/ha 2016	ERP/ha 2036	ERP/ha 2056
Pymont-Ultimo	172.0	20,245	31,509	36,969	117.7	183.1	214.9
CBD and Harbour	300.4	10,372	19,853	24,922	34.5	66.1	83.0
Chinatown and CBD South	119.9	20,831	32,818	42,346	173.7	273.6	353.1
City of Sydney LGA	2,669.3	211,397	312,910	398,503	79.2	117.2	149.3
Eastern City District	20,971.3	1,012,388	1,337,460	1,706,476	48.3	63.8	81.4

**Table 6 – Transport for NSW forecast employment to population ratios (TZP/LU16)**

Location	EMP/ERP2016	EMP/ERP2036	EMP/ERP2056
Pymont-Ultimo	1.9	1.7	1.8
CBD and Harbour	26.5	18.1	18.1
Chinatown and CBD South	3.6	3.0	2.8
City of Sydney LGA	2.6	2.3	2.3
Eastern City District	0.9	0.9	0.9

**Table 7 – Transport for NSW employment population forecasts by travel zone (TZP/LU16)**

ID	Travel zone	2016	2036	2056
78	Star City, Pymont Bay Ferry Wharf	240	285	360
88	Darling Harbour, Novotel, Grand Mercure, Ibis	256	292	331
89	Harbourside, Darling Harbour	1,160	2,540	3,674
151	Pymont, Darling Island	15,508	19,020	24,227
152	John St Square MLR	3,639	4,438	5,589
153	Fish Markets MLR	2,074	3,679	4,576
154	Hardwood St	707	878	1,119
155	Experiment St	196	252	329
156	Wentworth Park MLR	1,439	1,683	2,068
	Pymont sub-total	25,219	33,068	42,273
108	Exhibition Centre, Darling Harbour	1,670	2,224	2,772
125	Entertainment Centre	300	2,483	3,141
157	Powerhouse Museum Ultimo	4,025	4,904	6,157
159	UTS, Ultimo West	5,206	6,857	8,646
160	ABC Ultimo Centre	2,975	3,255	3,772
	Ultimo sub-total	14,176	19,723	24,488
	Total	39,396	52,791	66,761



**Table 8 – Transport for NSW residential population forecasts by travel zone**

ID	Travel zone	2016	2036	2056
78	Star City, Pyrmont Bay Ferry Wharf	–	–	–
88	Darling Harbour, Novotel, Grand Mercure, Ibis	471	631	811
89	Harbourside, Darling Harbour	–	–	–
151	Pyrmont, Darling Island	2,504	3,153	3,358
152	John St Square MLR	3,667	4,075	5,472
153	Fish Markets MLR	1,454	2,369	4,269
154	Hardwood St	1,451	1,654	1,669
155	Experiment St	938	952	979
156	Wentworth Park MLR	4,157	5,552	5,720
	Pyrmont sub-total	14,641	18,385	22,279
108	Exhibition Centre, Darling Harbour	–	–	–
125	Entertainment Centre	–	2,648	3,410
157	Powerhouse Museum Ultimo	3,637	4,420	4,593
159	UTS, Ultimo West	1,588	3,424	3,616
160	ABC Ultimo Centre	380	2,631	2,663
	Ultimo sub-total	5,604	13,124	14,689
	<b>Total</b>	<b>20,245</b>	<b>31,509</b>	<b>36,969</b>

Figure 19 to Figure 22 shows the same employment and population growth forecasts in terms of employment and population density. Key observations from the forecast employment and population density shows the following:

- While much of the existing high-density employment in Ultimo is within the walking catchment of Central station, there is also a large cluster of high-density employment in the north of the Pyrmont Peninsula that is over 1km from heavy rail.
- By 2056, future forecast employment density is likely to be much more consistent across the peninsula, with employment density increasing in areas adjacent to the Western Distributor, indicating a need to provide better access to public transport for these areas that are outside of the Central station catchment and not within short walking distance of Pyrmont Bridge.
- Existing residential population density is currently clustered around developments to the north in Jacksons Landing and in Ultimo between the Western Distributor and William Henry Street. Jacksons Landing is primarily populated by professional workers working in Sydney CBD, while Ultimo is primarily populated by students studying at University of Technology Sydney and other educational institutions in Ultimo.
- Future forecasts of population density show that increased population density is forecast for the western foreshore around Sydney Fish Market and southern Ultimo. While residential development in southern Ultimo will be within walking distance of heavy rail, the area surrounding the western foreshore has poor access to heavy rail and is not well-served by active transport infrastructure.

