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# Attachment 3 – Urban Design Statement Addendum, FJMT

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Blackwattle Bay  
Response to Submissions

June 2022





We acknowledge the Traditional and Historical Custodians of the lands and waters spreading across the cultural landscape of Blackwattle Bay.

We recognise their continuing connection to Country and pay our respects to Elders past, present and emerging. We acknowledge the unique cultural and spiritual relationship and celebrate the contributions of First Nations peoples to Australia.



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# Introduction

**The approval of a new home for the new Sydney Fish Market at the head of Blackwattle Bay unlocks opportunity for renewal of the lands along the eastern edge of the bay and the staged delivery of a public waterfront promenade that completes the missing link of the otherwise continuous 15km waterfront promenade from Woolloomooloo to Rozelle Bay.**

The Blackwattle Bay State Significant Precinct Study outlines the proposed rezoning of the existing Sydney Fish Market site and three Private Land Owner sites. The precinct plan incorporates the Bank Street Park, new Sydney Fish Market and the waters of Blackwattle Bay.

The study was exhibited during July and August, 2021. Submissions were received from a broad range of community members, groups and stakeholder representatives.

The submissions identified a broad range of matters which have been grouped into 5 key themes:

1. Built form
2. Place
3. Environment
4. Planning and process
5. Movement

This report is an addendum to the Urban Design Statement submitted with the State Significant Precinct Study and outlines the urban design responses to the submissions, together with the changes proposed in the Revised Precinct Plan.

The Blackwattle Bay Revised Precinct Plan illustrates an amended public domain and built form framework for Blackwattle Bay that responds to the submissions received.

The amended plan has been developed with review and input from the Project Review Panel and the Project Working Group comprising the Department of Planning and Environment, Government Architect NSW, Transport for NSW and City of Sydney members. The amendments include:

## Place

- Public domain increased to 55.5% of the site area.
- Reclassification of Waterside Park to Waterfront Promenade with adjusted width to 30m.
- 20m cumulative width along the length of the private landowner sites in the form of a 10m wide permanent boardwalk over the water (previously noted as temporary) and 10m wide promenade on land at the water's edge.
- Increase in colonnade height to 9m and adjustment of

width to 6m adjacent to the 20m promenade allowing for ground level activation without compromising movement or dwelling on the promenade.

- Removal of Building 07 (elliptical building) to improve waterfront open space continuity.
- Promontory developed as a special gathering place for all peoples and cultures.
- Alignment with Tjerruing Blackwattle Bay Connecting with Country Framework.
- Possible gathering circle on the Promontory for cultural practice and events.

## Built Form

- Proposed building footprints moved out of City of Sydney land parcel adjacent to the Western Distributor.
- 5 x tower envelopes reduced in height to better align with existing and proposed built form context as well as reduce overshadowing impacts.
- Tallest tower envelope reduced by 15m.
- Largest tower envelope reduction is 21.5m lower than exhibited massing.
- Adjusted building footprints for Buildings 05A, 05B and 06.
- Repositioning and reduction of tower envelope for Building 02, now Building 02A to improve sunlight access at the foreshore.
- Adjusted tower heights in Metres (m) and Storeys (st). Refer to pages 51 and 52 of this report. Increase in tower separations for Private Landowner sites to minimum 24m above 8 storeys resulting in greater view sharing, sunlight access and potentially improved air quality.
- Building PLO 1-1 reduction in height to RL54.4m from RL65m.
- Increase in height of Building PLO 2 tower from RL91.5 to RL100.4m
- Further reductions to Building 5B and Building 03 podium to improve sunlight amenity of adjacent residential.
- Approximately 13% reduction in overall density (GFA) resulting in:
  1. approximately 378 fewer homes
  2. approximately 840 fewer residents
- Shift in land use mix from residential to commercial floor space and reduction in total floor space resulting in approximately 262 fewer jobs.

## Environment

- Separation of proposed permanent boardwalk from seawall to create marine ecological zone.
- Opportunity for precinct-wide infrastructure located under Western Distributor.
- 5-star Green Star Buildings and Green Star Communities precinct rating to be achieved by the development.
- Ability to meet safety and comfort wind criteria to publicly accessible spaces.



# Vision

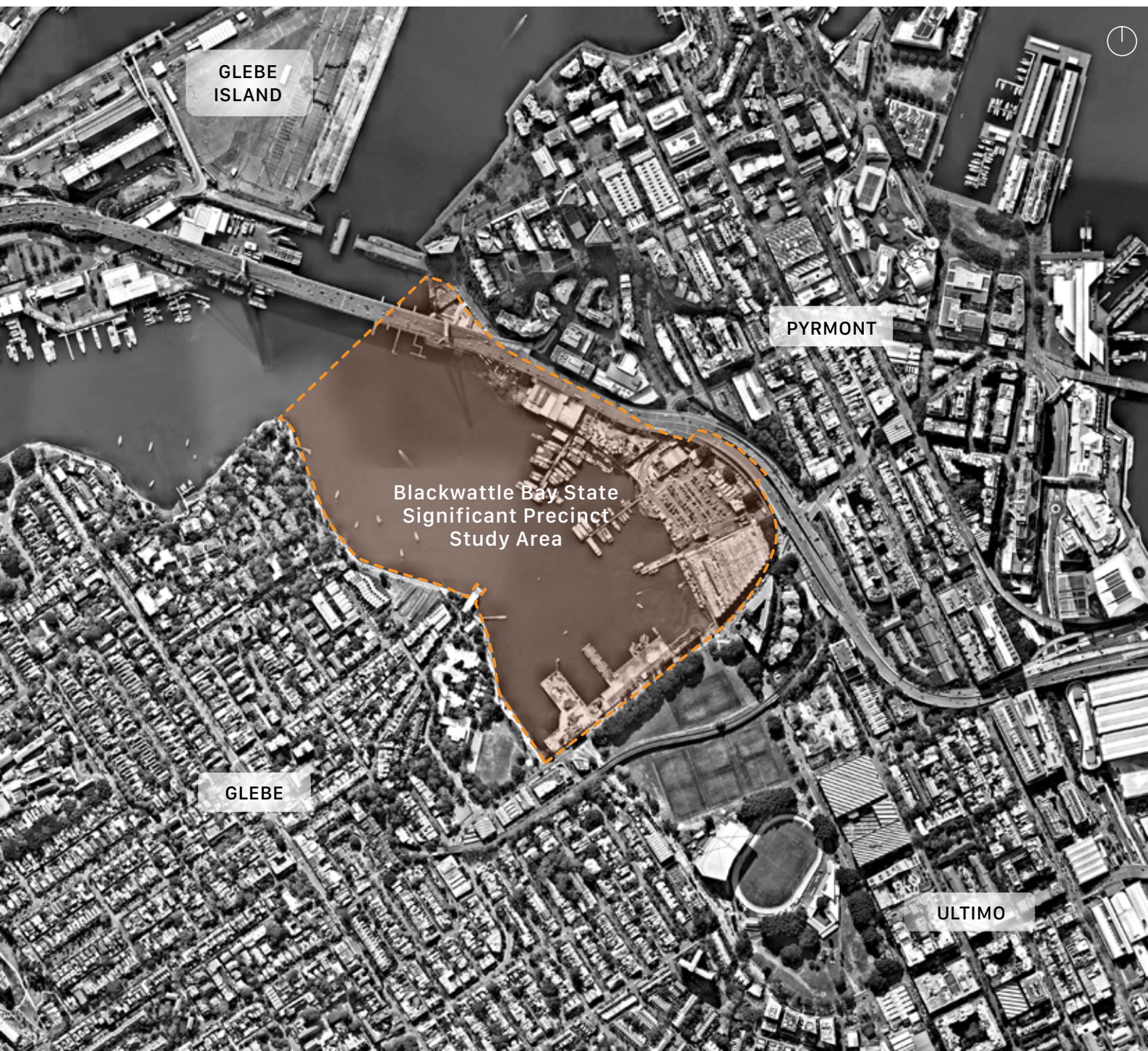
## Planning and process

- Refer to revised Explanation of Intended Effects.

## Movement

- Simplification of Wattle Street / Bridge Road / Park Street intersection geometry to improve pedestrian safety.
- Increased setback to Western Distributor between Pyrmont Bridge Road and Miller Street providing wider landscape zone for dedicated cycle path.
- Integration with the future Glebe Island Bridge active transport link.

Blackwattle Bay offers an extraordinary opportunity to reconnect the harbour, its surrounding neighbourhoods and the city; to showcase Sydney's living culture and stories of Country; to build an inclusive and iconic waterfront destination that celebrates innovation, diversity and community.





Place



# Revised Precinct Plan

The precinct plan for Blackwattle Bay has been revised in response to the community and stakeholder submissions and feedback to the exhibited precinct plan. The revised plan offers a wider promenade with parts that can be delivered earlier and with greater certainty. The plan reduces tower heights and increases separations between buildings for improved amenity outcomes whilst maintaining the high level of integration with the urban structure of Pyrmont and delivering a flexible block structure able to adapt to future needs. Urban renewal is anticipated to take 10 years and once completed approximately 55.5% (5.75 ha) of the site area will be publicly accessible, a two-fold increase on existing (approximately 25%/2.6 ha).





**Area 1** / 1-3 Bank Street  
& Bank Street Park

**Area 2** / Private Land Owners Land  
& Miller Street Reserve

**Area 3** / Government Owned Land  
& Waterfront Promenade

**Area 4** / New Sydney Fish Market  
& Sydney Fish Market Urban Park

**Area 5** / Working & Recreational Harbour



- 1 New Sydney Fish Market
- 2 Workplace & Retail
- 3 Residential
- 4 Gathering Circle
- 5 Promontory
- 6 Potential Cultural Facility
- 7 Over-water Boardwalk
- 8 Mixed Use / PLO-03-2
- 9 Mixed Use / PLO-03-1
- 10 Mixed Use / PLO-02
- 11 Mixed Use / PLO-01
- 12 Dragon Boat Storage & Launch
- 13 Potential Adaptive Reuse
- 14 Day Charter Marina
- 15 Corporate Charter Marina
- 16 Fishing Fleet Wharf
- 17 Potential Future Marina
- 18 Potential Precinct Services Zone
- 19 Rowing and Paddling Course
- 20 Future Connection to Bays West
- L Light Rail Station
- F Potential Ferry Stop
- B Bus Stop
- M Future Metro Station/Access
- - Historical Foreshore
- - SSP Boundary



# Foreshore Promenade

## Key issues raised by the community and stakeholders

- Width and scale of the promenade to deliver on Key Move 1 of the Pyrmont Peninsula Place Strategy
- Amenity of the promenade including solar access
- Functional capacity for active and passive recreation

## DPE Letter Recommendations

- The foreshore promenade should include opportunities for:
  1. Movement: people walking along the foreshore;
  2. Dwelling: people sitting and relaxing;
  3. Dining/activation: people eating and shopping along the front of buildings adjacent to the foreshore promenade.
- Investigate development of options for wider foreshore promenade at the narrower, northern end of the precinct – increasing from the 17m in the exhibition scheme.
- Consider foreshore promenade widths of 16-20m width with an adjacent colonnade of 6-7m.
- Undertake further investigations into alternative for foreshore access (boardwalks in the water) in the event that the northern sites do not develop in the short to medium term.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

- The minimum width of the promenade has been increased to 20m incorporating a 10m boardwalk over water that can be delivered independent of renewal of the Private Land Owner sites. A 6m colonnade further increase the promenade width to 26m while providing for ground floor activation without compromising movement and dwelling functions
- Separation between the sea wall and boardwalk supports a marine ecology zone at the waters edge
- Connections between the promenade on land and boardwalk over water creates activity nodes and increases dwelling opportunities along the length of the promenade
- The promenade expands at the Promontory and achieves a width of 30m between the waters edge and Park Street on the Government owned land
- Reduced building heights and increased tower separation will improve solar access to the foreshore promenade, improve the wind environment and enhance view sharing

**The revised foreshore promenade for Blackwattle Bay is wider, more amenable, functional and flexible. The promenade provides dwelling and movement space in combination with a sheltered colonnade allowing for ground level activation beyond the main promenade width. Additionally, an active transport zone within the Bank Street reserve provides further mobility choices.**

**The permanent over-water boardwalk allows for the continuous waterfront promenade to be delivered without relying on the staged renewal of Private Land Owner sites. The foreshore promenade delivers on Big Move 1 of the Pyrmont Peninsula Place Strategy**

## World-Class Harbour Foreshore Walk

A world-class harbour foreshore walk is identified as Big Move 1 in the Pyrmont Peninsula Place Strategy and Action No.1 is to '... secure the final links of the Sydney

Harbour foreshore link at Blackwattle Bay and Darling Island.'

The design team reviewed the foreshore promenade as outlined in the exhibited precinct plan against the intent and attributes of a world-class foreshore promenade, examined local and international precedents and developed a revised, site specific response.

We looked specifically at:

1. Domino Park, NYC
  2. Barangaroo, Sydney
  3. Elizabeth Quay, Perth
  4. Am Sandtorkai, Hafen City, Hamburg
- and identified zones of movement, configurations of landscape and furniture elements and looked at activities and programming.

From the PPPS, precedents and other foreshore studies, we developed a set of keywords that capture the attributes of a world class foreshore promenade. These were:

- Continuous + Accessible
- Connected with Country
- Diverse



- Scaled + Amenable
- Harbour-Edge
- Engage Natural Setting
- Activated
- Gatherings and Events
- Destinations
- Working Harbour
- Integrated
- Recreation and Relaxation

We referred to the PPPS classification of Blackwattle Bay foreshore as being a place for Active Recreation and Events.

These attributes and opportunities were then considered in relation to the key constraints of the site, particularly the precinct to the north of the Miller Street. The constrained land parcels between the sea wall and Western Distributor for the Private Land Owner sites and the south-west orientation of this portion of the land were identified as two significant constraints. A third key constraint, the individual ownership of the land parcels and likely staged renewal, became a more significant shaping influence on the revised foreshore promenade.

Options to expand the foreshore promenade on land were explored however, these compromised renewal potential and did not directly address the desire to deliver a continuous foreshore promenade early in the precinct renewal.

A permanent boardwalk over water, as a component of a broader promenade on land and water, evolved as the solution with greatest amenity, flexibility and public benefit. The meeting points between the promenade on land and the boardwalk were conceived as activity nodes and markers of key moments in the foreshore journey. Activity nodes are proposed at Bank Street Park, Miller Street Reserve and at the Promontory

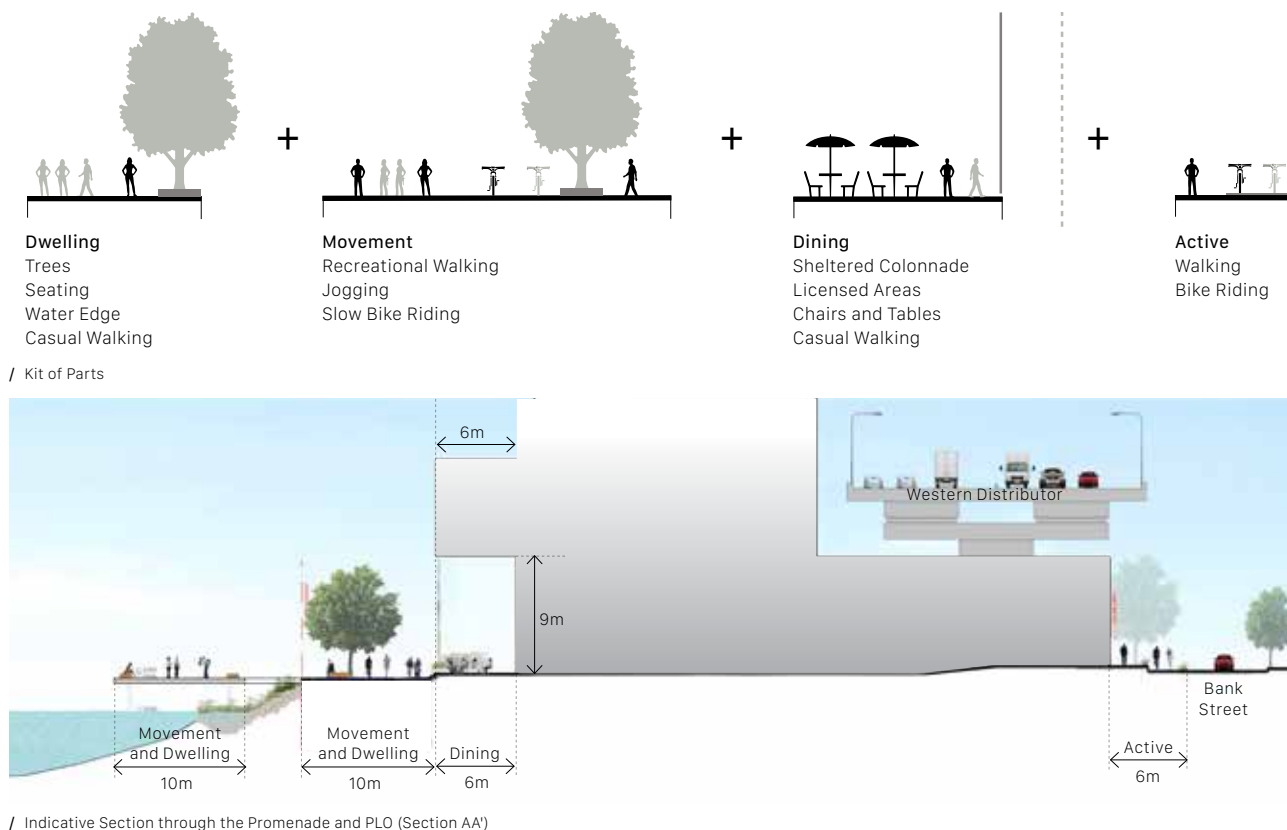
The Revised Precinct Plan creates a world class foreshore promenade, responsive to specific site conditions and opportunities, that will provide places to promenade, gather and connect in the natural and urban setting of Blackwattle Bay.

