Bank Street, Pyrmont Master Plan

Volume 1

NSW Maritime, Ms A Forrester, Poulos Bros Seafoods Pty Ltd, Bidvest Australia Ltd, Hymix Australia Pty Ltd

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Prepared by Pamela Tindall

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Executive Summary

Under the statutory planning documents, *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* and *Sydney Local Environmental Plan 2005* the preparation of a master plan is required prior to any development application being submitted for any site within the study area. The *Bank Street, Pyrmont Master Plan* study area is detailed in the following pages.

While a majority of landowners intend to remain and continue current operations, others propose redevelopment in the short to medium term. For this reason, the *Bank Street, Pyrmont Master Plan* does not propose any immediate redevelopment options (with the exception of the public facility proposed at the NSW Maritime main site), but rather a series of logical staged developments into the future, which would satisfy the objectives of the stakeholders including landowners, the local community and Government agencies.

The study area is bounded by the Sydney Fish Market to the south, Blackwattle Bay to the west, Bank Street to the east and the Old Glebe Island Bridge and Jackson’s Landing to the north.

Consultation has been undertaken throughout the master plan process and has been important in establishing objectives within the master plan, especially with regard to the proposed public facilities including foreshore access and a passive public boating facility.

The *Bank Street, Pyrmont Master Plan* recommends redevelopment components for each site within the master plan study area that are described below. The sites are listed from north to south.

- NSW Maritime owns the northernmost triangle of land within the study area. Given the presence of submarine cables and steep topography, it is proposed that this site should remain as a vegetated area.
- No.1 Bank Street is currently a private residence. However, due to the site’s Public Recreation zoning, the master plan considers an ultimate use that is in accordance with the zoning and complementary to the public facility proposed at the NSW Maritime site to the south.
- NSW Maritime also owns a 9059m² lot of largely vacant land, the largest site within the study area. NSW Maritime wishes to redevelop this site as public open space and a public boating facility, for the use of passive craft. The term passive craft refers to hand or wind powered craft such as canoes, kayaks, rowing, dragon boats and sail boats, and excludes motorised power boats.
- Poulos Bros Seafoods Pty Ltd currently operates a seafood processor and distributor. The company intends to remain in the short to medium term, however if it wishes to realise the site’s potential, commercial redevelopment has been detailed.
- Bidvest Australia Ltd operates dry food processing, storage and distribution from its site, and has expressed a desire to realise the site’s potential in the short to medium term. Redevelopment of this site for a commercial use has been detailed in the master plan.
- Hymix Australia Pty Ltd own two lots (Hymix North and South). Hymix wish to remain at the site, where they currently operate a concrete batching plant, due to the sites proximity to the City and transport infrastructure, and also the significant on-site infrastructure which has been developed.
- NSW Maritime currently own the Miller Street Lot which is located between Hymix North and South. This site is currently leased by Hymix, however the Master Plan recommends redevelopment of the site in keeping with its public recreation zoning.
Upon final implementation of the master plan, the resulting development would achieve a positive result for landowners, the surrounding residential and business communities, and also relevant Government agencies. It is important to note, however, that this can also be achieved upon redevelopment of each site independently of other sites within the study area.
1.0  Background

1.1  Introduction

The Bank Street, Pyrmont Master Plan study area (approximately 28 000 m²) is shown in Figure 1.1. It is located in Pyrmont, to the west of Sydney Central Business District (CBD) and Darling Harbour, on the foreshore of Blackwattle Bay and is bounded to the east by Bank Street. The site is within the City of Sydney Local Government Area (LGA).

The study area is a foreshore strip of primarily light industrial properties (with the main exception being No.1 Bank Street and the vacant NSW Maritime site), similar to other Blackwattle, Rozelle and White Bay uses, yet differing from the commercial and residential uses on the opposite side of Bank Street. The Sydney Fish Market is located at the site’s southern boundary, whilst the large mixed use Jackson’s Landing development is under construction to the immediate north. The Western Distributor and Anzac Bridge are positioned on supports across the length of the study area.

Historically, the western side of the Pyrmont peninsula was the last to develop, and even today has a significantly different character from the very public eastern side, with Star City and Darling Harbour providing major tourist and visitor attractions.

This master plan is required under Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and Sydney Local Environmental Plan 2005 prior to the submission of any development application for land within the study area. The master plan has been prepared to accommodate development within the study area, whilst realising the site’s strategic value on Sydney Harbour’s foreshore.