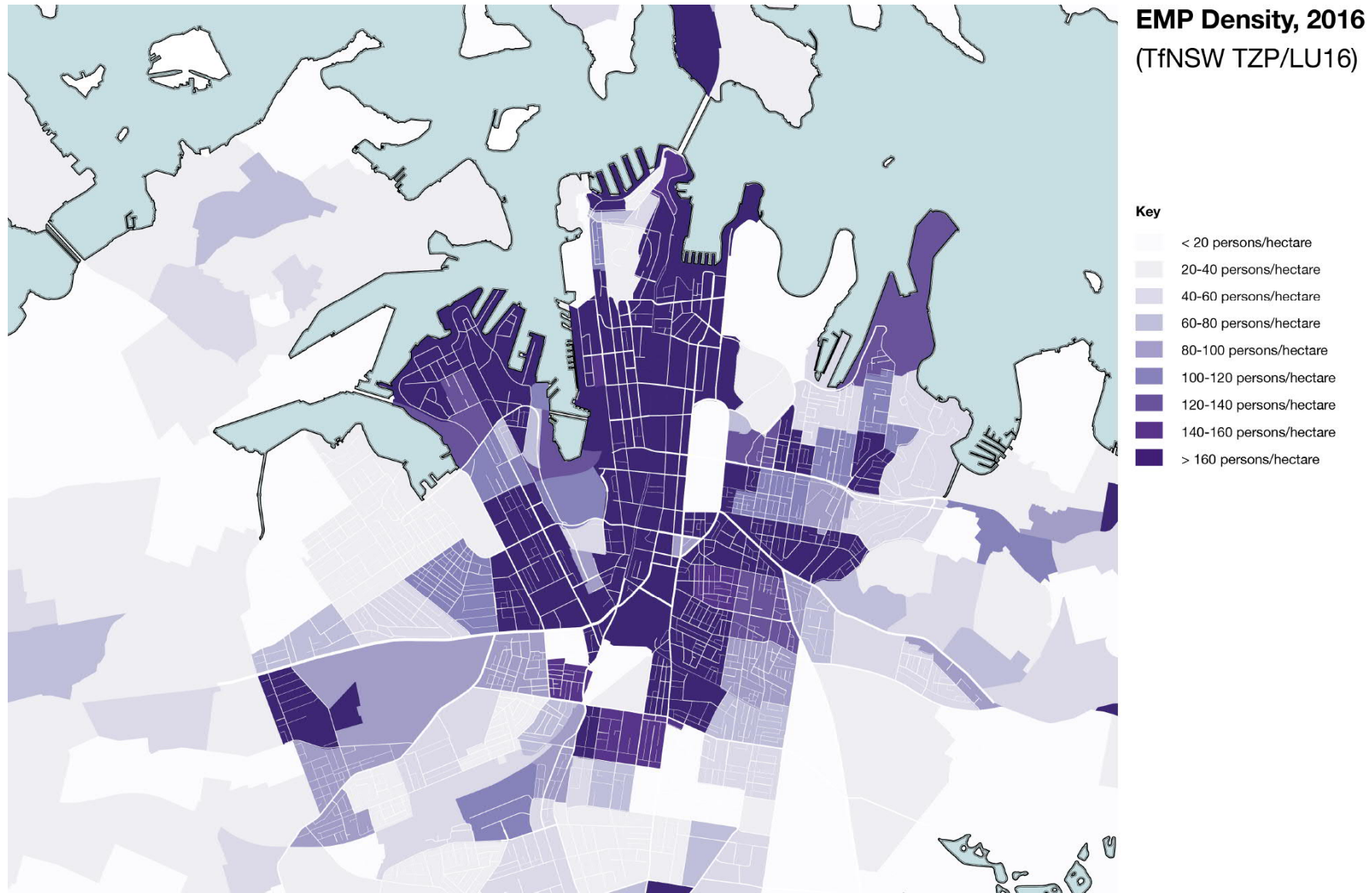


Figure 19 – Pedestrian connections between public squares

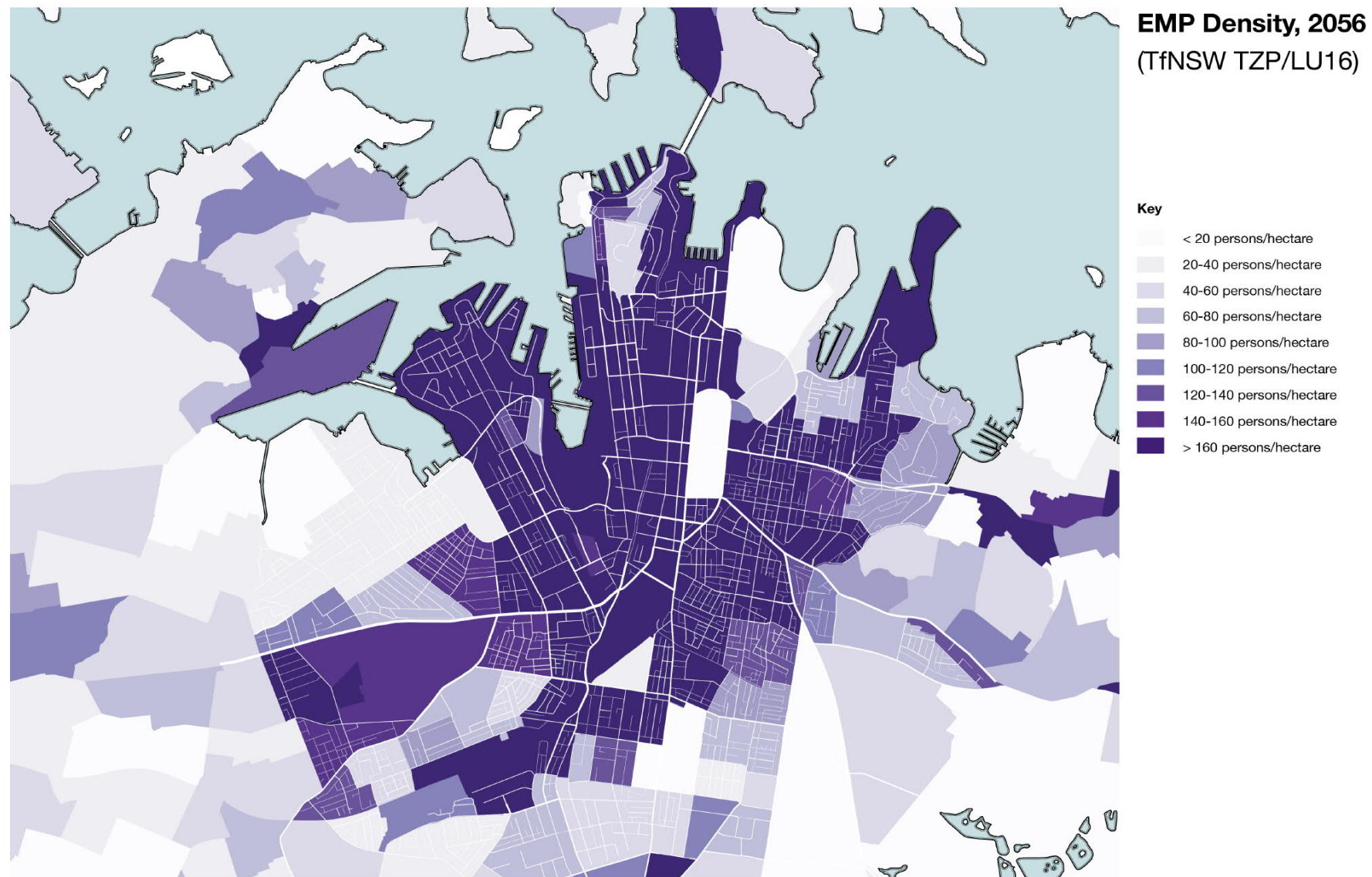


Figure 20 –Forecast 2056 employment density (TfNSW)



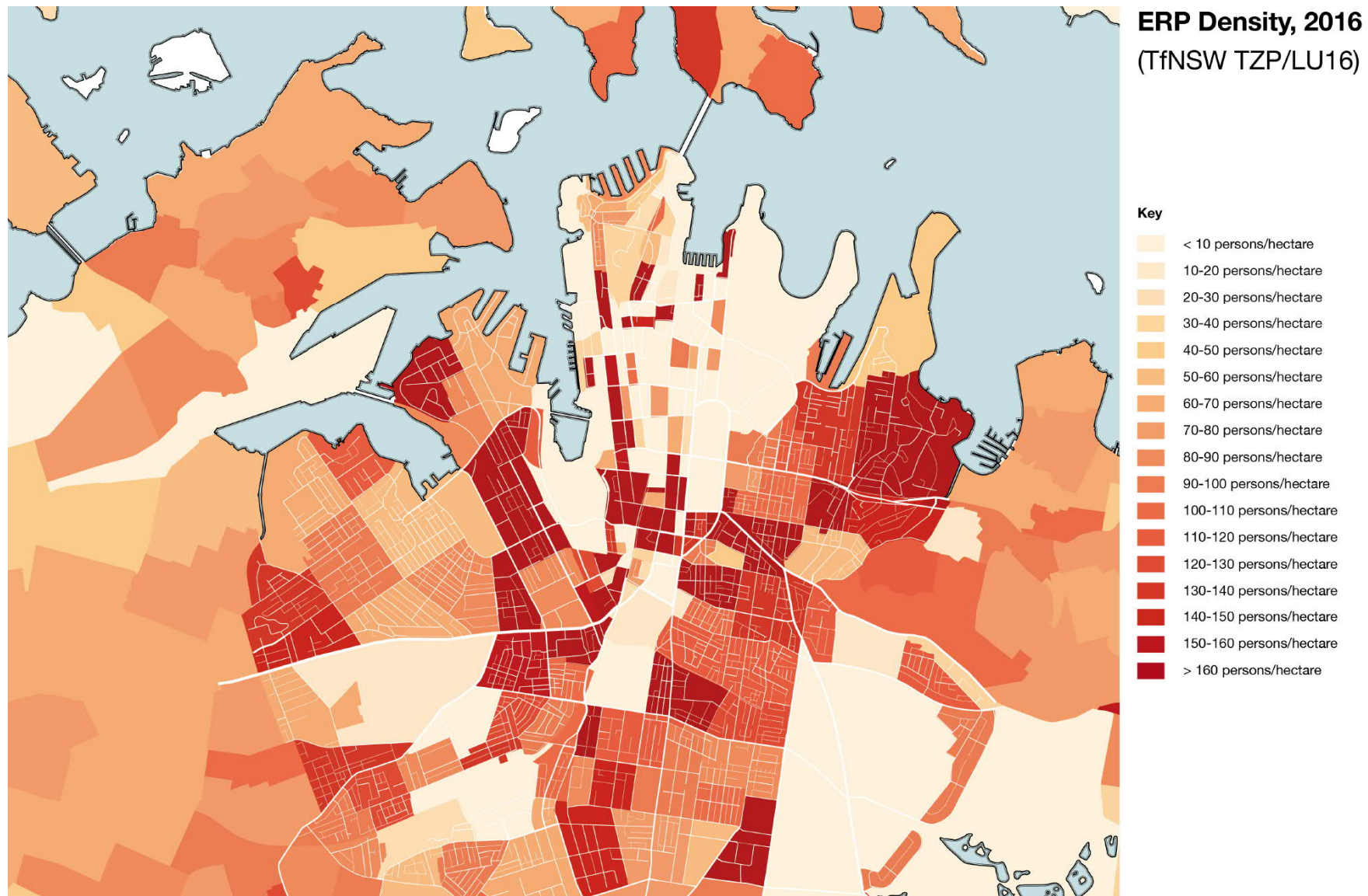


Figure 21 – Existing population density (TfNSW)