### Movement, Dwelling and Dining

Opportunities for Movement, Dwelling and Dining were identified and incorporated into the options with reference to the Pyrmont Peninsula Place Strategy indicative promenade sections. The design team considered these three zones as a kit of parts able to accommodate the different forms of movement and dwelling along the edge of Blackwattle Bay.

### Width

The physical constraints of the land to the north of Miller Street were further examined and options considered the benefits and impacts of increased promenade width on land. The kit of parts was adjusted to provide widths





appropriate to the context and amenity opportunities. A range of options were reviewed and discussed with the Project Working Group.

The likely sequence of renewal of the Private Land Owner sites was further explored and the need for a permanent boardwalk over water to allow the early delivery of the continuous foreshore promenade evolved into a strategy of a 20m cumulative wide walk comprising of sections on both land and over water.

To the south of Miller Street the promenade expands at the Promontory to in excess of 55m and maintains a width of 30m around to the Sydney Fish Market Urban Park.

The foreshore promenade provides generous width between new Sydney Fish Market and the new commercial and entertainment core of Blackwattle Bay and supports distributed pedestrian movement to public transport nodes. The promenade greatly expands on the foreshore width of Glebe Foreshore and avoids pinch points that restrict pedestrian movement. It is significantly wider than the promenade between Waterfront Park and Pirrama Park at the north of the Pyrmont peninsula.

### Boardwalk

The inclusion of a 10m wide boardwalk over water, separated from the sea wall line by an ecological zone allowing natural light to the marine environment at the bays edge, combined with the 10m promenade on land increases the cumulative total promenade width to 20m for the northern end of the precinct.

### Colonnade

A colonnade adjusted to 6m wide and 9m high, as recommended by DPE in the Built Form section of the letter, provides shelter and outdoor seating opportunities directly adjacent to the foreshore promenade.

### Movement

Parallel to the foreshore promenade, additional pedestrian movement along with cycle movement are able to be accommodated within the road reserve of Bank Street. As outlined in the exhibited precinct plan, this parallel active transport route along Bank Street can support faster commuter and recreational cycle speeds.



/ Indicative Section CC'



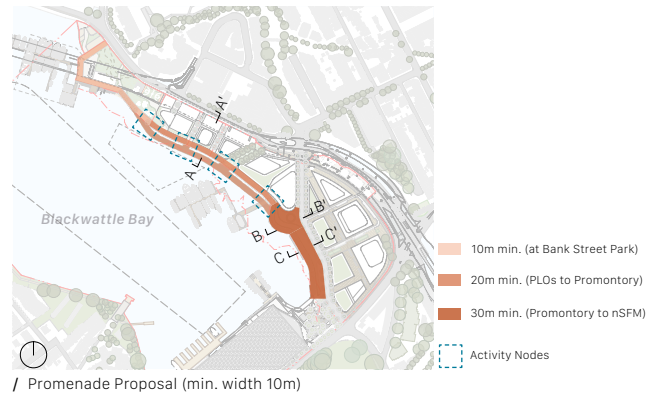
/ Indicative Section BB''



The foreshore promenade will:

....connect key public spaces, cultural and entertainment destinations, catering to a diversity of users and functions, and allowing people to engage with and appreciate the natural setting of the harbour from Woolloomooloo to the Bays Precinct.

— Pyrmont Peninsula Place Strategy / Urban Design Report / Vol 3. Sub-precinct Master Planning P20



# Public Open Space

## Key issues raised by the community and stakeholders

- Quantum of open space
- Amenity of open space, particularly in relation to solar access

## DPE Letter Recommendations

- Provide more detailed analysis beyond the winter solstice ensuring that the precinct provides spaces capable of supporting lawn and planted areas.
- Investigate alternate site and building envelope configurations which improve solar access to open spaces.
- Investigate the proposed elliptical building (BLD 07) to improve greater quantum and connectivity of open space. This could include either the deletion of the building and relocation of uses into other locations throughout the precinct, or amendments to the built form such as location, size and scale.
- Undertake further testing to consider and/or demonstrate:
  1. Ability to deliver a minimum of 3ha of public open space.
  2. Ability to deliver 40% canopy cover across the SSP.
  3. Improved public domain across the precinct through provision of a more continuous scaled space terminating in a larger park at the south.
  4. Provide further solar access analysis of the foreshore promenade and open spaces throughout the year including times outside of 9am and 3pm and not only at the winter solstice.
- Consider amending built form to ensure solar access to adjoining public open space.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

- Waterfront Park and associated lawn areas have been replaced with a tree-lined 30m wide foreshore promenade similar in treatment to Barangaroo
- Building heights have been reduced and separations increased to improve solar amenity of public open space and public domain and minimise overshadowing impacts to the solar panels on the roof of the new SFM
- Landscape approach focussed on flexible and durable movement and dwelling spaces supported by generous tree canopy
- Indicative lawn areas limited to Bank Street Park where sufficient sunlight can be achieved
- Revised building envelopes for improved wind environment in the public domain

**Blackwattle Bay delivers on Big Move 5 of the Pyrmont Peninsula Place Strategy, providing more, and better activated public space. Bank Street Park will offer a greatly enhanced experience for passive craft users and will bring new active and passive recreation uses into a unique park environment that offers the opportunity to provide usable spaces that are shaded from the hot summer sun and protected during rainy days. This key open space will be linked to the Promontory, Sydney Fish Market Urban Park and new Sydney Fish Market through a wider foreshore promenade.**

## Configuration

The design team has considered the DPE recommendations, undertaken additional analysis and adjusted the public open space strategy for Blackwattle Bay. Alternative site and building envelope configurations

were examined and significant adjustments were made to improve solar outcomes to open spaces.

The elliptical building (BLD 07) has been removed to improve waterfront open space continuity. Cultural facilities will be located in Building 1 (BLD 01). Building 02B (previously BLD 02) is repositioned to increase sunlight hours to the promenade. Further built form adjustments including the reduction of building heights and increased building separations to the north of Miller Street improve solar access to the Promenade, Promontory and Sydney Fish Market Urban Park. Additionally, the lower building heights overshadow the roof of the new Sydney Fish Market less, resulting in nearly no impact to the solar panels.

## Promenade

Waterside Park has been reimagined and reframed as a broad foreshore promenade, consistent with the world-class harbour foreshore walk objectives of the Pyrmont Peninsula Place Strategy. A generous tree canopy above a flexible ground plane stepping down the waters edge characterises the promenade between the Promontory and Sydney Fish Market Urban Park, providing capacity





for high visitor numbers and flexibility for a variety of gatherings and events.

## Open Space

The Promontory is identified as an open space destination along the foreshore journey. It receives the boardwalk from the northern precinct and provides the opportunity for the gathering circle and a terraced edge to the water for informal meeting and recreation by the bay.

Bank Street Park is retained as the primary passive and active recreation space for the new precinct. This key public open space is connected through to Miller Street, the Promontory, Sydney Fish Market Urban Park, new Sydney Fish Market and Wentworth Park by a wider foreshore promenade.

The open space network for Blackwattle Bay including the Bank Street Park, foreshore promenade and Sydney Fish Market Urban Park exceeds 3 hectares across the 10.4 hectare site area. As such, Blackwattle Bay dedicates greater than 30% of the site area to open space and more than 50% is publicly accessible in green spaces, foreshore promenade, pedestrian paths, streets and lanes. Barangaroo features 50% open space but has a significantly denser commercial core with buildings up to twice the height of the maximum envelope proposed for Blackwattle Bay. The 40% average tree canopy cover of the Exhibited Plan, calculated from the urban forest strategy percentages applied to the respective areas, is maintained.

## Amenity and Solar Access

To support everyday recreation and relaxation, the foreshore promenade is preferably comfortable and amenable, providing enjoyment of the outdoor environment when conditions are favourable, and shelter to mitigate the impacts of less favourable conditions. Site characteristics including width, orientation and exposure are key considerations.

The revised foreshore promenade for Blackwattle Bay is broader, sunnier, and more protected from prevailing winds. The addition of the boardwalk over water in the northern precinct adds a unique user experience and, in combination with reduced building heights and increased tower separations, will have great sunlight access during winter months. The proposed trees and tree canopy coverage strategy along the promenade will balance






/ Winter Solstice - 12pm



/ Winter Solstice - 1pm



/ Winter Solstice - 2pm

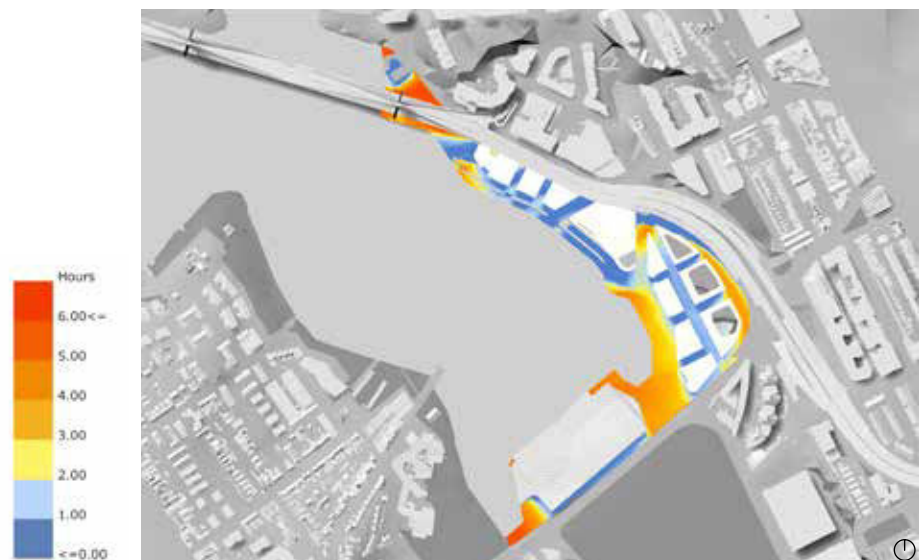
-  Open Space
-  Consolidated areas of direct sunlight at times referenced in the diagram
-  Areas protected by PPPS solar plane (12-2pm)

sunlight amenity and exposure with shade and shelter, particularly during summer months.

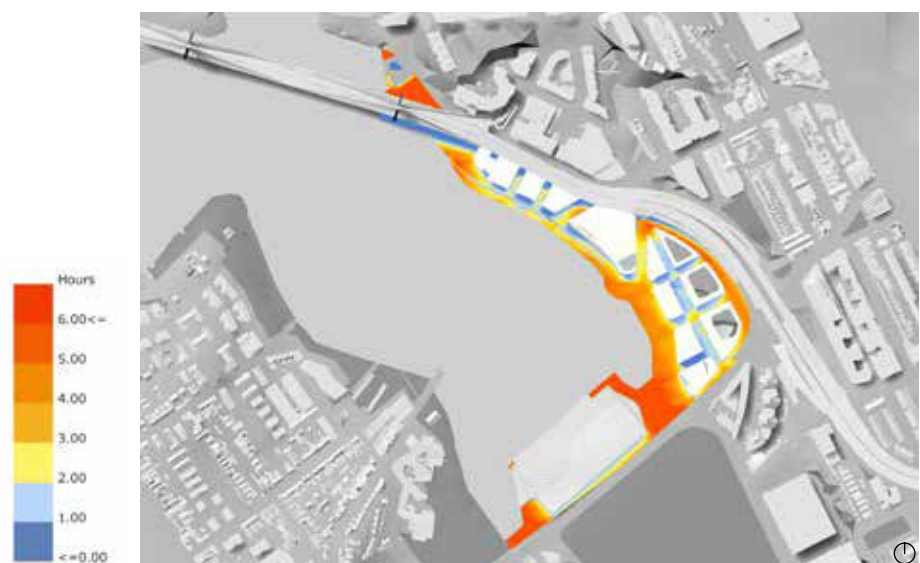
The colonnade provides a sheltered edge appropriate for dining and secondary movement. It is a complement to the open-to-sky promenade in a similar way to the East Circular Quay colonnade. The promenade expands to 30m wide south of the Promontory providing space for larger gatherings and events. Sunlight access is protected in this zone from 12pm to 2pm on 21 June, consistent with the PPPS sun plane controls for the Sydney Fish Market Urban Park .

Additional solar analysis has been undertaken and has influenced the revisions to the public open spaces and built form of the Blackwattle Bay Revised Precinct Plan.

Solar heat map analysis at the Equinox illustrates how much sunlight the public domain will receive on average throughout the year, while the solar heat map analysis at the Winter Solstice illustrates how much sunlight the public domain will receive during the shortest day of the year.



/ Winter Solstice 9am - 3pm



/ Equinox 9am - 3pm

# Connecting With Country

## Key issues raised by the community and stakeholders

There is a need to address the recommendations from the Aboriginal Cultural Engagement Report consistent with the Designing with Country framework.

## DPE Letter Recommendations

Identify opportunities to incorporate recommendations of the Murrawin Aboriginal Cultural Advice and Engagement report and how these will be captured throughout the renewal of the precinct.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

INSW commitment to embedding Connecting with Country in the future renewal of Blackwattle Bay

The Design Code has been revised to include a section on Connecting with Country with new provisions aimed at:

- Providing opportunities for collaboration and co-leadership with Aboriginal and Torres Strait Islander peoples in major development.
- Maintaining and enhancing the social, cultural and economic presence of Aboriginal and Torres Strait Islander peoples, organisations and businesses in the area.
- Ensuring development maintains and contributes to the Precinct having a place of belonging and pride for Aboriginal and Torres Strait Islander peoples.
- Designing public spaces to acknowledge Country and create opportunities for local Sydney Traditional Owners to share their stories of Country with visitors.

The Designing with Country provisions in the revised Draft Design Code identify the importance of engaging with, and being guided by, recognised knowledge holders and the Aboriginal community more broadly. The approach to Aboriginal stakeholder engagement as set out in the Aboriginal Cultural Advice and Community Engagement Findings Report (Murawin Consulting, March 2020) is to guide all consultation activities with the Aboriginal and Torres Strait Islander communities.

Consultation activities are to be designed and led by Indigenous-owned consultation advisories or by organisations with Indigenous consultation experience.