Recent amendments to the Environmental Planning and Assessment Act 1979 have implications for preparation of this master plan. In essence, the Bank Street, Pyrmont Master Plan is a ‘Master Plan’ for the purposes of Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 and Sydney Local Environmental Plan 2005. Upon its adoption by the Minister, the Master Plan will be deemed (under the EP&A Act) to be a DCP that has been made by the Director-General. Accordingly, the Master Plan will continue to be titled a ‘Master Plan’ as it has been formally exhibited as such. To ensure consistency with the intent of the Environmental Planning and Assessment Amendment (Planning Instruments and Development Consents) Regulation 2005, the Bank Street, Pyrmont Master Plan contains references to the relevant provisions of other relevant DCP’s prepared by the Director-General that would otherwise apply to the study area.

Volume 1.0 is the Master Plan, presenting the background to development of the plan and the existing site context in Section 1.0. Section 2.0 of Volume 1.0 details Master Plan principles, vision and objectives, and option development, phasing and implementation.

Volume 2.0 provides background information and supporting analysis in the form of supporting studies included as appendices.
Figure 1.1: Master Plan Area

Source: Universal Publishers Pty Ltd 2005, Maunsell Australia Pty Ltd
1.2 Land to which the Master Plan Applies

1.2.1 Land

The master plan area is owned by multiple entities as shown in Figure 1.2 and described in Table 1.1. Landowner, current land use and land title details are also shown in Table 1.1. In addition, a number of easements exist over the various sites under control of the RTA. These are associated with Anzac Bridge (Western Distributor).

Figure 1.2: Land Ownership

Legend

Site 1, 3, 7 – NSW Maritime
Site 2 - Ms Ann Forrester
Site 4 - Poulos Bros Seafoods Pty Ltd
Site 5 - Bidvest Australia Pty Ltd
Site 6, 8 - Hymix Australia Pty Ltd
### Table 1.1: Schedule of Landowners, Use and Titles

<table>
<thead>
<tr>
<th>Site</th>
<th>Landowner</th>
<th>Current Use</th>
<th>Land Title</th>
<th>Area m²</th>
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| 1    | NSW Maritime | Undeveloped land with mature trees – contains underground high voltage cables | DP 85206, Lot 1  
DP 188671, Lot 1 | 195 |
| 2    | Ms Ann Forrester | Predominantly residential | DP 3176, Part 1 and 2  
DP 439245, Lot 1 | 1426 |
| 3    | NSW Maritime | Vacant land – earmarked for water access facility including a passive boat ramp. The area around the bridge support for Anzac Bridge is owned by the RTA | DP 803159, Lot 19 and 20, DP 803160, Lots 5 and 6  
RTA own DP 803159, Lot 21 and Lot 22 | 9059 |
| 4    | Poulos Bros Seafoods Pty Ltd (Australian Fishing Industries P/L) | Seafood processing plant and distribution | DP 803160, Lots 7, 8, 9, 10 and 11  
RTA own DP 803160, Lot 13 | 5143 |
| 5    | Bidvest Australia Ltd (N Stephenson Ltd) | Food services (storage and distribution) | DP 811844, Lots 20, 21 and 22  
RTA own DP 811844, Lot 23 | 2988 |
| 6    | Hymix Australia Pty Ltd (Hymix Concrete Pty Ltd) | Parking and access to jetty. The jetty is leased to Hymix by Maritime Authority. The jetty has been leased by Hymix for use by a charter boat hire company, | DP 815847, Lots 25 and 26  
RTA own DP 811844, Lot Pt 28 | 3008 |
| 7    | NSW Maritime | Leased to Hymix | DP 815946, Lot 26 | 1526 |
| 8    | Hymix Australia Pty Ltd (Hymix Concrete Pty Ltd) | Concrete batching plant | DP 836204, Lot 100 | 4672 |
|      | **Total Area** |             | **28 017** |         |

Sites 1, 3 and 7 are owned by the Waterways Authority trading as NSW Maritime. All references to this organisation throughout the Master Plan are as ‘NSW Maritime”. For ease of reference, site 1 will be referred to as ‘NSW Maritime - minor’, site 2 ‘No.1 Bank Street’, site 3 as the ‘NSW Maritime site’, site 4 ‘Poulos’, site 5 ‘Bidvest’ and sites 6 and 8 ‘Hymix North’ and ‘Hymix South’, respectively, whilst site 7 is to be referred to as the ‘Miller Street Lot’.

### 1.2.2 Water

This Master Plan does not apply to the waters of Blackwattle Bay or existing jetty and pontoons, but does consider impacts on the bay as a result of activities proposed within the Master Plan area.