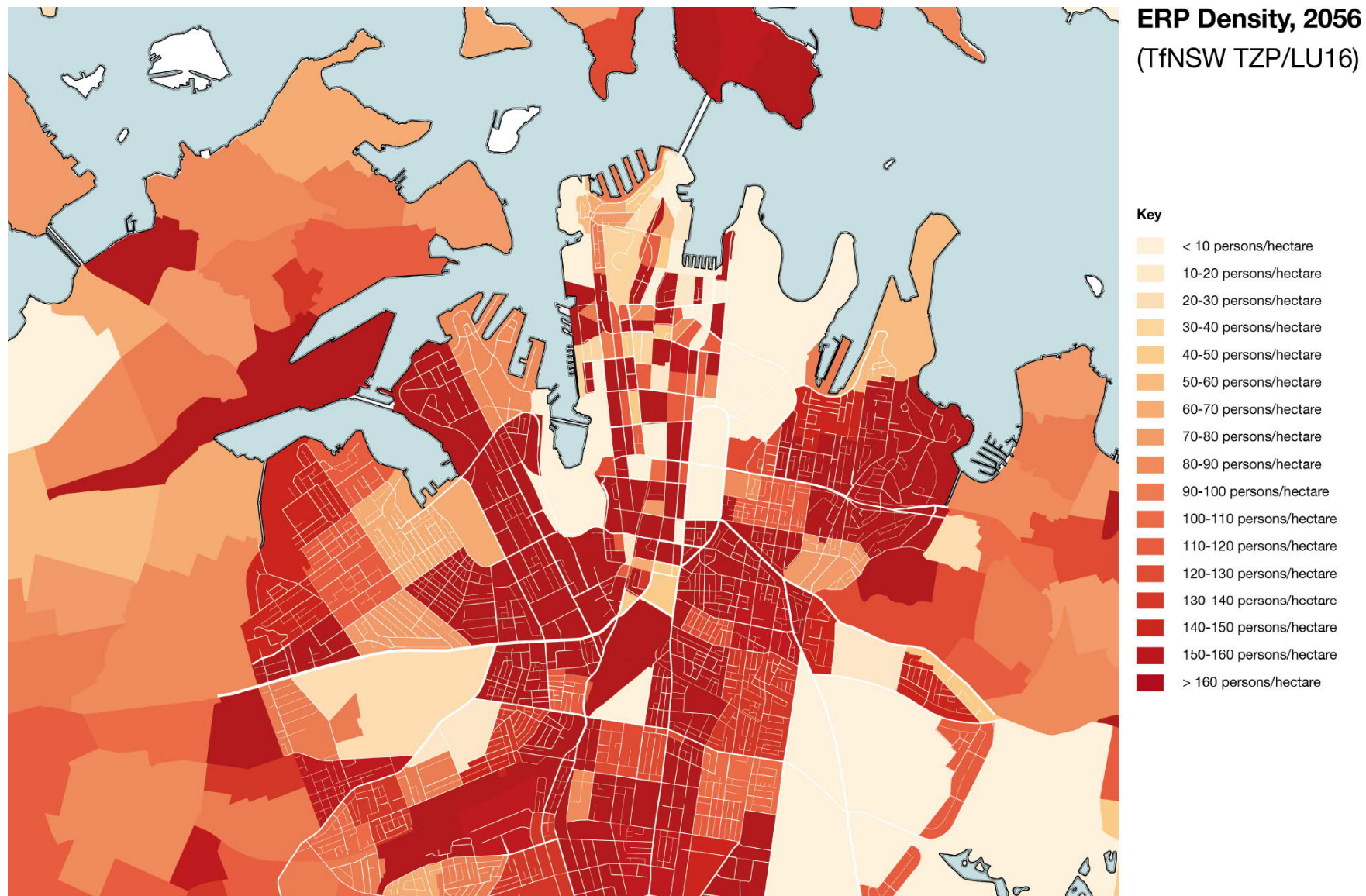


Figure 22 –Forecast 2056 population density (TfNSW)



## 4.2. City of Sydney employment and floor space data

The City of Sydney undertook its most recent floorspace and employment survey in 2017, collecting data on all businesses, floor space uses and employment numbers for every building and property within the City of Sydney local government area. This survey provides a snapshot of the built form, land use and economic activity within the City of Sydney at the time of the survey. The Pymont Peninsula study area corresponds broadly with the Harris Street village grouping (noting that this area is smaller than the Pymont SA2 region). The floorspace and employment survey provides more detailed information about residential and employment land use within the Pymont Peninsula.

Table 9 shows the top six industry sectors in the Harris Street village by number of workers; this data shows that the majority of employment within Harris Street village is office-based professional employment with a secondary cluster around tourism and entertainment.

**Table 9 – Top 6 employment sectors in Harris Street village by workers**

City-based industry sector	Workers
Creative industries	6,587
Higher education and research	6,451
ICT	6,317
Professional and business services	5,324
Tourist, cultural and leisure	4,894
Food and drink	2,035

The distribution of employment clusters by industry sector are shown in Figure 23 to Figure 26, indicating the following employment clusters:

- Financial services and property services: located primarily in Pymont, with the majority clustered around Harris Street north of Pymont Bridge Road and a secondary cluster around the intersection of Wattle Street and William Henry Street.
- Creative industries, information media and professional services: located throughout the Pymont Peninsula with a primary cluster around Jones Bay Wharf and secondary clusters around Blackwattle Bay and University of Technology, Sydney.
- Health services: located primarily in Pymont with a cluster around Harris Street north of Pymont Bridge Road.
- Education: located in Ultimo with a primary cluster around University of Technology, Sydney
- Transport and logistics and manufacturing: located around Harris Street north of Pymont Bridge Road and around the intersection of Wattle Street and William Henry Street.

Analysis of the 2017 floorspace and employment survey data shows the following:

- The average floorspace allocation per employee in the Harris Street village is 38.4m<sup>2</sup> per employee; based on the NSW government forecast, an additional 490,000m<sup>2</sup> of floorspace would be required to meet employment population forecasts by 2036.
- The average floorspace allocation per resident across the City of Sydney local area is 55m<sup>2</sup> per resident; based on the NSW government forecast an additional 680,000m<sup>2</sup> of floorspace would be required to meet residential population forecasts by 2036.
- Based on the NSW government forecasts and average employment and residential densities across Pymont Peninsula, approximately 1,200,000m<sup>2</sup> of additional floorspace would be required across the whole of the Pymont Peninsula.
- The 2017 floorspace and employment survey indicates significant centres in the north of Pymont (centred around Union Square), in northern Ultimo (centred around Harris Street and William Henry Street) and southern Ultimo (centred around University of Technology Sydney).