In addition to the consultation framework, the Design Code includes a number of other provisions to ensure development of both the public and private domain is guided by the Connecting with Country Framework for Tjerruing Blackwattle Bay (Bangawarra, March 2021). For example, languages of Country and Aboriginal names are to be used for streets, parks, promenades, plazas, in consultation with Aboriginal people and interpretive education about Aboriginal Culture is to be incorporated into signage, maps and wayfinding material.

The revised Draft Design Code also includes provisions requiring that new development, including the public domain, consider opportunities for acknowledging and celebrating Aboriginal and Torres Strait Islander living cultures through art, performance, architecture, landscaping and other creative expression. It also requires that development consider Indigenous inclusion, comfort and access in the design and operation of publicly accessible areas, including building forecourts, through-site links, retail spaces and hospitality venues. Further detail is provided in the revised Draft Design Code.



/ Aboriginal Cultural Heritage Assessment Report



/ Aboriginal Cultural Advice and Community Engagement Findings Report



/ Connecting with Country Framework for Tjerruing Blackwattle Bay









## Built Form

# Height and Building Massing

## Key issues raised by the community and stakeholders

- Concern that the proposal was too high in terms of:
  1. Height compared to surrounding built form (Pyrmont/Glebe)
  2. Height and scale relationship with Anzac Bridge, the new SFM, Western Distributor and Blackwattle Bay
  3. Amenity impacts (wind, traffic, solar, views)
- Concern that the proposal would impact views from existing developments and vistas in the area, and also impact on the visual privacy of existing development
- The proposed built form is not in keeping with local character
- ADG compliance

## DPE Letter Recommendations

- Investigate alternate built form options and undertake testing of alternate site configurations, in particular for the narrower northern end of the precinct to provide a better foreshore promenade experience. This should include master planning of one or more of the privately owned sites based on different lot configuration of one or more allotments, requiring amalgamation of sites to provide more lot configurations that better respond to the constraints of this part of the precinct. This should also include an improved transition to the waterfront including the use of podiums and increased setbacks from the water edge.
- Consider the height transition from Miller St and what benefits / challenges this delivers if heights were reduced. This should include testing of heights as low as RL52 at the Bank Street Park interface stepping up to RL 90 at the north side of the Miller Street alignment. This combined with any potential site amalgamation or reconfiguration would need to be carefully managed to ensure that a 'wall' of buildings is not created along the foreshore. To the south side of the Miller Street alignment maximum heights are to be controlled by the Sun Access Plane protecting sun access to Wentworth Park between 10am and 2pm and capped at the Obstacle Limitation Surface of RL156.
- Provide further justification of the proposed colonnade height and depth, demonstrating that this will result in a sufficiently open and well-proportioned component of the foreshore promenade. Consider the potential benefits of increasing the clear height of the colonnade from 6 up to 9 metres.
- Consider if more feasible development can be achieved by adopting more innovative design approaches for buildings at the northern end of the precinct, adjacent to the Western Distributor motorway, whilst addressing the issues raised in this section and Section 2.1 Foreshore Promenade. Engagement with other stakeholders including other parts of government and private land owners should be undertaken throughout the investigation process.
- Demonstrate the ability to achieve alignment with ADG, including building separation and solar access for both future residential uses within the site and existing surrounding residential flat buildings.
- Adopt design refinements or provide further justification for the siting and design of residential components of the proposed rezoning to address amenity concerns, especially in the northern end of the precinct where development abuts the Western Distributor. This could include non-residential land uses and a minimum setback of 3m from the western distributor at podium and 6m at tower levels.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

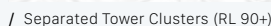
- Tower separations are increased to a minimum of 24m, improving sun light access and views between towers on the Private Land Owner sites
- The elliptical building (BLD 07) has been removed
- BLD 02 is setback further from the waters edge improving solar access to the foreshore promenade
- Buildings fronting Park Street are adjusted in location
- Heights have been reduced to the majority of building envelopes across the Revised Precinct Plan
- The maximum height is reduced from RL156 to RL 141
- Building height reduced at interface with Bank Street Park
- Buildings fronting Park Street are reduced in height

Height is a key concern for the renewal of Blackwattle Bay. Many factors need to be considered including local character, built form, views, overshadowing and wind.

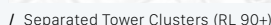
It also responds to the evolving local character of Pymont which features low scale heritage fabric, warehouse scale workplace and residential buildings and clusters of mid-rise towers with framed views through to the harbour, landmarks and city skyline.

The Revised Precinct Plan reduces height and improves amenity in a way that balances considerations of activation, space for jobs, homes and delivery of a high quality public domain.

Height is concentrated in tower clusters, consistent with the positions and datums of the Pymont Peninsula Place Strategy. The clusters, which recognise the pattern established by the Distillery Hill built form, are separated to provide view corridors through to landmarks and neighbouring suburbs. Vistas to the heritage listed Anzac Bridge pylons are maintained from key vantage points.



Views through to the CBD skyline and landmarks are offered between the tower clusters and along the primary street alignments that continue to the bay





## Tower Clusters

The residential buildings of Distillery Hill are gathered in a cluster with defined edges, flanked by foreshore promenade and open space. The Blackwattle Bay clusters are similarly defined, flanked by the Western Distributor to the north-east and aligned to the foreshore to the south-west.



/ Tower Clusters

## Built Form Reduces in Height to Heritage Anzac Bridge Pylons

The existing Evolve residential building is the lowest tower of the Distillery Hill cluster at 55m AHD. The building envelope of PL01 is stepped down to a height of 54.4m AHD adjacent Bank Street Park to form a related built form response to the Anzac Bridge pylons, open space and waters edge.

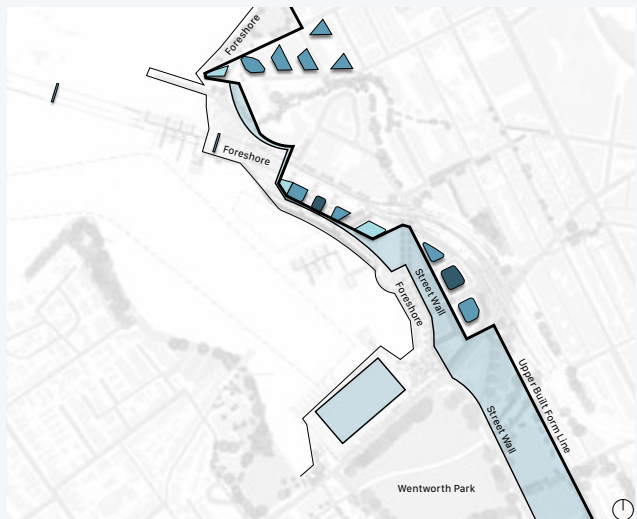
A broad curtilage around the eastern Anzac Bridge pylon acknowledges the significance and heritage value of the landmark.



/ Built Form Reduce in Height to Heritage Anzac Bridge Pylons

## Built Form Terraced Back from Waters Edge

Built form is terraced back from the foreshore promenade, responsive to local conditions and opportunities. The natural sandstone escarpment along Bank Street is referenced in scale for the 4 storey podium height to the northern precinct. In the southern precinct, where there is greater site depth, the built edge is further setback and related in height to the masonry warehouse buildings along Wattle Street.



/ Built form Terraced Back from Waters Edge



*Blackwattle Bay is the largest remaining area of harbourside employment land in the City of Sydney earmarked for redevelopment. The site's size, setting, position in the NSW Government's Innovation Corridor and close proximity to the new Pyrmont metro station means its redevelopment is the best opportunity to position Pyrmont and the Bays as the western extension of the Harbour CBD.*

*- City of Sydney 'Submission to Blackwattle Bay State Significant Precinct Study', August 2021*





### Solar to Open Space and Neighbouring Residential

Solar access to the foreshore promenade, Sydney Fish Market Urban Park, and neighbouring residential has been further investigated and analysed in the Response to Submissions. Built form positions and heights have been adjusted to deliver improved public and private amenity.

The repositioning of BLD02A and reduction of height to PLO3-2 has improved solar outcomes for the Promontory and foreshore promenade.

Building envelope adjustments in position and height support alignment with the Apartment Design Guide for solar access to neighbouring residential.



/ Solar to Open Space and Neighbouring Residential

### Tower Separations - Solar to Public Domain and Blackwattle Bay

Increased building separations provide significant solar access improvements to the foreshore promenade, and to the water body of Blackwattle Bay, at the Winter Solstice. Analysis also shows a broad range of sunny spaces available at the Equinox, the median annual solar condition, providing amenable conditions for recreation, gathering and events.

All tower envelopes are separated in line with Apartment Design Guide recommendations.



/ Tower Separations - Solar to Public Domain and Blackwattle Bay

### 90m AHD related to Distillery Hill

The Distillery Hill cluster is predominantly aligned to a 90m AHD height datum. Expanding this approach to Blackwattle Bay would lead to poor outcomes for public and private amenity, vistas, built form relationships to existing context, and wind comfort conditions.

### Height Adjusted to Solar, Scale, Vistas and Skyline

The Revised Precinct Plan establishes heights for eight buildings significantly lower than the 90m AHD height datum and four buildings with varied heights above the 90m AHD height datum.

All buildings are constrained to ensure no overshadowing to Wentworth Park and the Glebe Foreshore between 9am and 3pm on 21 June, and all buildings are lower than the Obstacle Limitation Survey Height of 156m AHD.

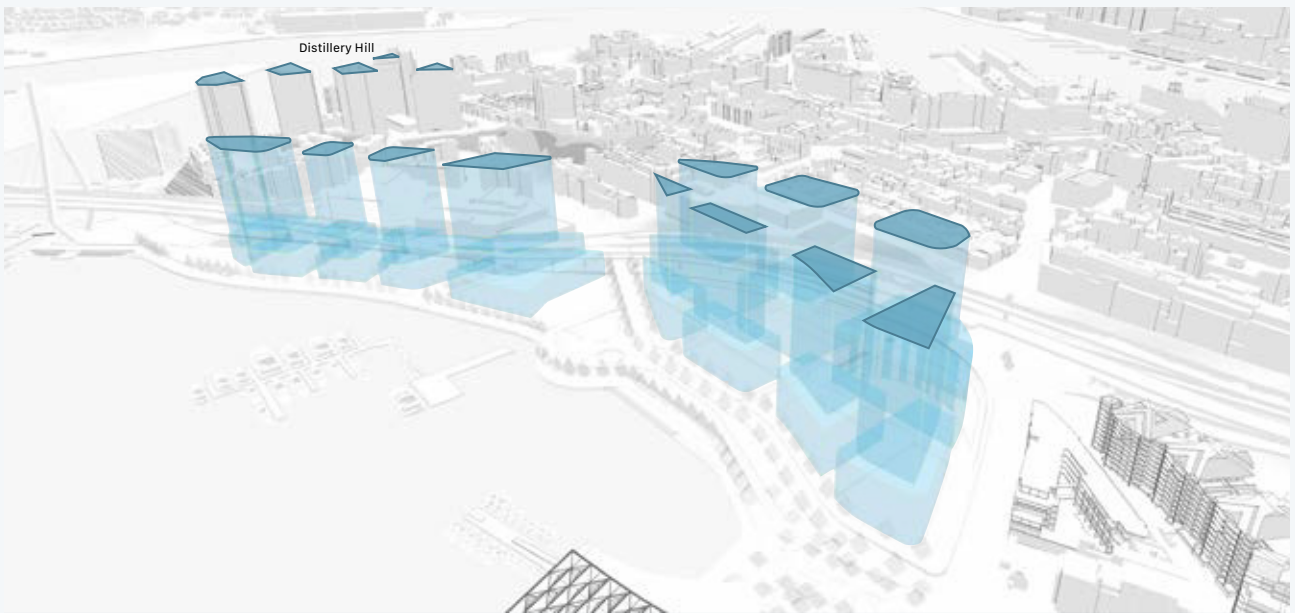
The Sydney Fish Market Urban Park is protected between 12pm and 2pm on 21 June in accordance with the Pyrmont Peninsula Place Strategy solar plane recommendations.

### Varied Height Profile Responsive to Context and Environment

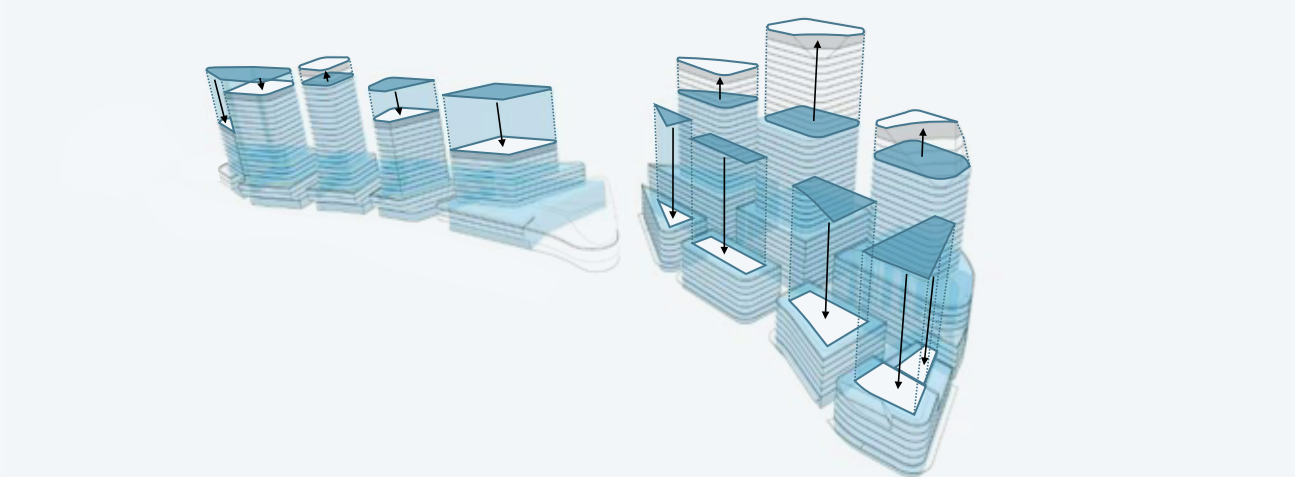
The building envelopes for Blackwattle Bay create a varied skyline profile that is responsive to the context and high performing for public and private amenity.

The built form provides capacity for future jobs and homes with an active public domain connected to the harbour, open space and public transport.