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1. As shown in Figure 1.2: Land Ownership
2. Lot and DP’s taken from Land and Property Information NSW, Copy Request J882447
1.3 Role of the Master Plan

This Master Plan is required by the provisions of both Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP 2005) and Sydney Local Environmental Plan 2005 (SLEP 2005). Development proposed within the study area cannot be approved unless a master plan has been formally adopted for the study area. Future development applications will need to consider the guidelines and provisions of this Master Plan, and will be assessed against the Master Plan, in addition to other relevant statutory planning instruments and adjoining master plans as detailed in Section 1.4 and described further in Volume 2.0: Appendix F - Strategic and Statutory Framework.

SREP 2005 is intended to provide a set of clear planning principles for land within the Sydney Harbour Catchment. The principle aims of SLEP 2005 are to protect and enhance the diversity and special qualities of the City of Sydney and surrounds, and to encourage orderly, sustainable and high quality development of land and resources within the City of Sydney to establish the area as the best place to live, work and visit. The LEP establishes a set of principles for smaller precinct such as Ultimo-Pyrmont within which the Bank Street, Pyrmont Master Plan area is located. The Master Plan has been prepared to reflect these principles.

In general, all existing uses within the study area are proposed to remain in the near future with possible intensification of some uses. Exceptions are the Bidvest site, whose owners wish to re-develop for highest value and best use and the NSW Maritime site, where a water access facility is proposed. The Master Plan has been developed considering these objectives.

Blackwattle Bay is zoned for general maritime use under the ‘Sydney Harbour Working Strategy’. The use of the bay for recreational boating should not compromise the development of the harbour in accordance with the aims and objectives of the Working Harbour Strategy.
1.4 Planning Context

The Bank Street, Pyrmont Master Plan has been prepared\(^3,4\) with regard to its strategic and statutory context. The principal environmental planning instruments under which the Master Plan has been prepared include:

- *Sydney Regional Environmental Plan (Sydney Harbour Catchment)* 2005 (SREP 2005) and
- *Sydney Local Environmental Plan 2005* (SLEP 2005).

SREP 2005 and SLEP 2005 give rise to the two key development control plans that guide development on the subject site, which are:

- *Urban Development Plan for Ultimo-Pyrmont* (UDP) – prepared in accordance with SREP 26 and referenced in SLEP 2005; and

In addition to the key planning documents identified above, the following documents are also relevant to development on the subject site:

- Master Plans for adjoining sites at Sydney Fish Market, Jackson’s Landing, Blackwattle Bay and Rozelle Bay;
- *Foreshore Promenade Policy for Land within SHFA boundary: Pyrmont and Blackwattle Bay* (2003);
- *Public Foreshore Promenade – Implementation Strategy*;
- *Sharing Sydney Harbour Access Plan*; and
- *Sharing Sydney Harbour Regional Action Plan*.

\(^3\) This master plan was originally prepared and exhibited under *State Environmental Planning Policy No. 56 - Sydney Harbour Foreshores and Tributaries* (SEPP 56). Upon gazettal of SREP 2005 during September 2005, SEPP 56 was repealed to the extent that it applies to the subject site. SREP 2005 states that any master plan exhibited or adopted under SEPP 56 is considered to be exhibited or adopted under SREP 2005. This Master Plan therefore considers SREP 2005 as the current environmental planning instrument, but considers the planning principles under SEPP 56. Note: Clause 7(2) of SREP 2005 states that in the event of any inconsistency with another environmental planning instrument, SREP 2005 applies to the extent of that inconsistency.

\(^4\) This master plan was also originally prepared and exhibited cognisant of the provisions of *Sydney Regional Environmental Plan No. 26 – City West* (SREP 26), however upon gazettal of the *Sydney Local Environmental Plan 2005* on 9 December 2005, SREP 26 was amended such that it no longer applies to areas to which the LEP applies (the Master Plan site). The LEP states that ‘Any thing done before the commencement of this plan in accordance with Sydney Regional Environmental Plan No 26—City West in respect of a draft master plan for land within Ultimo-Pyrmont is taken to have been done in accordance with this Part [6 of the LEP].’
The hierarchy of key planning instruments that guide development on the subject site is shown in Figure 1.4. This diagram shows the primary planning instruments that determine the approval process and content of the Bank Street, Pyrmont Master Plan are SREP 2005 and SLEP 2005. The remainder of the planning instruments shown in Figure 1.4 are matters for consideration during the preparation of the Bank Street, Pyrmont Master Plan but do not directly determine the content or approval process for the Master Plan.