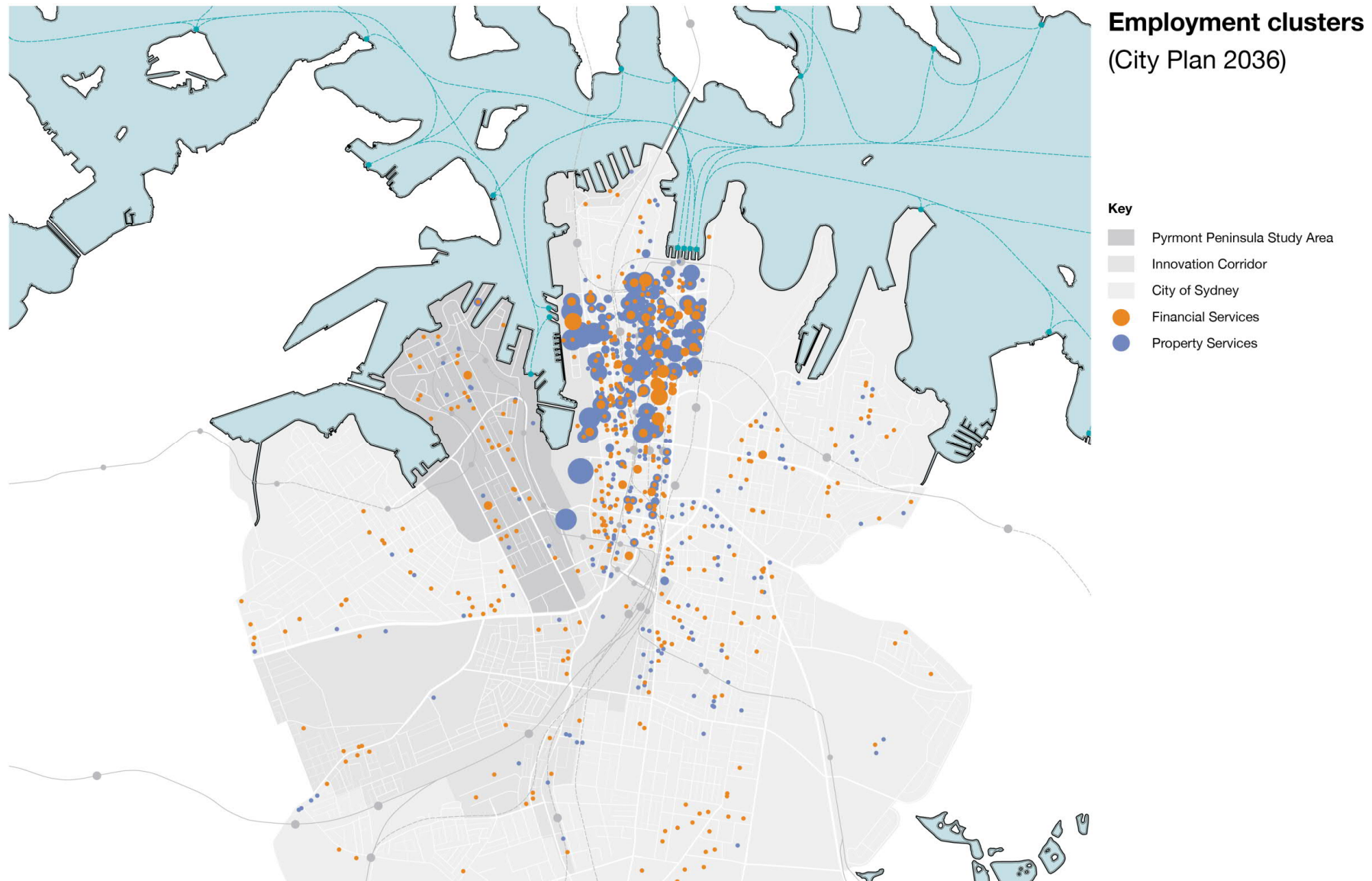


Figure 23 – Distribution of financial services and property services employment clusters

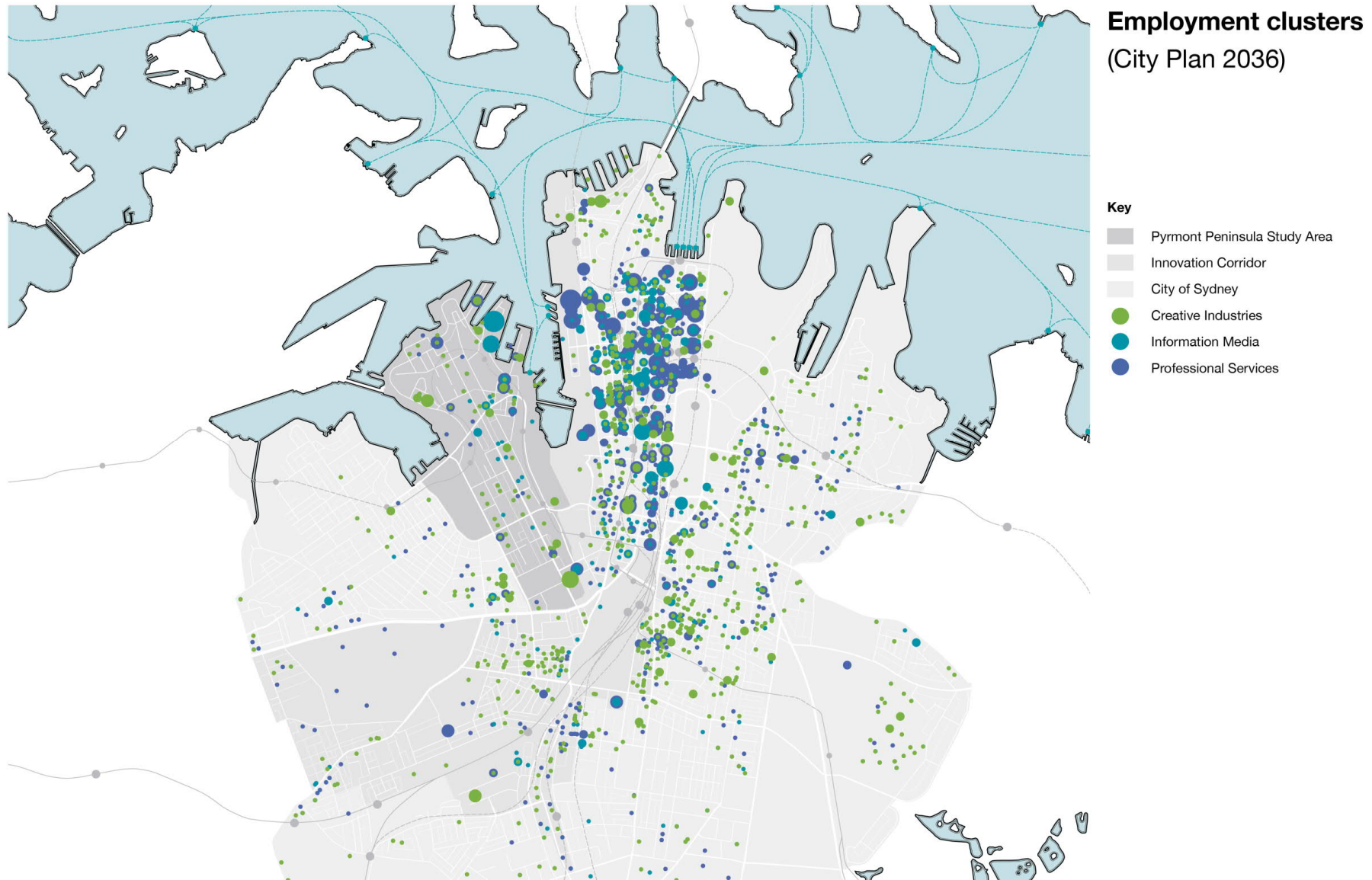


Figure 24 – Distribution of creative industries, information media and professional services employment clusters