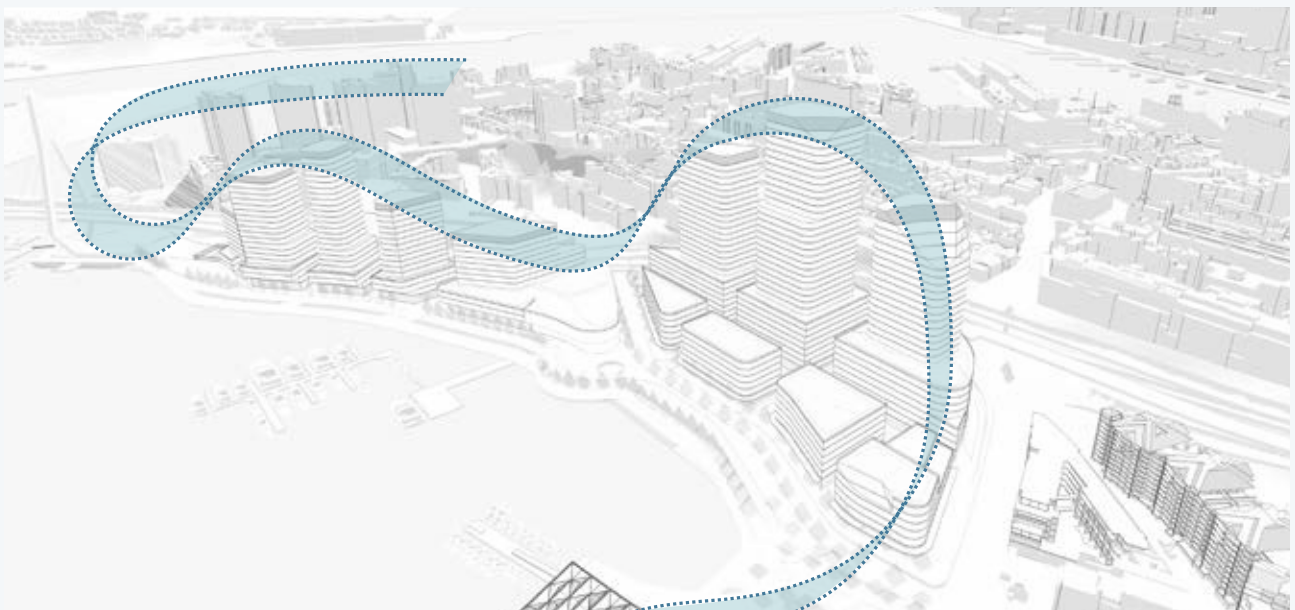




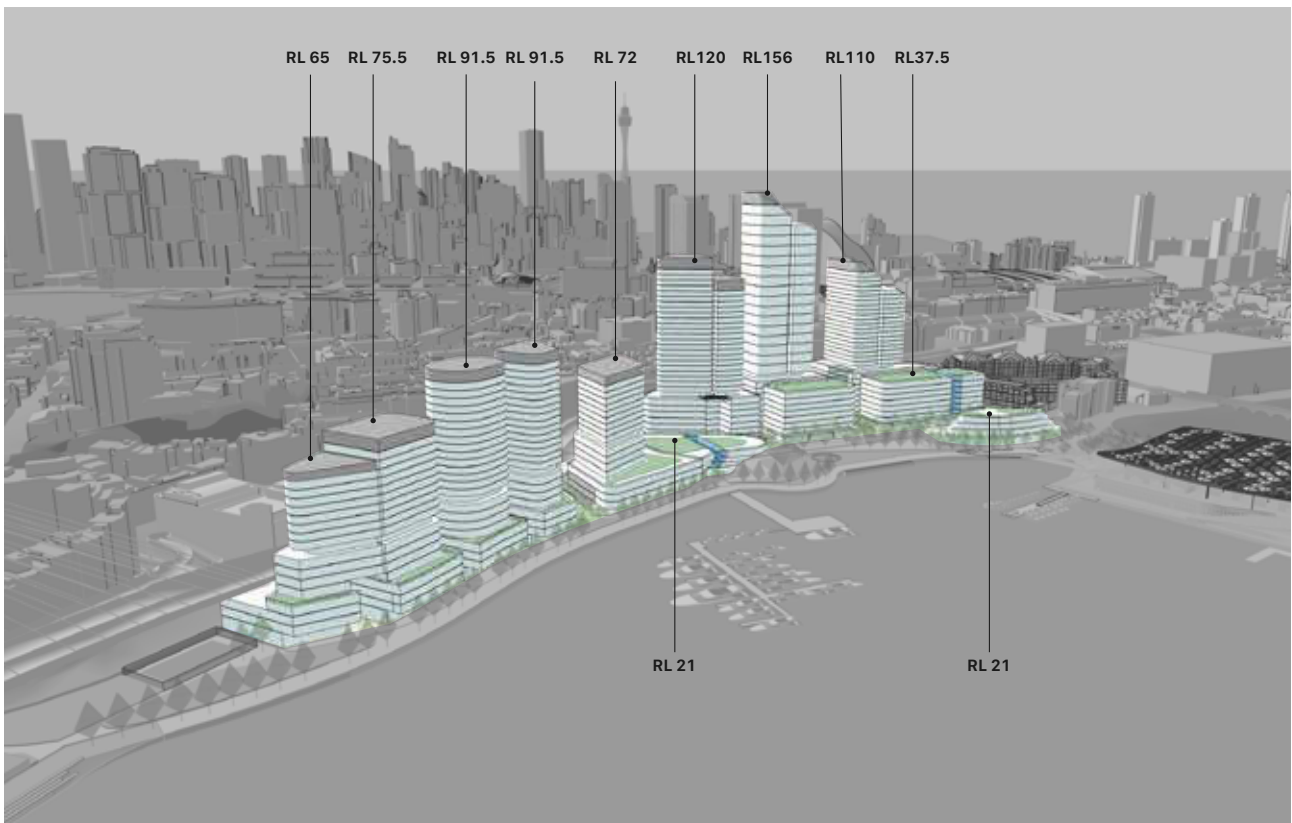
/ 90m AHD related to Distillery Hill





/ Height Adjusted to Solar, Scale, Vistas and Skyline

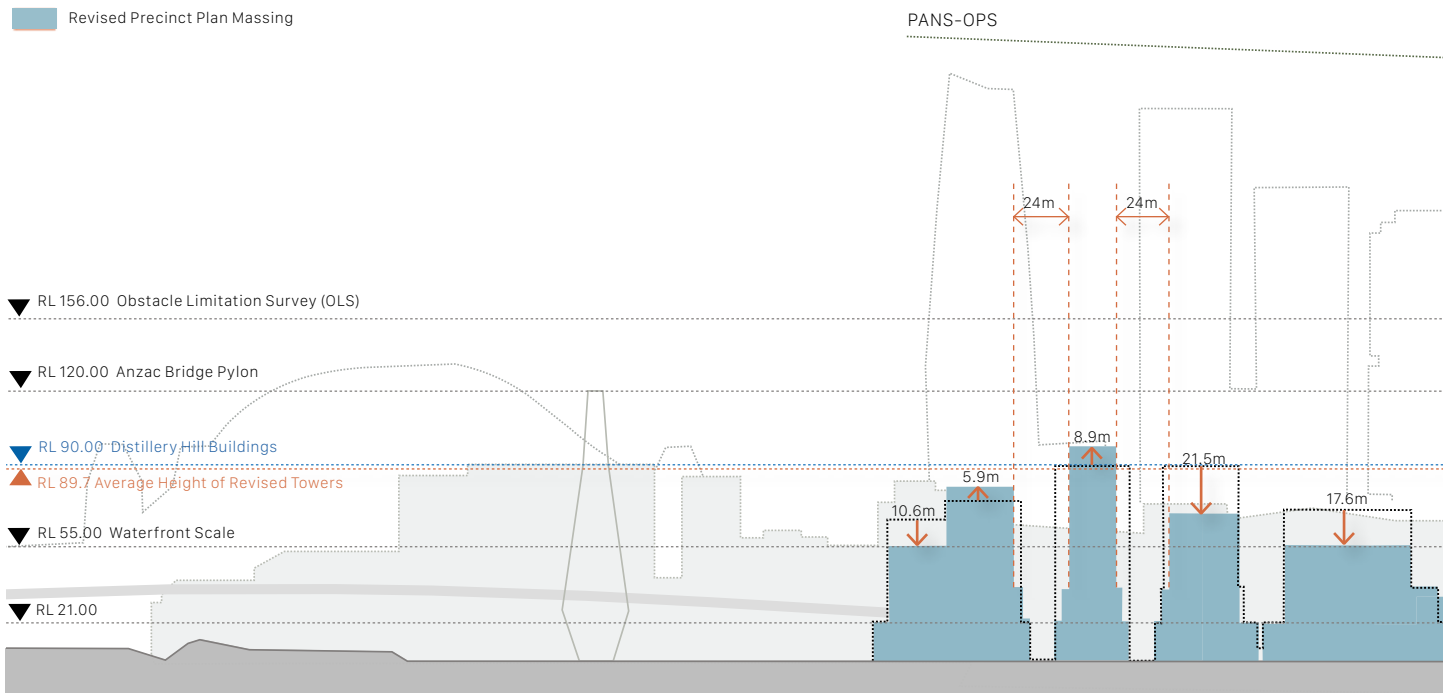


/ Varied Height Profile Responsive to Context and Environment

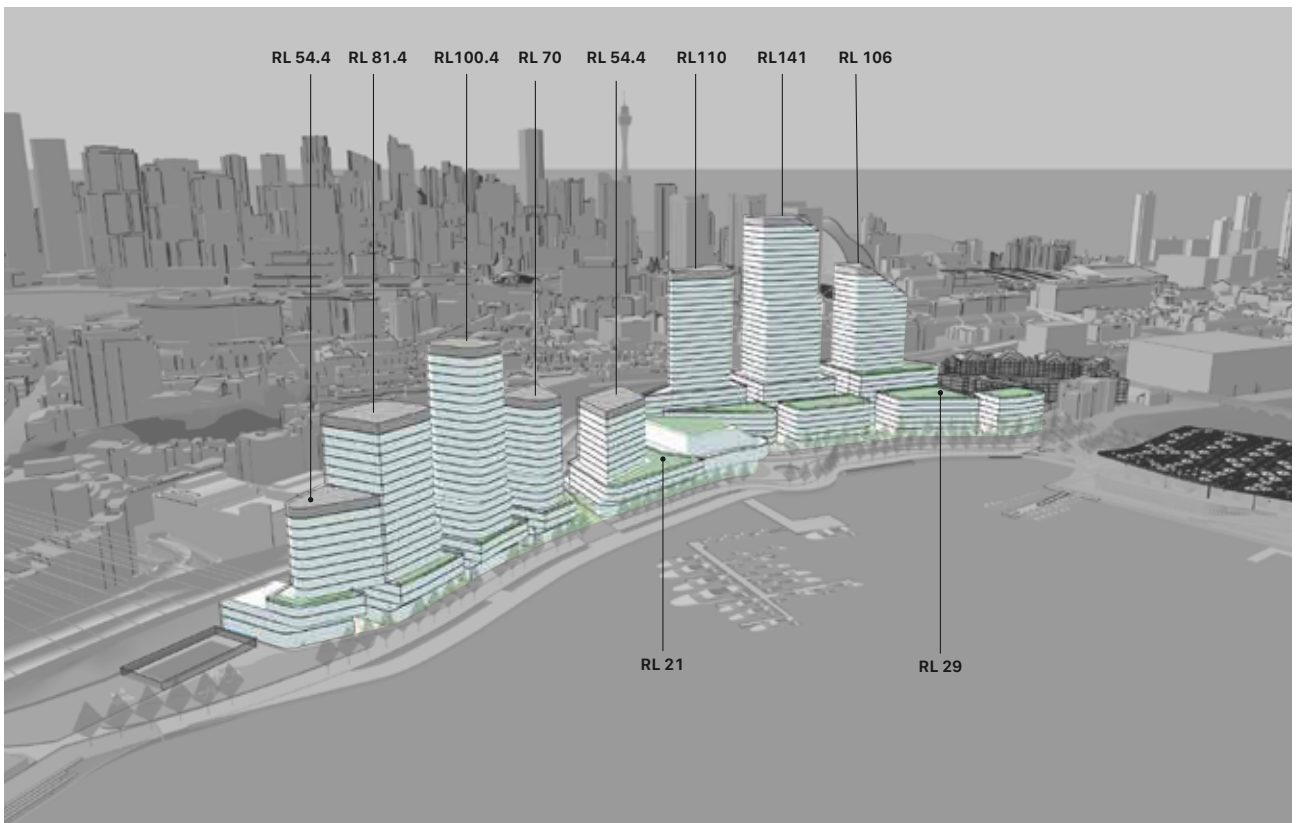


/ Exhibited Precinct Massing

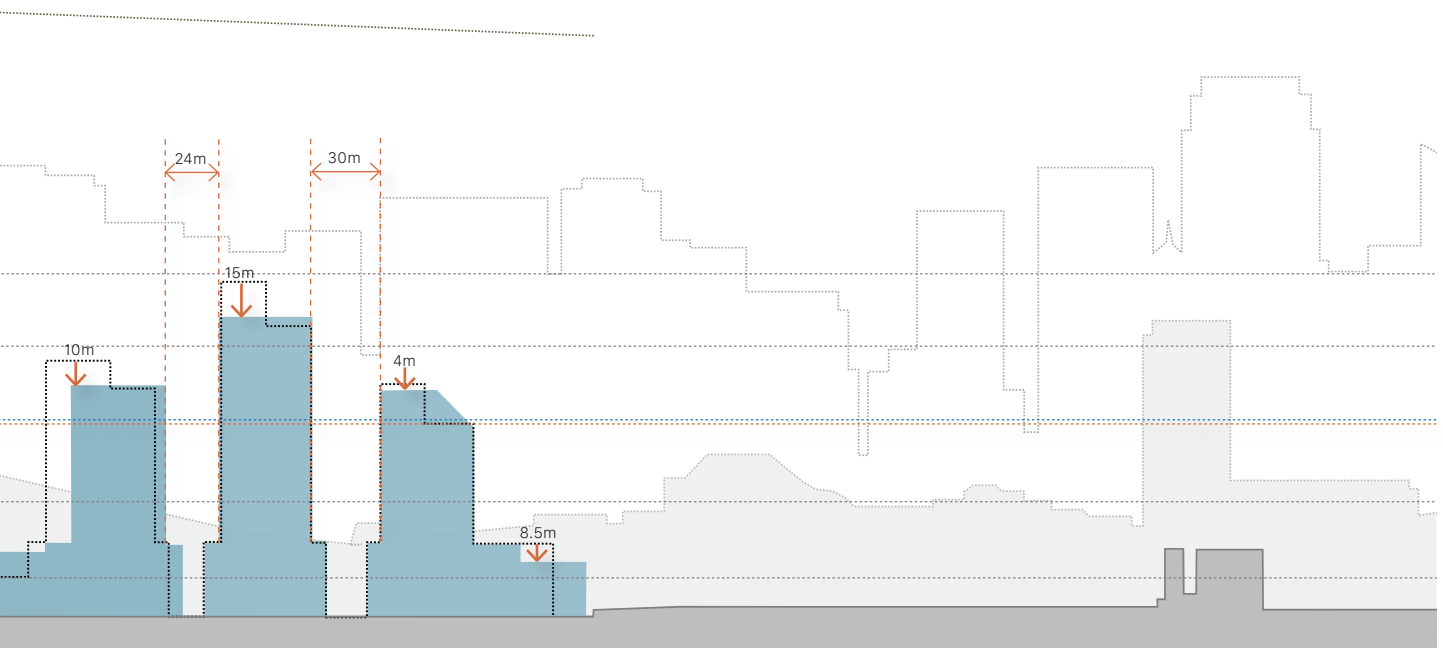
-  Exhibited Plan Massing
-  Revised Precinct Plan Massing



/ Indicative Massing Comparison (Diagrammatic Representation)



/ Revised Precinct Massing





## Configuration

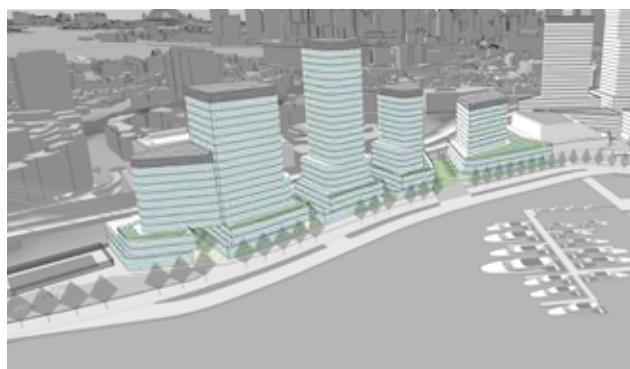
In parallel with the review and widening of the foreshore promenade and the adjustment of the public open space strategy to improve solar outcomes, the design team tested alternative massing configurations for Blackwattle Bay, particularly for the sites north of Miller Street as recommended by DPE.

A series of site amalgamation scenarios were explored, reviewed with the Project Working Group (PWG), and shared with the Private Land Owner (PLO) stakeholders. The conclusions from this process were:

- consolidation of PLO sites 2 and 3-1 and retention of existing site extents for PLO 1 and PLO 3-2 would create three more equally sized land parcels.
- consolidation would allow reduction of number of tower forms by one and increase in floor plate sizes allowing increased commercial accommodation however, market analysis and landowner feedback indicates more commercial in the northern precinct is not preferred or likely to be delivered in a reasonable timeframe.
- improvements to solar performance for the promenade arising from site consolidation were minimal and similar to performance of individual site renewal with increased tower separations.
- the Private Land Owners were clear when consulted that site consolidation was not supported and would delay renewal of the sites in the northern precinct.