Source: Maunsell Australia Pty Ltd
1.4.1 SREP (Sydney Harbour Catchment) 2005

Under Clause 41(1) of SREP 2005, a master plan is required prior to the granting of development consent to any development on a ‘Strategic Foreshores Site’. The Bank Street site is identified as a ‘Strategic Foreshores Site’ on Sheet 1 of the Strategic Foreshores Sites Map (Schedule 1 of SREP 2005) and accordingly this Master Plan has been prepared.

The aims of SREP 2005 with respect to the Sydney Harbour Catchment include:

- to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained as an outstanding natural asset, and as a public asset of national and heritage significance, for existing and future generations,
- to ensure a healthy, sustainable environment on land and water,
- to achieve a high quality and ecologically sustainable urban environment,
- to ensure a prosperous working harbour and an effective transport corridor,
- to encourage a culturally rich and vibrant place for people,
- to ensure accessibility to and along Sydney Harbour and its foreshores,
- to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity,
- to provide a consolidated, simplified and updated legislative framework for future planning.

Content of a Master Plan

The purpose of the Master Plan is to outline the long-term proposals for the development and to explain how identified development proposals address the planning principles and development controls in any relevant environmental planning instruments, which in this instance, includes SLEP 2005.

Clause 46(2) of SREP 2005 states that a master plan should illustrate and explain where appropriate the following matters:

- design principles drawn from an analysis of the site and its context
- phasing of development
- distribution of land uses including foreshore public access and open space
- pedestrian, cycle and motor vehicle access and circulation networks
- parking provision
- subdivision pattern
- infrastructure provision
- building envelopes and built form controls
- heritage conservation, implementing the guidelines set out in any applicable conservation policy or conservation management plan
- remediation of the site
- provision of public facilities
- provision of open space, its function and landscaping
- the impact on any adjoining land that is reserved under the National Parks and Wildlife Act 1974
- protection and enhancement of the natural assets of the site and adjoining land
- protection and enhancement of the waterway (including water quality) and any aquatic vegetation on or adjoining the site.

Where appropriate, these matters have been addressed in this Master Plan.
1.4.2 SLEP 2005

SLEP 2005 repealed SREP 26 for the Master Plan site when it was gazetted on 9 December 2006, with an objective of consolidating all land use and heritage controls are within a single local environmental plan. The majority of controls in Chapter three (relating to planning principles, zoning, height, FSR, master plan clauses) remain the same as they were in SREP 26.

Aims and Objectives

The principal aims of SLEP 2005 are to protect and enhance the diversity and special qualities of the City of Sydney and surrounds, and to encourage orderly, sustainable and high quality development of land and resources within the City of Sydney to establish the area as the best place to live, work and visit. Development undertaken pursuant to SLEP 2005 is to consider the following planning principles:

- Role and land use activities;
- Residential development;
- Social issues;
- Urban design;
- Public domain;
- Education;
- Leisure and recreation;
- Heritage;
- Movement and parking; and
- Implementation and phasing.

A comprehensive list of the relevant planning principles that apply to the Ultimo-Pyrmont area and should be considered in future developments are provided in Section 2.3 Planning Framework. These principles have also been considered in the formulation of the Bank Street, Pyrmont Master Plan.

Zoning and Permissibility

Land in the study area comprises two separate land use zonings under SLEP 2005, being a Residential – Business (Non-residential Development) zone at Poulos, Bidvest and Hymix, and a Public Recreation zone on NSW Maritime land, No.1 Bank Street and also along the foreshore of Poulos, Bidvest and Hymix. These land use zonings are illustrated in Figure 1.4, below.

In the Residential – Business (Non-residential Development) zone, only uses which are generally consistent with one or more of the zone objectives are permissible. The objectives of the Residential – Business (Non-residential Development) zone aim to create an area consistent with the Precinct’s proximity to the Sydney CBD, harbour locations and transport infrastructure. Uses are promoted which generate employment opportunities and enable people to live and work in the same community (albeit no residential development other than for the purpose of dwellings for employees of a business use located on the same site are allowed within these sites).

The objectives of the Public Recreation zone aim to provide a variety of public areas and recreational opportunities, especially at waterfront areas and escarpments. Facilities that are ancillary to public recreation opportunities are permitted. Permissible uses in the adjoining zone are also permissible in the public recreation zone for a distance of 10 metres from the zone boundary, as long as this ensures a better relationship between the adjoining sites and does not decrease the total amount of land that will be available for use as a public recreation area.