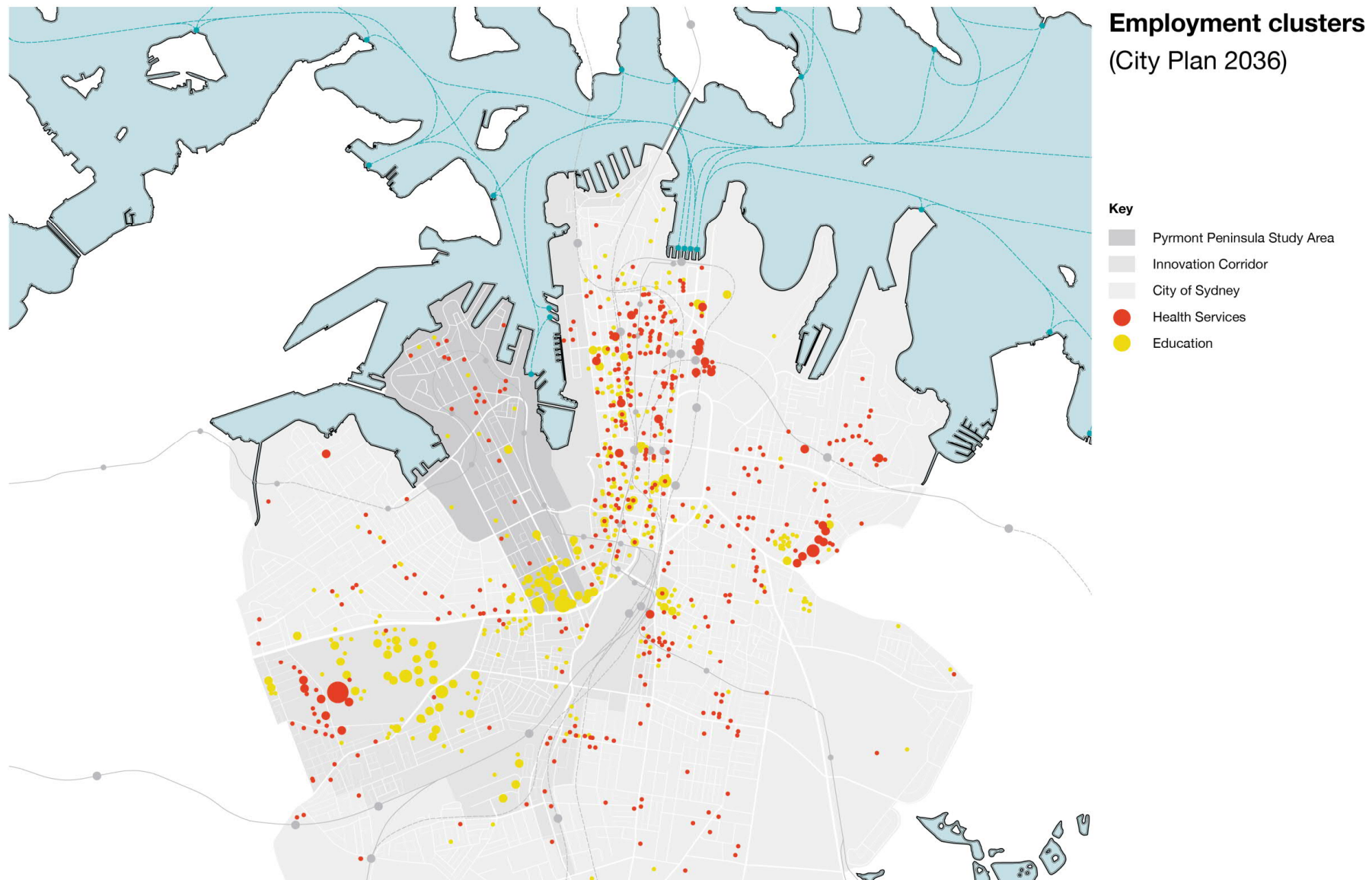


Figure 25 – Distribution of health services and education employment clusters



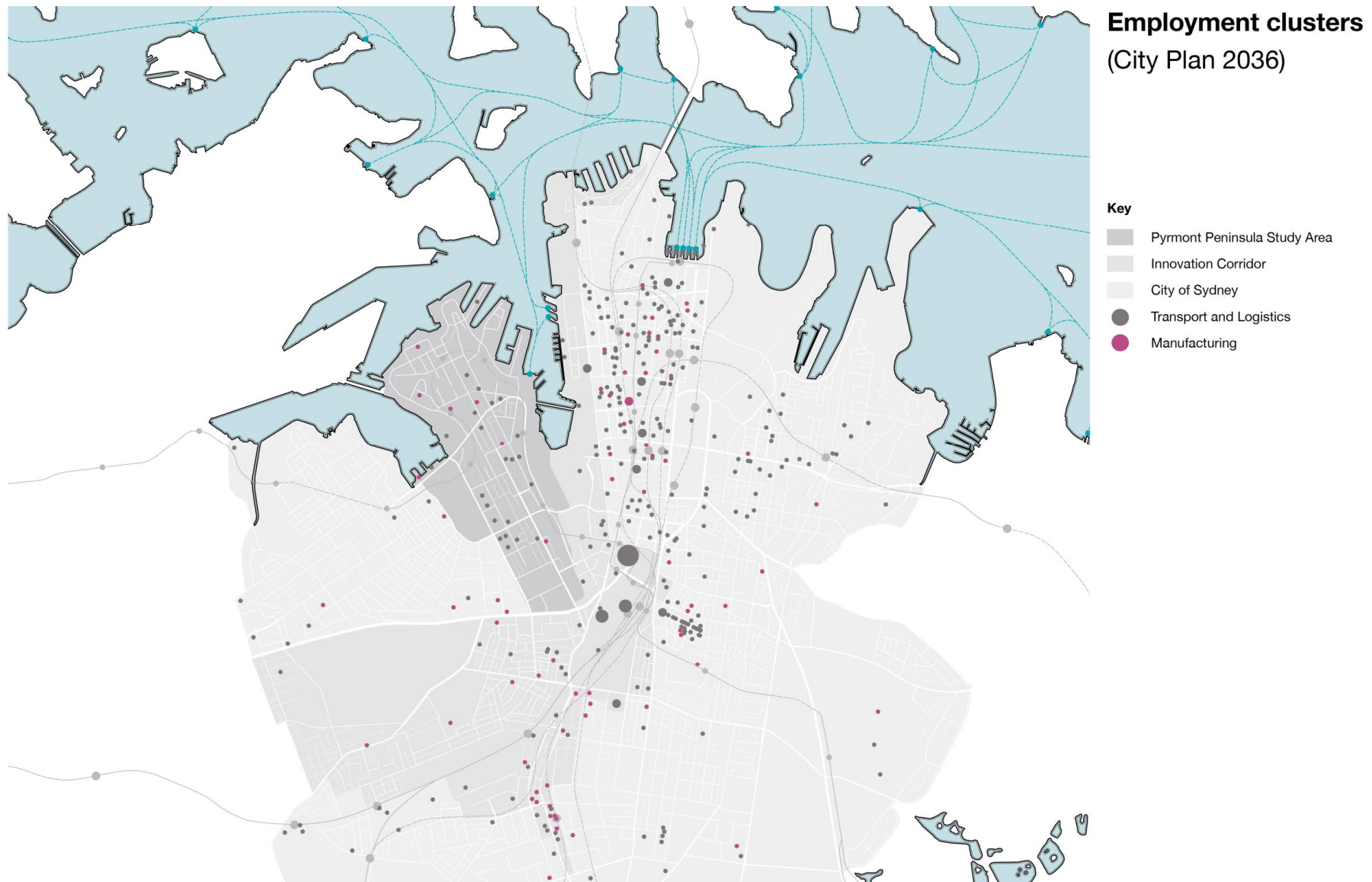


Figure 26 – Distribution of transport & logistics and manufacturing employment clusters