/ Consolidated Outcome



/ Revised Precinct Massing

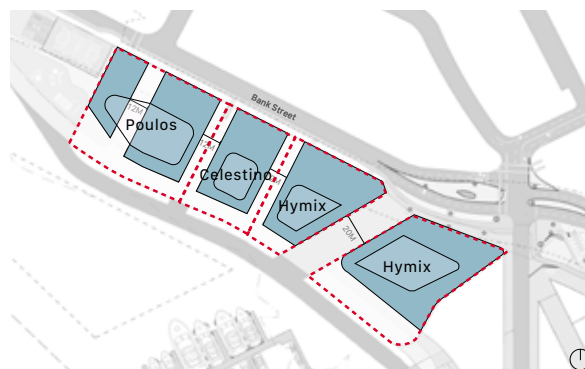
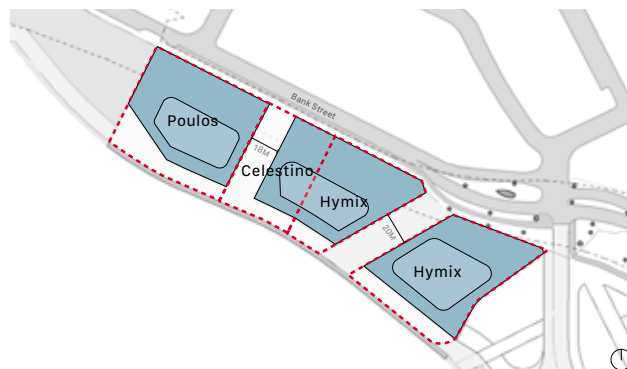
## Amenity

The adjusted massing in this Response to Submissions respects the existing site ownerships and incorporates DPE's recommendations in relation to height datums, building separations and colonnade dimensions. Sun access planes have informed the massing of the built form to the south of Miller Street. The revised massing protects sun access to the Sydney Fish Market Urban Park as per the PPPS. The massing continues to protect sun access to Wentworth Park in accordance with the study requirements and masterplanning principles.

The building envelopes to the south of the Miller Street alignment have been further tested and refined in relation to solar access to neighbouring apartment buildings. The revised envelopes are capable of accommodating building forms that satisfy Apartment Design Guide recommendations for solar to surrounding residential flat buildings.

## Land Use

Indicative land use distribution across the built form has undergone further testing and development. Flexibility of use is maintained within the building envelopes acknowledging that some building positions will favour particular uses based on location, floor plate size and available solar to the building envelope. Buildings shown with a potential residential use are capable of achieving alignment with the Apartment Design Guide.













# Workplace

## Key issues raised by the community and stakeholders

Increase commercial development to support the Innovation Corridor identified in the District Plan

## DPE Letter Recommendations

Land use mix including the potential for major commercial towers should be aligned to the PPPS Economic Development Strategy and future expectations for development in the Peninsula and Eastern City as a whole. Provide further analysis of demand for proposed types of commercial floor space and how this aligns with the PPPS commercial land uses focussed on knowledge-based jobs including consideration for appropriateness of taller office towers.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

- Additional analysis of future commercial demand has been undertaken
- Commercial capacity of the precinct plans has been revised to align with the demand analysis

**The proposed Metro West line, a future reactivated Glebe Island Bridge and the renewal of Glebe Island and White Bay are critical components of the Innovation Corridor. Blackwattle Bay will provide a significant quantum of commercial floor space, extending the Innovation Corridor and accommodating jobs in tech, innovation and media industries.**

The Revised Precinct Plan offers generous development parcels of 3,000 to 8,500 square metres within which a range of effective commercial floor plates of 1,000 to 3,000 square metres can be delivered consistent with advice received from Atlas Urban Economics.

Large floor plates with Net Lettable Areas (NLA) up to 2,500sqm are able to be delivered early in the precinct

staging to attract anchor tenants. Building 04, and potentially Building 03, can offer floor plates of this size in the podium levels.

Smaller floor plates in the range of 800sqm to 1,200sqm NLA will attract a mix of industries and business sizes to create an office precinct, as part of the Innovation Corridor, that is economically sustainable over the longer term. Buildings 05A, 05B, 06, Building 04 tower, and podium levels of buildings on Private Land Owner sites will deliver floor plates in this range.

Workplace buildings will be connected to the Pyrmont Metro, Light Rail, buses and ferry through a high quality public domain and pedestrian network. The accessibility, scale, quality and amenity of the precinct will be attractive to businesses and employees. Blackwattle Bay will uniquely combine CBD attributes with enjoyment of the foreshore and parklands.



/ Bates Smart Workshop, Pyrmont



/ Massing/ Lot Parcels



/ Indicative Podium Massing



/ Indicative Tower Massing



## Movement



# Public Transport

## Key issues raised by the community and stakeholders

- Lack of clarity and adequacy of public transport connectivity within the site
- Accessibility of the potential ferry wharf from the residential area
- Proximity and access to the future Metro stop

## DPE Letter Recommendations

Provide additional detail of pedestrian access paths to light rail and locations for wayfinding features and include appropriate provisions in the Design Code.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

Park Street realigned for improved intersection relationship to existing streets supporting public transport integration and pedestrian movement

**The renewal of Blackwattle Bay is aligned with the significant expansion in public transport connectivity to be delivered through the new Pyrmont Metro station, potential ferry stop in Blackwattle Bay and opportunities for new bus routes within walking distance to the precinct.**

Public transport access to Blackwattle Bay is currently supported by three light rail stations and bus routes through Pyrmont and Glebe. The new Pyrmont Metro station will connect Blackwattle Bay into the mass transit network being delivered across the Sydney metropolitan area.

The structure of the Revised Precinct Plan has been developed to extend the street pattern of Pyrmont and deliver clear movement paths to existing public transport nodes and to the proposed Metro station in the middle of the peninsula.

The Revised Precinct Plan realigns Park Street to achieve an improved intersection alignment with Wattle Street and allow new bus routes to be delivered through Park Street connecting to Bridge Road, Wattle Street, Miller Street and Bank Street. The realigned intersection increases flexibility for turn movements for buses and shorter crossing distances for pedestrians.

A ferry wharf is proposed adjacent the Promontory, in the heart of the renewal area. The wharf connects directly to the foreshore promenade and presents the opportunity for water access to the proposed to the new Sydney Fish Market and to the Bank Street Park.

-  Light Rail Stop
-  Future Metro Stop
-  Ferry Stop
-  Bus Stop
-  Wayfinding Signage
-  Shared Path
-  Public Transport Access Path



/ Public Transport

# Low Carbon, High Performance Precinct

## Key issues raised by the community and stakeholders

- Pyrmont Peninsula Precinct Strategy – Big Move 4 – Low carbon, high performance precinct
- Investigate a multi-utility hub for sustainable precinct-scale solutions such as integrated parking, electric vehicle charging, battery storage, recycled water and organic waste systems, or bike facilities
- Investigation of “multi-utility hubs” to be created on larger development sites, linked to road and light rail, and providing potential for a range of social and ecological outcomes, including precinct parking, energy and water systems, cultural and community spaces

## DPE Letter Recommendations

Consider and explore need for a combined loading dock, including necessary provisions within the draft Design Code.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

Opportunity to accommodate elements of the multi-utility hub through the planning and provisioning of precinct wide infrastructure, subject to further feasibility testing

## The Blackwattle Bay Revised Precinct Plan is strategically positioned to provide precinct scale services in a way that moves to a low carbon, high performance future.

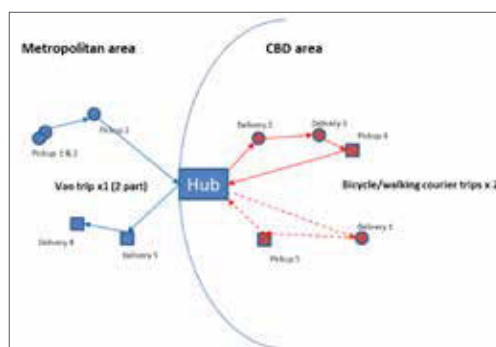
The Pyrmont Peninsula Precinct Strategy nominates Blackwattle Bay as a potential site for elements contributing to a multi-utility hub, providing integrated infrastructure that prioritises streets for pedestrians and cyclists, and increases opportunities for tree canopy.

The PPPS outlines in Big Move 4 that multi-utility hubs could include:

- decoupled parking for residential development
- courier hub for more efficient last kilometre delivery methods, such as cyclists or electric vehicles
- electric vehicle charging points
- grid-scale battery storage to optimise local

- renewables and electric vehicle charging
- organic waste systems to manage food waste, creating compost for local gardens and landscaping
- recycled water factories to create local drought-proof water supply for cooler, greener precinct
- social infrastructure such as bike and end- of-trip facilities
- urban farms and community gardens on rooftops

The Revised Precinct Plan identifies the zone between Bank Street and Bank Lane, under the Western Distributor, as a key opportunity for potential precinct-scale initiatives and components of a multi-unit hub. In addition, a courier hub, electric vehicle charging and end-of-trip facilities could be accommodated in the podium or basement like the Last Mile Freight Innovation at the Goulburn Street Car Park in the CBD.



/ Goulburn Street Courier Hub Module (Source: TfNSW Open Data Hub)



/ Freight Servicing

# Pedestrian and Cycle Network

## Key issues raised by the community and stakeholders

- Active transport connections to surrounding areas
- Inclusion of Glebe Island Bridge in proposal

## DPE Letter Recommendations

- Provide additional detail of pedestrian access paths to light rail and locations for wayfinding features and ensure that these features are incorporated into the draft Design Code.
- Update the SSP Study to note the proposed Glebe Island Bridge active transport link is being investigated by TfNSW. (*Recommendation from the Planning and Process section*)

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

- The promenade includes a boardwalk over water north of the Promontory, increasing the minimum promenade width to 20m
- South of the Promontory the promenade width is increased to 30m
- Street sections have been adjusted to increase pedestrian space
- Building form adjustments improve the amenity of the public domain supporting pedestrian and cycle movement

**Active transport is a key movement network of a sustainable city. Supporting pedestrian and cycle movement is central to the urban structure of the Blackwattle Bay Revised Precinct Plan. Through the Response to Submissions process, the plan has been refined to further integrate and enhance active transport connections and amenity.**

The delivery of the missing link in the continuous foreshore promenade along the harbour edge is a key objective of the precinct renewal at Blackwattle Bay. This will greatly expand public access and support active transport movement. However, the pedestrian and cycle movement network within and through the Pyrmont peninsula has other unique layers including commuter

cycling routes and local streets providing pedestrian access to jobs, homes and services.

An important initiative of the Revised Precinct Plan for Blackwattle Bay is the extension of the street grid of Pyrmont through to the foreshore promenade such that the pedestrian network is well integrated, and visibility and legibility of the movement network can mitigate the impact of the Western Distributor barrier.

The Revised Precinct Plan responds to the opportunity to provide safe separated cycle routes along Bridge Road, Pyrmont Bridge Road and Bank Street, connecting with existing paths and providing for the future connection across the Glebe Island Bridge to Glebe Island and White Bay.



/ Pedestrian and Cycle Network









## Environment



# Wind Conditions

## Key issues raised by the community and stakeholders

- The impact of wind on the safety, comfort and amenity of streets and public open space.
- Extent of the awnings does not conform with road authority requirements as they extend to and beyond the kerbs.
- Further analysis of wind conditions along colonnades.
- Further consideration to be made to wind impacts on tree planting.

## DPE Letter Recommendations

The wind assessment is to be revised to ensure application of appropriate criteria and analysis of the modelled wind conditions resulting from the proposal, to inform if the wind conditions achieved will support the expected use of areas of public domain, e.g. sitting, standing, walking. This needs to include identifying areas appropriate for sitting within new open spaces and along new streets. Built form amendments may be required where the proposal is unable to achieve the criteria for sitting, standing or walking. Design interventions such as covers or awnings may not be appropriate as a universal solution and their use requires design justification in all circumstances.

NOTE: Refer to the Department of Planning and Environment Summary of Issues and Recommendations for detailed recommendations.

## What has changed and why?

- Increased tower separations opening up wind paths through built form
- Stepped building envelopes toward waters edge
- Reduced footprint and revised location for BLD 02A
- Reduced tower heights
- Testing of Revised Precinct Plan in wind tunnel
- Exploration of potential mitigation strategies able to be pursued in detail design

**Wind safety and comfort are important public domain amenity criteria for Blackwattle Bay. The Revised Precinct Plan reduces building envelopes in height and width, and develops a more stepped built form in response to wind conditions, wind advice and wind tunnel testing.**

Stakeholder submissions identified wind safety and comfort for the Blackwattle Bay public domain as requiring further investigation and analysis.

Adjustments to building positions, heights, separations, setbacks and locations of awnings captured in the Revised Precinct Plan have been developed with wind advice through the process. Wind tunnel testing has confirmed that the Revised Precinct Plan is able to satisfy wind safety and comfort conditions to the full length of the foreshore promenade and to the building frontages addressing the promenade including the colonnade in the north precinct.

The wind tunnel testing indicates that tree planting, in particular to the foreshore promenade, Bank Street Park, Promontory, Sydney Fish Market Urban Park, Bank Street and Pyrmont Bridge Road can be confidently delivered without additional wind mitigation. The inclusion of landscape will further deliver local wind mitigation to assist with achieving long and short duration comfort

criteria in the public domain, which will be explored during the detail design phase.

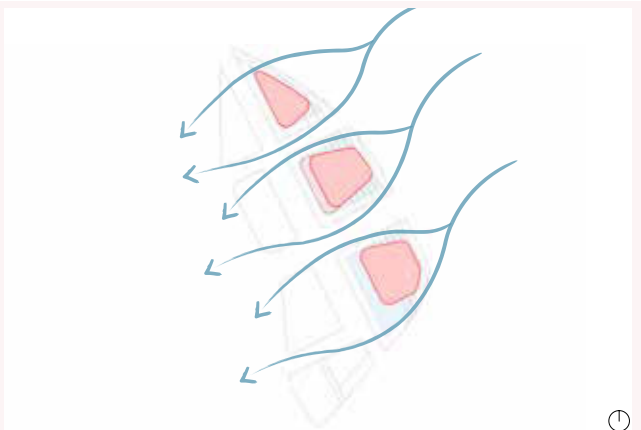
The City of Sydney provided observations and recommended built form strategies that could improve ground level wind conditions. Specialist wind advice, supported by wind tunnel testing, has indicated that the strategies outlined by City of Sydney are valuable in principle however, the wind direction that the strategies are most effectively applied to are from the north-east, not the west as offered by the City.

Within the proposed block structure where exceedances of safety were identified, the revised massing was tested in the wind model with potential mitigation strategies.

Employing the following suite of mitigation strategies, the Revised Precinct Plan was able to address all safety exceedances except one. Notwithstanding the detailed and reliable outcomes of a wind tunnel testing process, a more interactive, real time testing of individual building form strategies in detail design will be able to consider and combine mitigation strategies to achieve an optimum outcome.

### Mitigation Strategy 1 - Tapered Towers

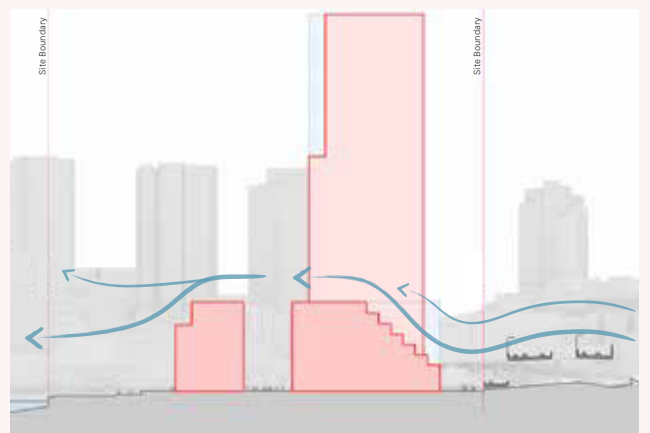
Tapering tower forms toward the prevailing north-east winds reduces the built form frontage to the wind direction and increases the effective separation between buildings. Combined with Mitigation Strategy 2, the strategy reduces wind spill to the public domain. The tapered towers are able to be developed within the proposed Design Code envelope controls and align with residential floorplates for Buildings 02A and 03.