### 4.3. Key destinations and attractors

In addition to key employment and residential population clusters, travel to and from the Pyrmont Peninsula is influenced by a number of key destinations and attractors that contribute to travel demand and are significant places in their own right, as shown in Figure 27. These destinations and attractors generate travel demand that may be outside of the typical commuter peak and have their own distinct transport needs separate from commuter travel. The key destinations and attractors that have been considered in this strategy include:

1. **The Star Casino** – significantly redeveloped in 2011, The Star Casino is a global visitor attraction and currently Sydney's only casino. As a central component of Pyrmont nightlife, typically trading late into the night, light rail services run a truncated route between The Star and Central Station to provide late-night public transport access to The Star.
2. **Sydney Fish Market** – Sydney Fish Market incorporates a working fishing port, wholesale fish market along with retail, food and beverage offerings. Access to Sydney Fish Market is via Bank Street in close proximity to the Western Distributor interchange at Pyrmont Bridge Road. In 2016, NSW Government announced that the Sydney Fish Market would be redeveloped as part of a revitalised Blackwattle Bay, which would also include returning public access to Blackwattle Bay foreshore. Planning approval for this redevelopment was granted in June 2020.
3. **International Convention Centre Sydney (ICC Sydney)**– Redeveloped in 2016 and replacing the Sydney Convention Centre and Exhibition Centre, ICC Sydney is the largest exhibition and convention centre in Australia, incorporating convention spaces for up to 2500 people. In 2019, ICC Sydney hosted over 700 events and catered for more than 1.3 million visitors. ICC Sydney generates substantial travel demand during large events and is primarily served by light rail access at Convention Centre and Exhibition Centre light rail stops along with significant private coach and car demand during events.
4. **Museum of Applied Arts and Sciences (Powerhouse)** – The Powerhouse Museum houses a diverse technology collection encompassing decorative arts, science, communication, transport, costume, furniture, media, computer technology, space technology and steam engines. Although in 2019, the NSW Government announced that the Powerhouse Museum would occupy a new site in Parramatta by 2021, in 2020 it was confirmed in a media release of 4 July 2020 that the existing Ultimo site would remain as a centre for fashion and design.
5. **Australian National Maritime Museum (ANMM)** – ANMM houses seven galleries that document the maritime history of Australia and attracts over 750,000 visitors a year and also houses venues for private events. Travel to ANMM via public transport is generally by bus or from Pyrmont Bay light rail stop. Prior to 2019, the ANMM forecourt was used by Sydney buses for layovers, however following the redevelopment of the ANMM forecourt, these layover spaces have been permanently relocated to The Star Casino.
6. **University of Technology, Sydney (UTS)** – As the primary education institution in the Pyrmont Peninsula, UTS along with TAFE NSW Ultimo dominates the education cluster in southern Ultimo. Unlike other Universities in Sydney, the UTS and TAFE campuses are spread across numerous building on public roads of Harris Street, Broadway, Jones Street, Harris Street, Mary Anne Street and Thomas Street. These buildings generate significant pedestrian and cycle demand across Broadway and Harris Street due to their proximity to Central station and Railway Square.
7. **Wentworth Park** – As the largest open space site in close proximity to Pyrmont Peninsula, Wentworth Park is of regional significance to Pyrmont, Ultimo and Glebe. In addition to public football and soccer fields, Wentworth Park is currently the site of an existing greyhound racing track and the temporary Ultimo Public School. The NSW Government will investigate the return of the Wentworth Park greyhound track land, and the temporary pop up school, as newly activated, publicly accessible open space as part of a larger and enhanced parkland once their terms expire.

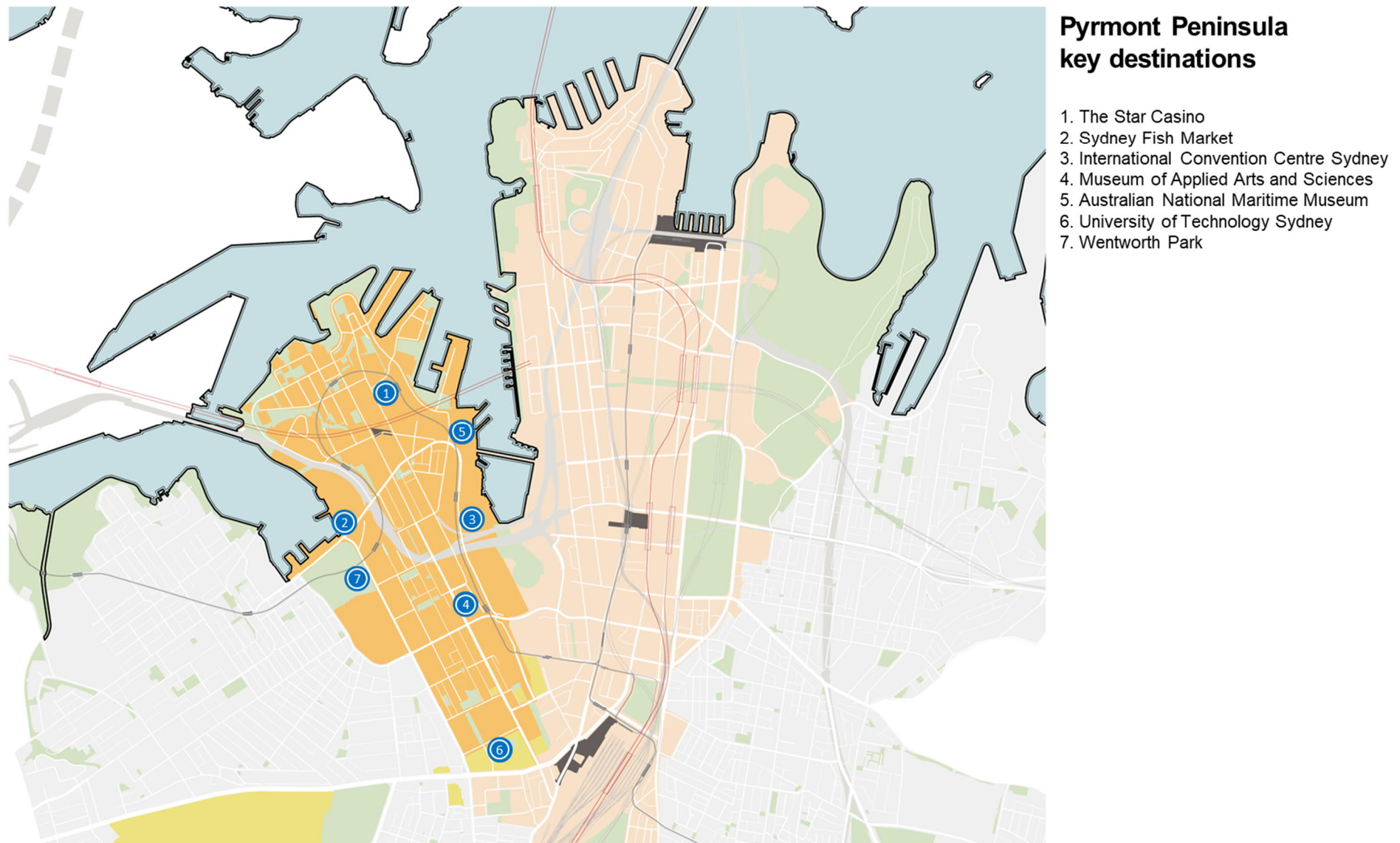


Figure 27 – Key visitor attractions in the Pymont Peninsula



## 4.4. Major projects

The Pyrmont Peninsula and its surrounding context are subject to a number of city-shaping transport infrastructure projects that are currently in planning or identified in Future Transport 2056 for investigation. This section outlines the key projects that are currently subject to environmental planning and approval or under construction, including:

- WestConnex M4-M5 Link
- Western Harbour Tunnel
- Sydney Metro West

### 4.4.1. WestConnex – M4-M5 Link

The M4-M5 Link, part of WestConnex as shown in Figure 28, is being delivered in two stages:

- Stage one – construction of the M4-M5 Link Tunnels between the New M4 at Haberfield and the New M5 at St Peters and stub tunnels to the Rozelle Interchange.
- Stage two – construction of the Rozelle Interchange and Iron Cove Link.