/ Tapered Towers

### Mitigation Strategy 2 - Stepped Podiums Toward Western Distributor

Directing prevailing north-east winds over the Western Distributor and up over the podium levels is assisted by terracing the east facing podium levels of Buildings 02A, 03 and 04 between the third level and eighth level. Wind tunnel testing supports this strategy. Iterative analysis such as Computational Fluid Dynamics of digital model options could test alternative configurations (eg. every second floor setback) as part of detailed design process.



/ Stepped Podium

### Mitigation Strategy 3 - Horizontal Protection Over PLO Through Site Links

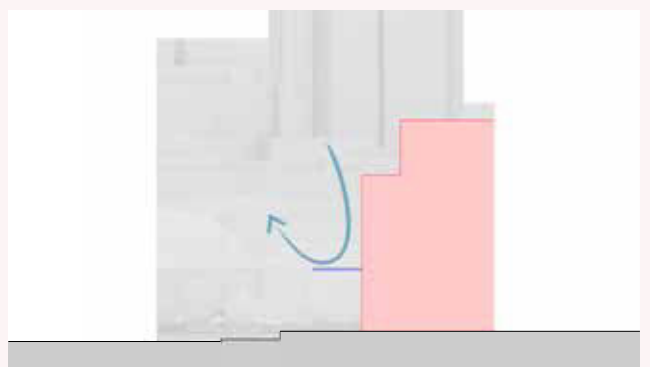
Wind tunnel testing identified a tendency for north-west winds to travel above the Western Distributor and spill into the through site links between Bank Street and the foreshore promenade creating wind issues at ground level. The through site links contribute to a fine grain block structure and permeable ground plane in the north precinct, and have solar amenity benefits. Horizontal protection over the through site links, potentially glazed and discontinuous, provides improved amenity outcomes.



/ Horizontal Protection Over PLO Through Site Links

### Mitigation Strategy 4 - Awnings

Horizontal awnings are a well regarded wind mitigation tool in urban environments. The Design Code outlines minimum awnings aligned with active frontages. Additional awnings can be used in detail design to address areas of safety and/or comfort exceedance.



/ Awnings

# New Sydney Fish Market Photovoltaic Panels

## Key issues raised by the community and stakeholders

- Future development would overshadow the solar panels proposed for the new Sydney Fish Market

## What has changed and why?

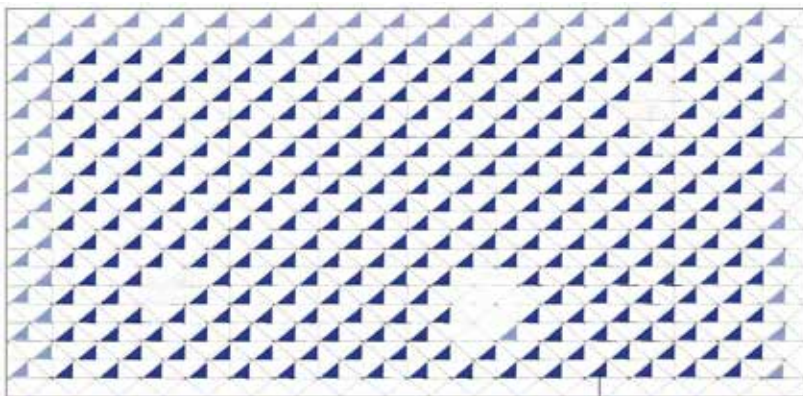
- Building 03 reduced by 15m
- Building 04 reduced by 4m

The new Sydney Fish Market features a dynamic roof form that is made up of a collection of diamond-shaped cassette panels which, in addition to a number of sustainability benefits, generates power through the north-west facing photo-voltaic (PV) panels.

The revised building heights for Blackwattle Bay have been developed with consideration given to solar access to the new Sydney Fish Market including solar to the roof PV array.

On 21 June, the shortest day of the year, there is partial overshadowing of the roof between 9am and 10am as indicated in the relevant Sun Eye Views. Due to the low sun angle at this time, the shadow will fall primarily on the north-east face of the new Sydney Fish Market roof cassettes.

As indicated in the PV concept information below, the PV array is arranged on the north-west faces of the roof cassettes. The orientation and angle of the PV panels is away from the early morning sun and consequently, the 1 hour overshadowing of the new Sydney Fish Market roof on 21 June would have negligible to no impact on the power generating capacity of the PV array.

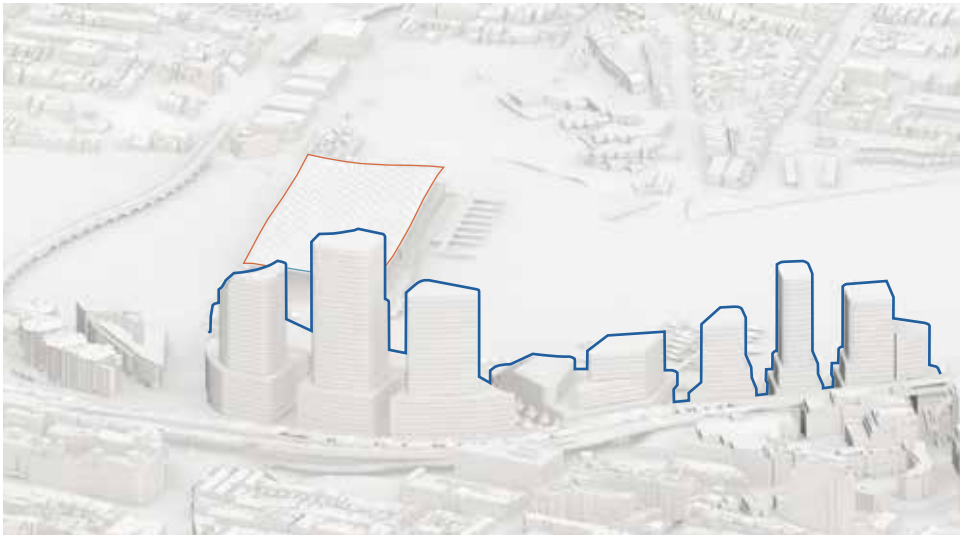


/ New Sydney Fish Market - Photovoltaic Panel Concept

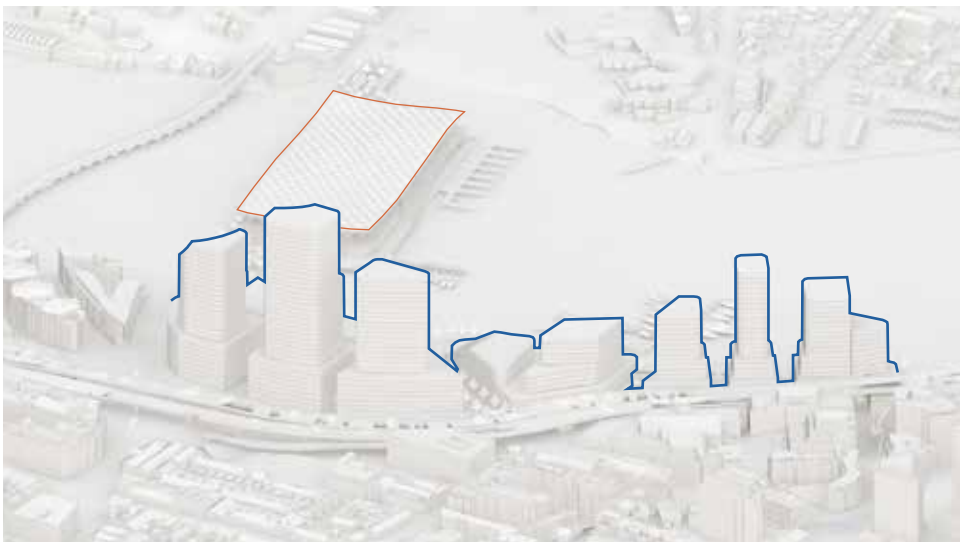
Sun-eye Views



/ Winter Solstice - 9am



/ Winter Solstice - 9:30am



/ Winter Solstice - 10am





## Street Sections

# Park Street

## City of Sydney Recommendation

Park street is incorrectly described as a shared street. As an activity street, its combined footpath and furniture zone's preferred width is 5 metres. A width of 2.6 metres is provided on its western side and is considered inadequate. The 6-metre space for a footpath, furniture zone and outdoor dining needs to be wider to provide sufficient space for the intended extent of outdoor dining.

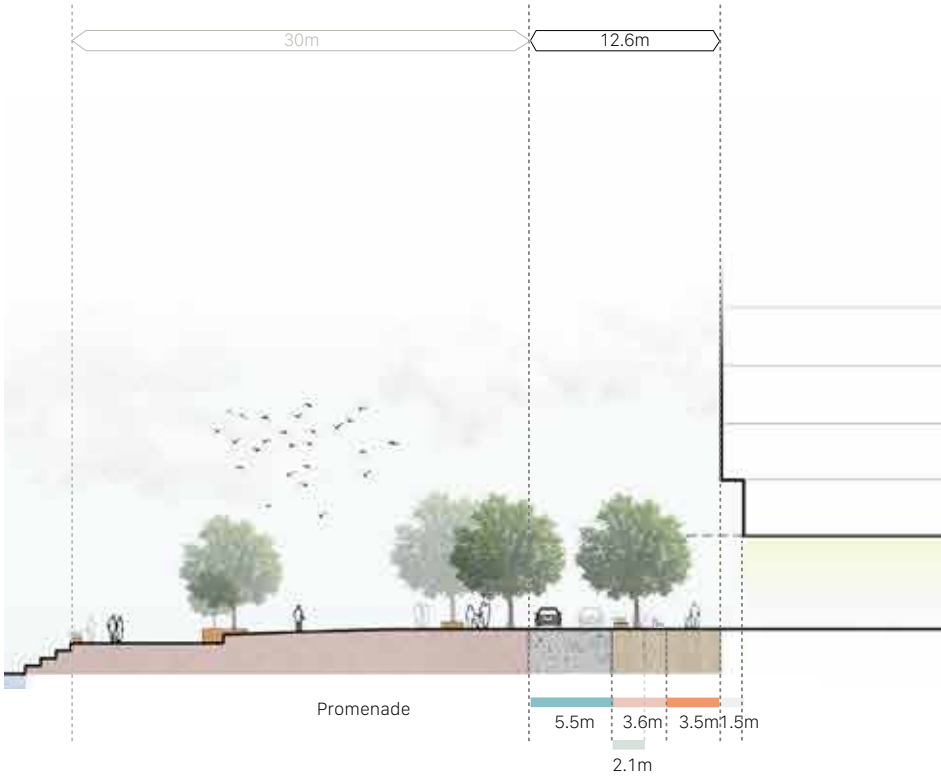
Park Street is an activity street that plays a vital role in separating the private domain of built form from the public open space of the promenade.

The street width has been amended to accommodate broad pedestrian movement paths, street furniture zones, outdoor dining and two-way vehicular traffic.

The carriageway is reduced to 5.5m consistent with the 2 way Activity Street as defined in the Sydney Street Code 2021 and the combined pedestrian, street furniture and outdoor dining zone is increased to 7.1m. Parking / drop off bays are able to be accommodated intermittently, similar to the configuration on east side of Barangaroo Avenue, Barangaroo.

Park Street is proposed to be tree lined with indigenous tree species and street furniture consistent with City of Sydney selections.

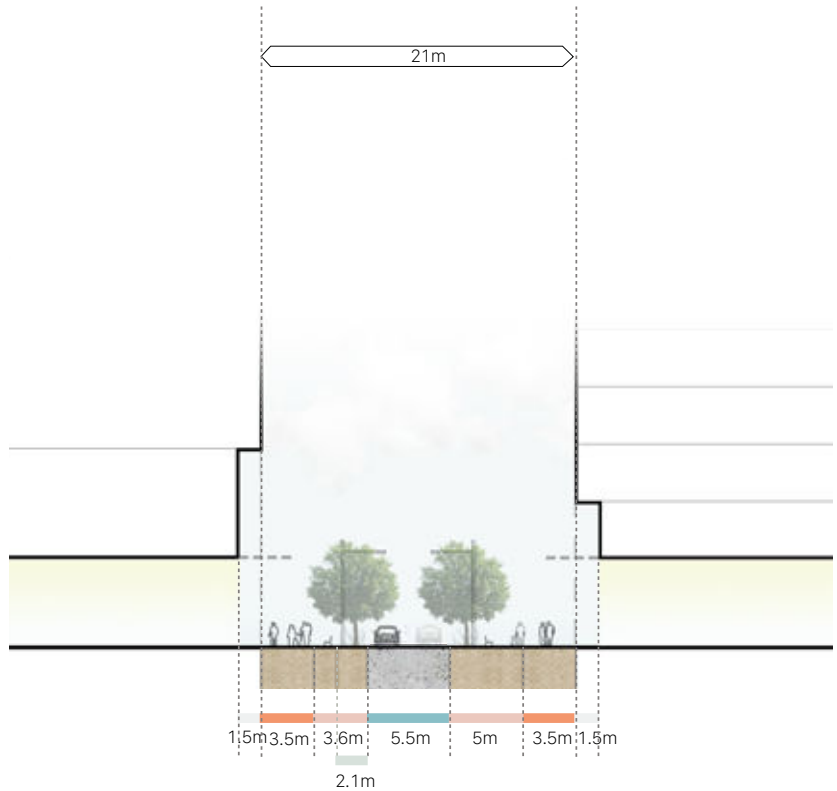
Key Element	Description
Overall Reserve Width	21m and 12.6m
Orientation	North / South
Carriageway Width	5.5m
Carriageway Traffic Direction	One lane of traffic in either direction
Bicycle Lane Width	-
On-street Parking	2.1m parallel (optional)
Footpath Width	3.5m
Public Domain Furniture Zone and Outdoor Dining	3.6m







/ Barangaroo Avenue, Barangaroo



/ Park Street North

- Ground Floor Articulation Zone
- Pedestrian
- Carriageway
- Furniture Zone and Outdoor Dining
- Opportunity for Intermediate On-Street Parking
- Awning

# Gipps Lane

## City of Sydney Recommendation

Gipps Lane is a local street. A combined footpath and furniture zone with a width of 3.5m is preferred. However, only 2.4 metres is provided on one of its sides and is considered inadequate. The vehicle lane should be 3 metres and not 3.5 metres. This space should be reallocated to landscaping, footpath or furniture zones. The central furniture zone is misplaced as one of its purposes of a furniture zone is to separate the footpath from moving traffic. The 5-metre space for footpath, furniture zone and outdoor dining needs to be wider otherwise the width of the outdoor dining area may be limited to 1 metre.

Gipps Lane is a local street extending from Park Street.

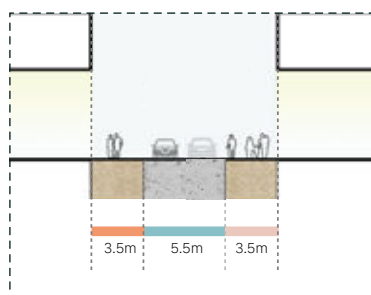
One way traffic and intermittent parking bays, or two way traffic, can be accommodated in Gipps Lane, providing flexibility through the staged renewal of Blackwattle Bay. Pedestrian movement and street furniture zones are increased to 3.5m to align with the Sydney Street Code 2021.

Outdoor dining is removed as Park Street and Park Lane offer better amenity around the middle of the day for seating outdoors in the Revised Precinct Plan.

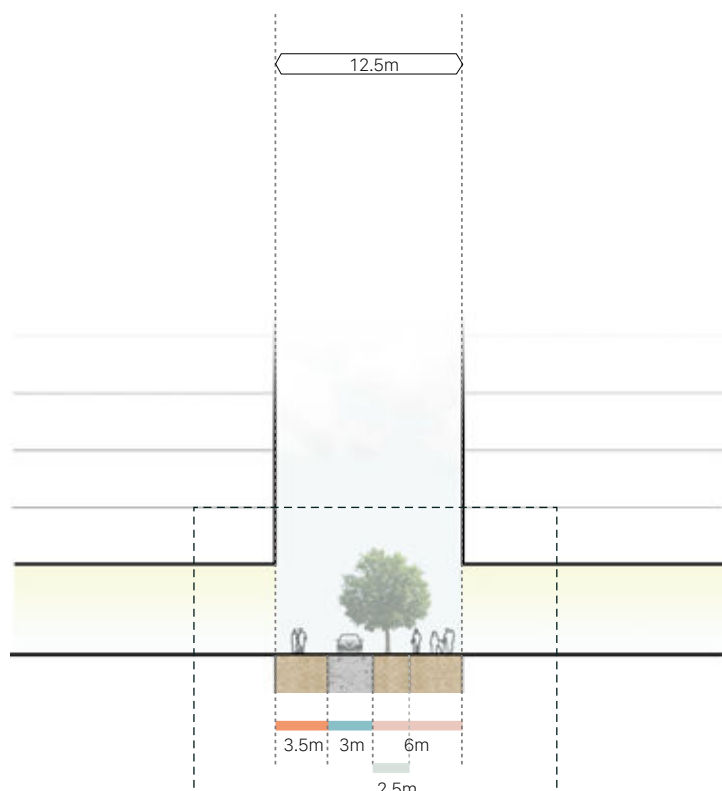
Key Element	Description
Overall Width	12.5m
Orientation	East / West
Carriageway Width	3m one-way or 5.5m two-way
Carriageway Traffic Direction	One lane of traffic in either direction (optional)
Bicycle Lane Width	-
On-street Parking	2.1m parallel (optional)
Footpath Width	3.5m
Public Domain Furniture Zone	6m (if one-way)



- Pedestrian
- Carriageway
- Pedestrian and Furniture Zone
- Opportunity for Intermediate On-Street Parking



/ Gipps Lane - Alternate Arrangement



/ Gipps Lane

# Bank Lane

## City of Sydney Recommendation

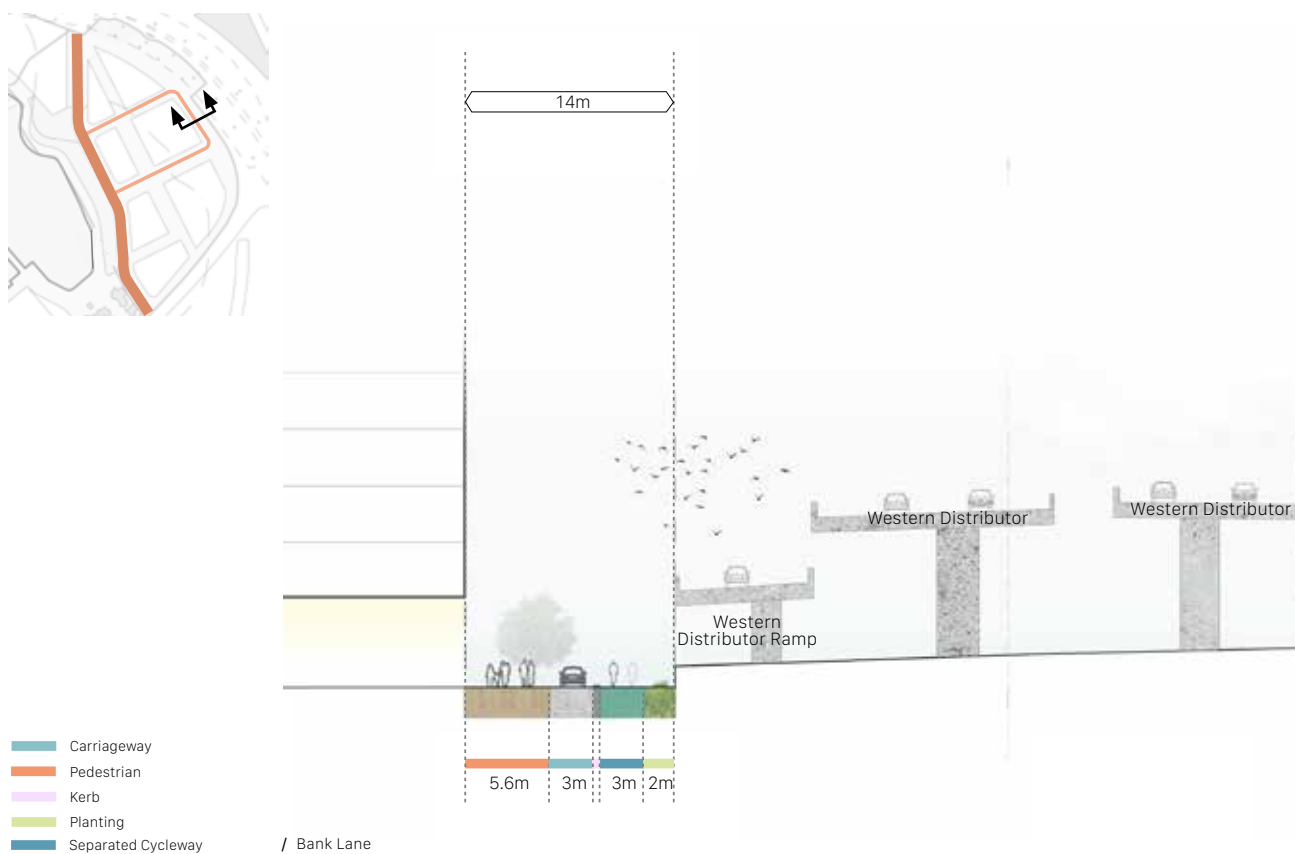
Bank Lane is a local street. Its combined footpath and furniture zone's preferred width is 3.5 metres. However, an inadequate width of only 2.5 metres is provided. The vehicle lane should be 3 metres not 3.5 metres, this space should be reallocated to landscaping, footpath or furniture.

Bank Lane is local street running parallel to Bank Street and the Western Distributor. The lane is a key element in the active transport network and accommodates a separated cycle way and planting zone that also serves as a buffer for pedestrian movement from the Western Distributor Ramp.

The combined footpath and public domain furniture zone has been increased to 5.6m, and the vehicle lane is reduced to 3m, consistent with the City of Sydney feedback and the Sydney Street Code 2021.

Bank Lane, like Gipps Lane, can accommodate two way traffic if required as a temporary condition through the staged renewal of Blackwattle Bay.

Key Element	Description
Overall Width	14m
Orientation	North / South
Carriageway Width	3m
Carriageway Traffic Direction	One lane of traffic in either direction (optional)
Bicycle Lane Width	3m
On-street Parking	2.1m parallel (optional)
Combined Footpath and Public Domain Furniture Zone	5.6m
Planting	2m







## Response to Submissions Precinct Plan

# Summary

Height Comparison Table

Building Number	Building PLO 1-1	PLO 1-2	Building PLO 2	Building PLO 3-01	Building PLO 3-02	Building 01	Building 02 (now 2A)	Building 2B
Exhibited Plan	+65 AHD*, 18st	+75.5 AHD*, 20st	+91.5 AHD*, 25st	+91.5 AHD*, 25st	+72 AHD*, 19st	+21 AHD, 4st	+120 AHD, 35st	
RtS Revised Plan	+54.4 AHD*, 13st	+81.4 AHD*, 20st	+100.4 AHD*, 25st	+70 AHD*, 17st	+54.4 AHD*, 13st	+31.2 AHD, 6st	+110 AHD, 27st	+29 AHD, 6st
Change in metres	-10.6	5.9	8.9	-21.5	-17.6	8.0	-10.0	29
Exhibited GFA		23,250	16,250	13,300	19,150	7,200	38,200	-
Revised GFA		19,881	13,179	9,615	20,415	7,132	20,407	4,262
Percent Change in GFA		-14%	-19%	-28%	7%	-1%	-47%	-

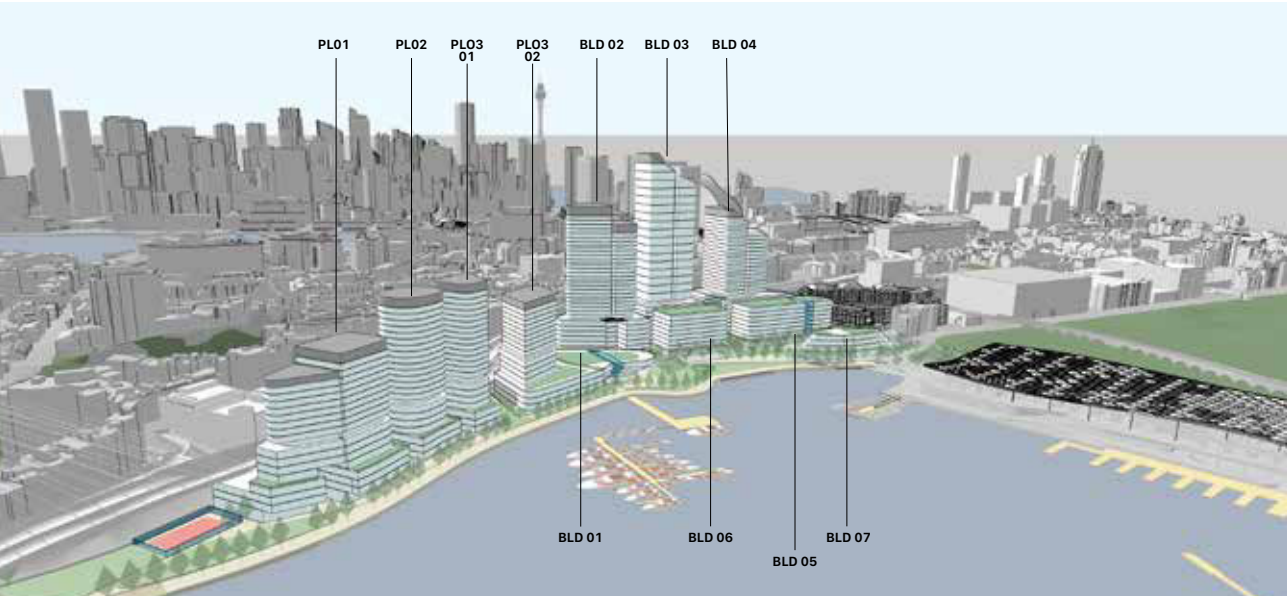
\* a separate maximum height will be applied to areas of buildings under the Western Distributor

\*\* buildings included - PLO1-1, PLO1-2, PLO2, PLO3-1, PLO3-2, BLD02, BLD03, BLD04

Exhibited Precinct Plan



/ Exhibited Precinct Plan



/ Exhibited Precinct Plan - Indicative Massing

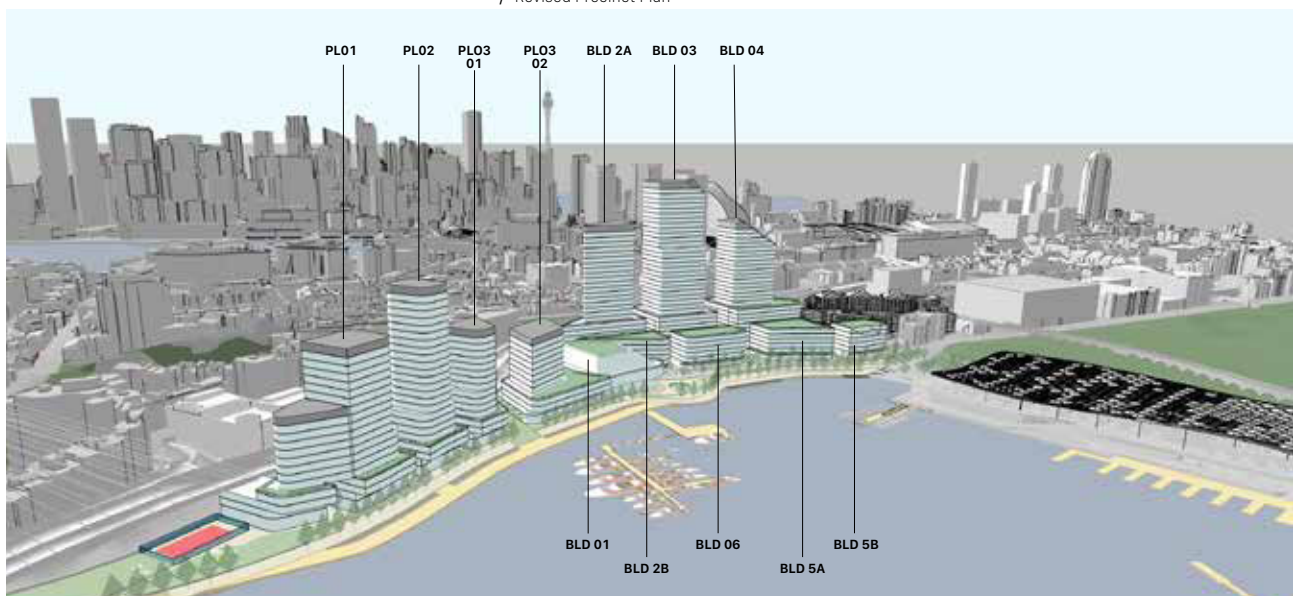


Building 03	Building 04	Building 05 (now 5A)	Building 05B	Building 06	Building 07	Average Tower Height (m) **	New SFM Total	xSFM Total	Precinct Total GFA
+156 AHD, 45st	+110 AHD, 30st	+37.5 AHD, 8st		+37.5 AHD, 8st	+21 AHD, 4st	97.7			
+141 AHD, 35st	+106 AHD, 26st	+29 AHD, 6st	+29 AHD, 6st	+29 AHD, 6st	deleted	89.7			
-15.0	-4.0	-8.5	29	-8.5	-	-8			
51,400	39,200	12,950	-	8,600	4,675		26751	234175	260926
46,926	37,896	7,131	6,584	6,085	-		26751	199,513	226264
-9%	-3%	-45%	-	-29%	-100%		0%	-15%	-13%