The M4-M5 Link Tunnels project is the final component of WestConnex, featuring twin tunnels between the New M4 at Haberfield and the New M5 at St Peters. Each tunnel will be approximately 7.5 kilometres long and able to accommodate up to four lanes of traffic in each direction.

When complete, the M4-M5 link will enable WestConnex to perform the role of Western CBD Bypass. This role is currently performed by a number of connecting arterials comprising Botany Rd/Regent St/Gibbons St/Abercrombie St/Wattle St/Harris St that bypass the CBD and connect Sydney Airport and Port Botany to the Western Distributor. The reduction of this role will allow the current western CBD bypass to be repurposed to prioritise more place-based uses and activities.

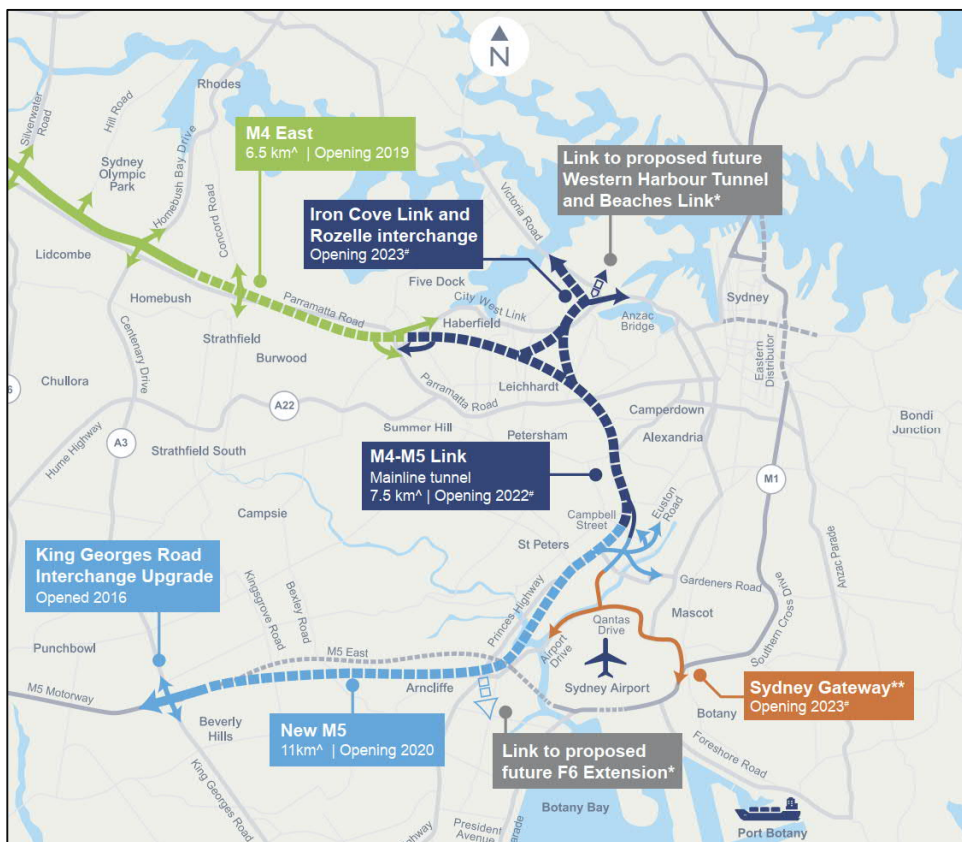


Figure 28 – M4-M5 Link overview



#### 4.4.2. Western Harbour Tunnel

The Western Harbour Tunnel and Warringah Freeway upgrade consists of:

- Western Harbour Tunnel which stretches from the Warringah Freeway at Cammeray, across Sydney Harbour, to the WestConnex interchange at Rozelle.
- An upgrade of the Warringah Freeway where the Western Harbour Tunnel will connect along with potential connections to a Beaches Link Tunnel that will connect Western Harbour Tunnel to the Northern Beaches.

Western Harbour Tunnel will provide a third crossing of Sydney Harbour connecting to the M4–M5 Link at Rozelle and Warringah Freeway at Cammeray, continuing the western bypass of the CBD and providing an alternative for trips that currently use the Sydney Harbour Bridge and Western Distributor through Pymont. An overview of the Western Harbour Tunnel and its connections is shown in Figure 29.