## Revised Precinct Plan



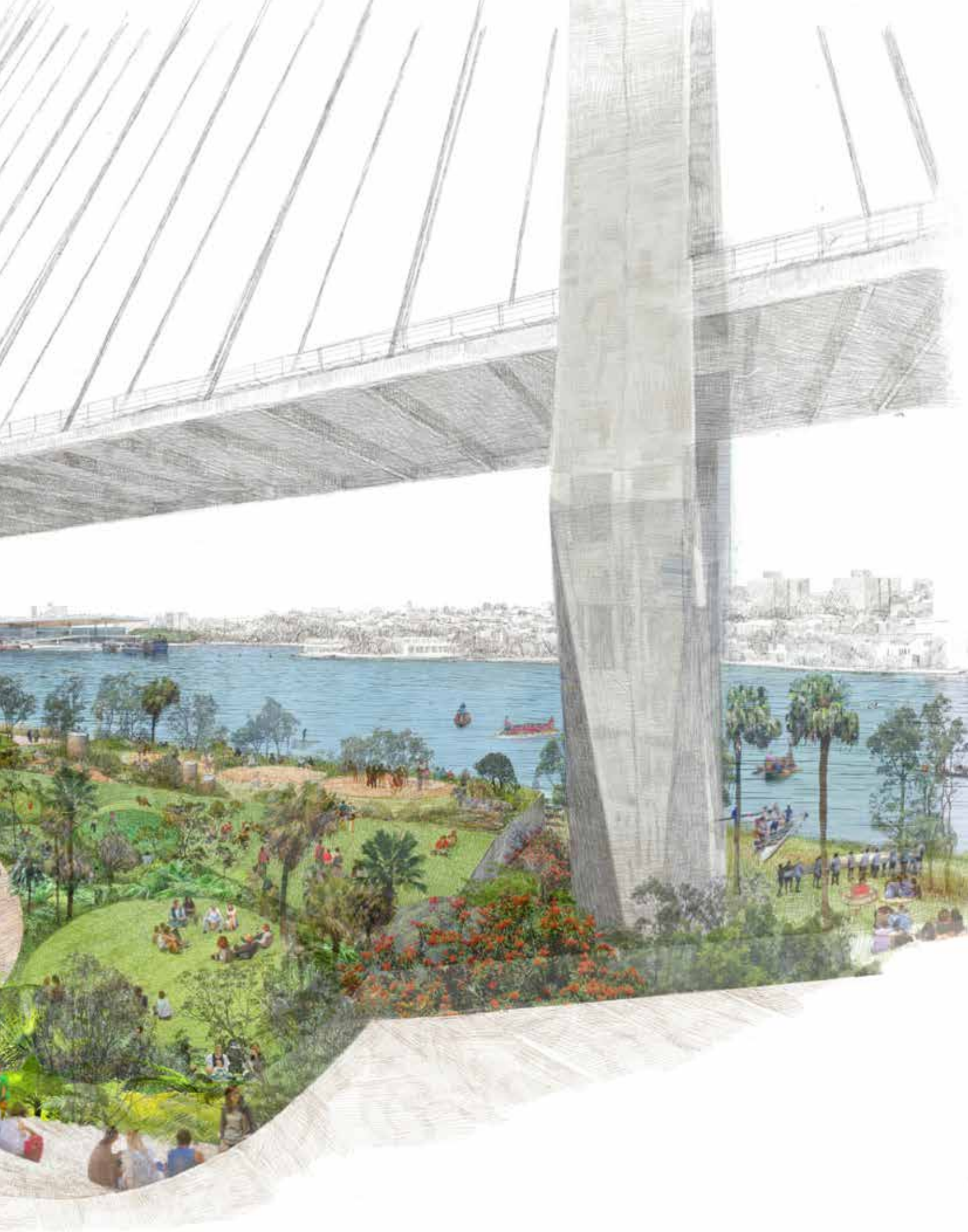
/ Revised Precinct Plan



/ Revised Precinct Plan - Indicative Massing

















## Investigation and Testing



## 1. Place

Primary Considerations		Report Section
1.1	Community submissions commented on the importance of the qualities of the foreshore as an open space for passive recreation and the need for the promenade to provide for active transport. Delivery of a world class harbour foreshore walk is one of five 'big moves' proposed by the Pyrmont Peninsula Place Strategy to unlock the potential of the Peninsula and is a key ambition required to be delivered by the redevelopment of the Blackwattle Bay SSP. Through its preliminary assessment, the Department is concerned this objective of a world class promenade would not be achieved by the exhibited proposal.	'Foreshore Promenade' P7-10
1.2	Site constraints including south-westerly orientation and narrow individual privately held allotments at the northern end of the precinct create challenges for the delivery of a meaningful high amenity foreshore promenade. This has resulted in a compromised foreshore promenade at the narrower, northern end of the precinct. Preliminary assessment indicates: <ul style="list-style-type: none"> <li>That the proposed 17-metre promenade width would not deliver the necessary quality and amenity of space to provide for the extent of uses required; and</li> <li>That the approach of developing building envelopes to fit within the existing site ownership boundaries appears to be a limiting factor.</li> </ul>	'Foreshore Promenade' P7-10
1.3	These sites include privately owned lands critical to unlocking the continuous foreshore walk. These are narrow sites, currently proposed to accommodate a 10m foreshore promenade and a 7m colonnade. The preliminary assessment considers the proportions proposed would not deliver the public amenity and place outcomes expected by the community and required for the successful delivery of the precinct.	'Foreshore Promenade' P7-10
1.4	Further design options need to be investigated to ensure a foreshore promenade of sufficient width along the private land frontages such as a minimum width of 16-20m with an adjacent colonnade of 6-7m. This may involve further limiting these sites already constrained development potential or alternative approaches to design and master planning such as site amalgamation / reconfiguration and/or designing the promenade to partly extend over the water.	'Foreshore Promenade' P7-10
1.5	Community submissions identified concerns regarding overshadowing of open space and public spaces and amount of open space. This issue was also mentioned in Council's submission stating development will result in public spaces lacking in sunlight with poor wind environments.	'Public Open Space' P11-14
1.6	Preliminary assessment identifies the importance of delivering high quality open space whilst ensuring a reasonable degree of development potential on the site.	'Public Open Space' P11-14
1.7	The PPPS sets an objective to establish and maintain a network of high quality, diverse and restorative public open spaces which enhance the overall experience of the Peninsula, are inclusive, accessible and safe, and cater for active and passive recreation and social interaction. These spaces are expected to reduce the urban heat island effect and improve the local microclimate, achieve an overall target of 40% tree canopy on public and private land and deliver green walking and cycling links.	'Public Open Space' P11-14
1.8	The Blackwattle Bay SSP includes a contribution of 30% or approximately 3ha of the site area as open space, however, the space does not achieve the City of Sydney consideration for sun access of 4 continuous hours to 50% of the open space area. Due to the south-west site orientation the precinct is also subject to wind impacts further reducing the comfort level of park users.	'Public Open Space' P11-14
1.9	New open spaces should achieve superior solar access based on the intended purpose of the space, not simply the minimum 4 hours required by the PPPS. Options to further improve solar access to new open spaces must be fully explored including changes in the scale of built form or a reconfiguration of the open spaces. Open space typology must match the solar conditions that will be provided i.e. grassed areas require at least 4 hours sunlight.	'Public Open Space' P11-14
Secondary Considerations		
1.10	Public submissions have identified a need to carry forward the recommendations of the Aboriginal Cultural Engagement Report into the proposed planning framework.  Preliminary assessment confirms the need to address the recommendations from the Aboriginal Cultural Engagement Report consistent with the Designing with Country framework.	'Connecting with Country' P15

## 2. Built Form

Primary Considerations		Report Section
2.1	A significant number of submissions identified concerns with building height and building massing together with associated amenity impacts including, solar access to open space, foreshore promenade and visual impact. Submissions also identified concerns regarding air quality and noise impacts in relation to the proposed residential dwellings and whether appropriate amenity standards detailed in guidelines could still be achieved.	'Height and Building Massing' P19-28
2.2	In the Department's view, the proposed built form unreasonably impacts on the quality and amenity of the open space and foreshore promenade. In particular, the properties north of the Miller Street alignment, with their narrow, south-west facing allotments curtailed by the Western Distributor, have significant limitations in being able to realise meaningful public space whilst enabling renewal of these sites.	'Height and Building Massing' P19-28
2.3	The proposed built form in the properties north of the Miller Street alignment creates a series of buildings with continuous height of approximately RL90, with a 10m setback from the water's edge. This does not allow for a proper transition to the waterfront as envisaged in the Pyrmont Peninsula Place Strategy (PPPS). Development should step down towards the foreshore to ensure that a high amenity foreshore promenade is delivered. The proposed building heights in the precinct should respond to the existing and future built form.	'Height and Building Massing' P19-28
2.4	The minimum proposed setback from the waterfront is 10 metres supplemented by a colonnade of 7 metres deep with a clear height of 5.8 metres providing for dining or retail uses. These dimensions apply along a significant length of the waterfront (in excess of 200 metres), not simply a short transitional space, and are compounded by significant adjacent heights (RL65 to RL91.5). This does not provide sufficient publicly accessible space, or the generous experience expected of a world class harbour foreshore.	'Height and Building Massing' P19-28
2.5	In addition, the proposed podium setbacks of 3-5 metres are unlikely to be effective in mitigating wind downwash from towers, particularly in the vicinity of the foreshore promenade. Concern is also raised in relation to the minimal building separation which may not be capable of achieving alignment with the Apartment Design Guide (ADG) for the proposed residential towers.	'Height and Building Massing' P19-28
2.6	The Department's preliminary assessment has identified that the existing Hymix concrete batching plant and the Anzac Bridge/Western Distributor traffic may not provide an environment conducive to residential use due to noise and air quality impacts in the northern sites. There are further amenity concerns regarding potential future ADG non-compliant building separation and solar access resulting from the proposed massing, orientation and building type of some of the residential towers.	'Height and Building Massing' P19-28
2.7	The proximity of some of the building envelopes to the Western Distributor may be problematic for achieving reasonable residential amenity. Many of these same building envelopes have a site orientation which limits opportunities for future development to achieve full alignment with solar access provisions of the ADG.	'Height and Building Massing' P19-28
2.8	It is acknowledged that further testing and/or improvement of ADG alignment, setbacks, land use and built form typology of development on the private sites comes with challenges for the viability of these sites being redeveloped, particularly in the short term. These challenges warrant consideration of alternate approaches to the building massing for the private sites such as site amalgamation(s) or reconfiguration.	'Height and Building Massing' P19-28
Secondary Considerations		
2.9	City of Sydney Council's (Council) submission outlines how the proposal fails to give effect to the Eastern City District Plan. It contends the amount of residential undermines the potential of the precinct as the western extension of the Harbour CBD. Council is concerned the proposal fails to deliver on the Blackwattle Bay sub-precinct place priorities by prioritising residential floor space at the expense of a high amenity, highly walkable and safe corridor with a vibrant night-time economy and commercial focus.	Refer to Land Use Appraisal
2.10	Preliminary assessment identifies there is a need to further demonstrate consistency with directions and Place Priorities in the PPPS seeking a focus on "knowledge-based jobs and supplemented with cultural and entertainment, visitor and tourism, retail and residential uses" in Blackwattle Bay. (PPPS, p.67) In particular, Direction 1 of the PPPS calls for investment and innovation to boost jobs, creativity, tourism and night life in line with the Eastern City District Plan Innovation Corridor. It also seeks "delivery of new major floor space capacity on larger sites around the harbour and park edge, within the Blackwattle Bay sub-precinct, through a range of building typologies including taller office towers, where appropriate" (Pyrmont Peninsula Place Strategy, p.24).	Refer to Land Use Appraisal
2.11	The commercial tenancies proposed in the SSP masterplan provide large floorplate commercial and retail floor space in podium levels only and the SSP Study does not detail why this departure from the PPPS is warranted.	'Workplace' P31-32

### 3. Environment

Secondary Considerations		Report Section
3.1	Submissions raised concerns regarding lack of sustainability measures for the precinct. Further to this Council's submission contended the EIE and draft Design Guide are inconsistent with and/or lack any commitment to the four sustainability inventions and performance criteria outlined in the PPPS. Council's submission also made comments relating to a range of specific matters including Water Sensitive Urban Design, Water and Energy Targets, Net Zero and multi-utility hubs.	Refer to ESD Response
3.2	The SSP Study and draft planning controls include a proposed LEP provision requiring the consent authority to have regard to the principles of sustainable development. However, this is only as they relate to development based on a 'whole of building' approach as well as sustainability targets within the draft Design Code. Preliminary assessment indicates that the sustainability provision and targets, while supported, are not as ambitious as the targets included in the PPPS and are absent of specific mechanisms applied on a precinct scale.	Refer to ESD Response
3.3	The proposal includes concept level references to Water Sensitive Urban Design (WSUD) and incorporates a target for 100% recycled water use for public open space. Other precinct- scale sustainability measures, such as precinct-scale stormwater detention and reuse, have not been included in the proposal.	Refer to ESD Response
3.4	The NABERS and beyond BASIX commitment included in the SSP study are supported. However, the energy and water targets outlined in the PPPS Sustainability Report are higher than the Blackwattle Bay SSP Study.	Refer to ESD Response
3.5	Sustainability ambitions for the precinct set out in the draft Design Code and EIE indicate 100% net zero carbon emissions by 2050, which is consistent with the relevant policies including the PPPS and the City's Net Zero Building Strategy targets. The Ecologically Sustainable Development report includes a range of opportunities to achieve these target's but the SSP Study and proposed masterplan do not address these opportunities. Further to this the PPPS identifies investigation of a multi-utility hub for sustainable precinct-scale solutions such as integrated parking, electric vehicle charging, battery storage, recycled water and organic waste systems, or bike facilities as a place priority for Blackwattle Bay. (PPPS, p.67) INSW have not addressed this opportunity in the masterplan or SSP Study.	Refer to ESD Response
3.6	Submissions were received which objected to the wind impacts associated with tall buildings, including the effects of wind on the amenity of the public domain.  Preliminary assessment indicates that major roads do not meet walking criteria and the wind assessment throughout the precinct is based on the walking criteria only, not standing or sitting criteria. This is unlikely to promote the desired place character or range of land uses. The wind assessment needs to consider the desired quality of spaces being created and the intended uses of these spaces. It will require the application of a combination of standing, sitting and walking criteria across the precinct, dependant on the sorts of public domain being proposed.	Refer to Pedestrian Wind Environment Report and Wind-Seasonal Analysis

#### 4. Movement

Secondary Considerations		Report Section
4.1	Submissions were received raising concerns with existing and future public transport modes. In particular, submissions noted that the announced Metro station at Pyrmont would improve the existing constrained movement network but may present challenges for connection with the precinct.	'Public Transport' P35
4.2	TfNSW has previously provided advice on opportunities for public transport including for Light Rail to be a key factor in delivering the proposed 53% public transport mode share.	Refer to Updated Transport Assessment
4.3	Preliminary assessment indicates that the TMAP should include consideration of the capacity of existing and planned light rail and bus services to support planning for pedestrian connections between public transport stops and key destinations.	Refer to Updated Transport Assessment
4.4	Provision of new ferry wharves (including use of wharves or overnight ferry berthing) suitable for low-wash ferry vessels is supported.	Refer to Updated Transport Assessment
4.5	TfNSW has raised the issue of freight and servicing noting that the number of trips generated by similar residential developments warrants provision of parking to facilitate freight and servicing. Without this provision, place qualities will be impacted through introduction of multiple basement entries or on-street parking in the public domain.	'Low Carbon, High Performance Precinct' P36
4.6	Freight servicing is predicted by TfNSW to account for 835 vehicle arrivals per day (18-20% of traffic activity). TfNSW notes that this has not been addressed in the TMAP. More specifically, they recommend a single basement for site 2 (the existing fish market site) to provide for a loading dock servicing residential and commercial uses.	Refer to Updated Transport Assessment
4.7	Traffic and roads were referenced in 246 or 29% of total submissions. Comments raised concern around the existing level of vehicle traffic particularly at peak hour many referencing traffic carried on the Western Distributor. Further comments reflected concerns around peak travel times for the Sydney Fish Market and safe travel to schools during the morning peak. Schools Infrastructure NSW also raised the issue of safe routes to school in its submission.	Refer to Updated Transport Assessment
4.8	The TMAP does not clearly identify if the traffic modelling approach used to assess the impact of the proposal on the road network includes: <ul style="list-style-type: none"> <li>Major transport infrastructure including WestConnex, future Metro West Pyrmont Station, western harbour tunnel and beaches link; and</li> <li>Uplift in employment and residential land use and densification proposed under Pyrmont Peninsula Place Strategy and Bays West Strategy.</li> </ul>	Refer to Updated Transport Assessment
4.9	As identified in the Transport Management and Accessibility Plan (TMAP), the mode share target for walking and cycling is set at 29%, public transport at 56% and private vehicle at 15%. The non-private vehicle mode share is considered high for proposed plans for the precinct and preliminary assessment has found insufficient evidence regarding how this will be achieved.	Refer to Updated Transport Assessment
4.10	Approximately 14% of submissions commented on parking provisions. These comments included concerns regarding the availability of on-street parking resulting from the new development and impacts related to visitors to the Sydney Fish Market.	Refer to Updated Transport Assessment
4.11	It is noted the proposal applies standard parking rates within the City of Sydney LEP. Preliminary assessment has found however that the proposed standard parking rates do not align with the ambitious targeted private vehicle mode share or with the provision of a new city-serving Metro station.	Refer to Updated Transport Assessment
4.12	Approximately 14% of total submissions noted the need for improvements to pedestrian and/or cycle networks.	'Pedestrian and Cycle Network' P37
4.13	The TMAP is based on an ambitious mode share target that requires minimal private vehicle use and places emphasis on active and public transport. Preliminary assessment indicates that there is insufficient evidence to demonstrate that the surrounding pedestrian and cycle network provides sufficient capacity to accommodate the expected number of pedestrian and cycle trips, to ensure the safety and comfort of pedestrians and cyclists and to promote desired place outcomes.	Refer to Updated Transport Assessment



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