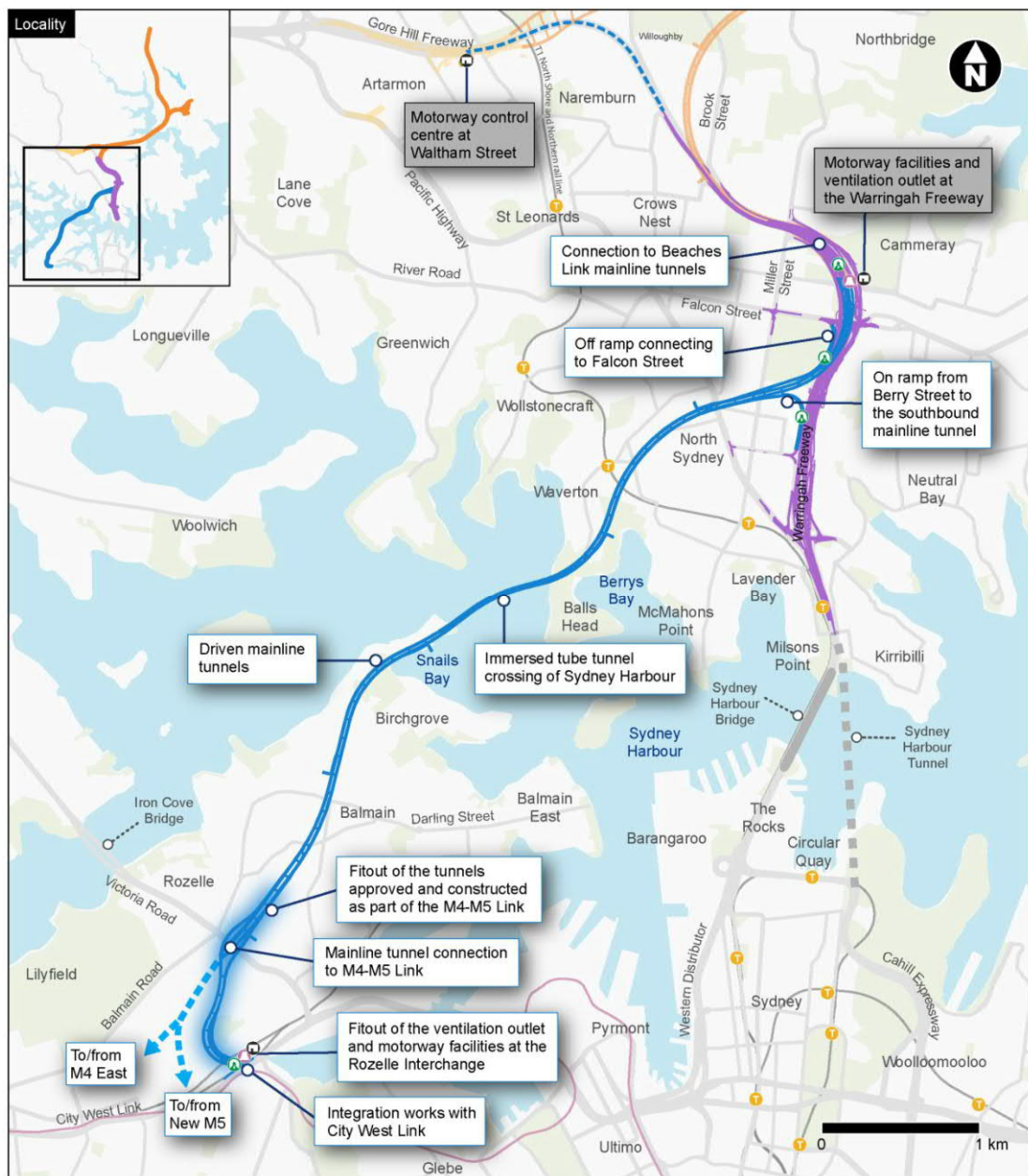


Figure 29 – Western Harbour Tunnel overview

#### 4.4.3. Sydney Metro West

The Sydney Metro West project will support a growing city and deliver world-class metro services to more communities. This new underground railway will connect Greater Parramatta and the Sydney CBD as shown in Figure 30. The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays. Further planning and design work is underway to determine the location of a new metro station in the Sydney CBD.

The first Environmental Impact Statement for Sydney Metro West (Westmead to The Bays) was released in April 2020. This document covered assessment of the project at a concept level as well as Stage 1 covering all major civil construction between Westmead and The Bays including station excavation and tunnelling. At the time of public display, no decision had been made on the number and location of stations to the east of The Bays and a decision was made by NSW government to exclude a station at Rydalmere.

Planning for a potential metro station at Pyrmont is currently underway. Sydney Metro will continue to work closely with Government stakeholders to ensure that any plans for Pyrmont are consistent with the planning work being undertaken to revitalise the Pyrmont Peninsula, including the Western Harbour Precinct, into the next jobs hub and economic driver of Sydney.



Figure 30 – Sydney Metro West overview

## 4.5. Emerging transport and urban context

A summary of the major land use and transport initiatives surrounding the Pyrmont Peninsula is shown in Figure 31. Review of these transport and land use initiatives shows that while there are numerous projects that will affect transport in the Pyrmont Peninsula, there are conflicting priorities between these initiatives and strategic alignment of these priorities is required to resolve the following:

- Completion of the WestConnex program through M4–M5 Link and Rozelle interchange, along with the proposed Western Harbour Tunnel provides alternative routes for regional traffic that travels through the Pyrmont Peninsula, potentially freeing up space on surface streets.
- Road network planning for key state roads through the Pyrmont Peninsula has identified Harris Street and Wattle Street as corridors that could be modified to a lower traffic function and higher active or public transport function in concert with increased regional traffic capacity offered by surrounding motorway projects.
- A new metro station at Pyrmont would substantially increase the 30-minute travel catchment of the Pyrmont Peninsula for both workers and residents, allowing for public transport access to the Pyrmont Peninsula from as far west as Parramatta. This would support the key industries in the Pyrmont Peninsula including media, communications and technology that benefit from access to large labour markets, strengthening the Harbour City Innovation Corridor between Bays precinct and Redfern.
- City Plan 2036 identifies three distinct centres along Harris Street at Union Square, William Henry Street and Broadway that are currently not well-connected. These centres would benefit from better transport connections along Harris Street that would link these centres and provide better access to other centres along the Harbour City Innovation Corridor.
- There are gaps in the existing active transport network that are limiting active transport access to the south and the west that could be resolved through a combination of new active transport connections at Glebe Island Bridge and the Goods Line at Central and the Museum of Applied Arts and Sciences.



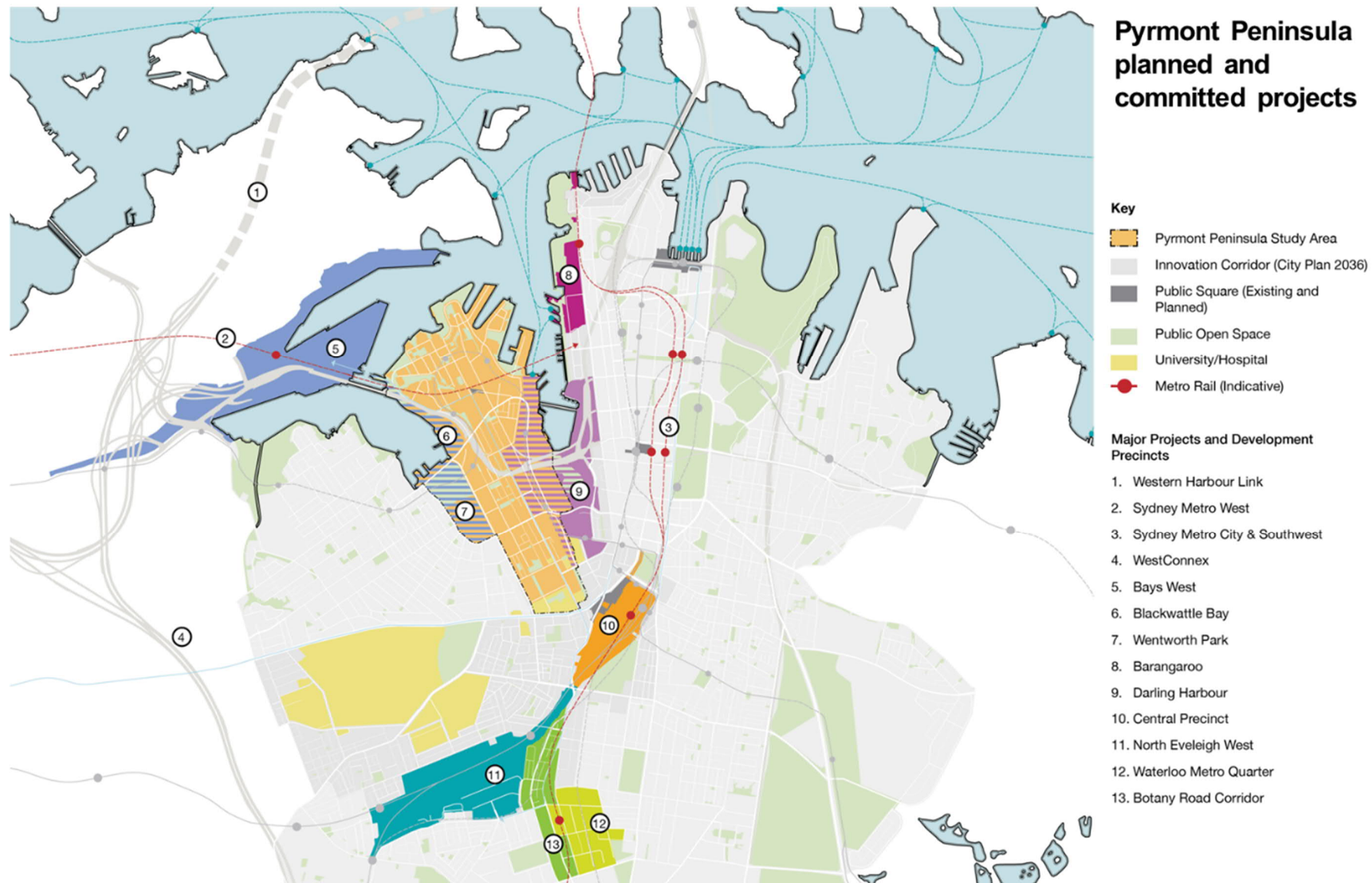


Figure 31 – Planned and committed transport network surrounding Pyrmont Peninsula