The submerged land is zoned W1 Maritime Waters under SREP 2005.
Clause 83 states that prior to consenting to development, the consent authority must have regard to the Ultimo-Pyrmont Urban Development Plan. Accordingly, future development in the study area must take into account the provisions of the Urban Development Plan for Ultimo-Pyrmont Precinct (1999 Update). This Master Plan has been prepared taking into account the provisions of this UDP (see Appendix F for further discussion).

**Building Height**

Under clause 93, the maximum permissible building height in the study area is 14 metres, however any building on land in the Public Recreation zone must not exceed 7 metres in height. Clause 115 allows master plans to identify maximum building heights that exceed these height limits, but only where the master plan can demonstrate that development over the height limit will result in:

- a better pattern of building heights will result;
- reductions in building heights on other sites in the master plan area;
- achieving urban design principles for Ultimo-Pyrmont for that land; and
- no adverse effects of the higher building heights on the quality of the adjoining public domain.

**Urban Design Principles**

Prior to granting consent to the erection of a building, pursuant to clause 94 of the LEP, the consent authority must be satisfied that the building will be consistent with the urban design principles contained within clause 84(4). These urban design principles are listed in Table 2.1.

**Building Facades**

Under clause 97, prior to granting consent, the consent authority must consider the scale and alignment of building facades with respect to width of the street, adjoining heritage items or other
contextual items, after having regard to any development plan or development control plan approved by the consent authority.

**Floor Space Ratio**

Under clause 98, the business floor space ratio on land for which a master plan is required, within Ultimo-Pyrmont and to the north of Pyrmont Bridge Road, must not be greater than 2.5:1. Clause 98(2) notes that the clause is subject to clause 115 (refer above) which may allow a greater floor space ratio.

**Heritage Conservation**

No heritage items or conservation areas are located within the study area.

**Master Plans**

Part 6 of the LEP states that development consent must not be granted for development that relates to land that is, or is within, a master plan area unless there is a master plan for the land that has been adopted by the Minister for Planning, and the consent authority has taken the master plan into account. Clauses 107 to 113 detail guideline for the content and preparation of master plans.

**Other Relevant Legislation**

**Urban Development Plan for Ultimo Pyrmont Precinct (1999 Update)**

The Urban Development Plan for Ultimo Pyrmont Precinct (1999 Update) was prepared in accordance with SREP 26 and is referenced in the SLEP 2005. The UDP makes more detailed provisions relating to development than those contained within the LEP. The UDP indicates a number of principles, which are considered important for the design of development, and controls through which these principles may be satisfied. These principles must be reflected in any master plan and future development applications.

The relevant controls and design guidelines from the UDP have been considered as part of the preparation of the Bank Street, Pyrmont Master Plan and further detail is provided on this matter in Appendix F.

**Development Control Plans**

Recent amendments to the EP&A Act have implications for preparation of the Bank Street, Pyrmont Master Plan. In order to clarify the current situation regarding this Master Plan, a detailed description of its existing statutory status and the status of relevant environmental planning instruments is provided in Appendix F.

In essence, the Bank Street, Pyrmont Master Plan is a ‘Master Plan’ for the purposes of SREP 2005 and SLEP 2005. Upon its adoption by the Minister, the Master Plan will be deemed (under the EP&A Act) to be a DCP that has been made by the Director-General. Accordingly, the Master Plan will continue to be titled a ‘Master Plan’ as it has been formally exhibited as such. To ensure consistency with the intent of the Amendment Act, the Bank Street, Pyrmont Master Plan contains references to the relevant provisions of other relevant DCP’s prepared by the Director-General that would otherwise apply to the study area.

**Sydney Harbour Foreshore and Waterways Area DCP 2005**

The Sydney Harbour Foreshore and Waterways Area Development Control Plan 2005 (DCP 2005) applies to all development proposals within the Foreshores and Waterways Area as identified by SREP 2005. DCP 2005 contains a number of performance-based criteria and guidelines relating to
foreshore access, visual and natural environments, industrial uses and recreational and maritime activities which aim to:

- Protect ecological communities within the area;
- Ensure that the scenic quality of the area is protected or enhanced;
- Provide siting and design principles for new buildings and waterside structures within the area; and
- Identify potential foreshore access locations in the area.

The following sections describe the key provisions that apply to development on the Bank Street, Pyrmont Master Plan site. The Master Plan incorporates references to these provisions where appropriate.

- Part 2 of the draft DCP contains provisions relating to the consideration of ecological impacts resulting from development proposals to ensure that the biological diversity in and around Sydney Harbour and its tributaries are conserved. No ecological communities are identified adjacent to, or in the vicinity of the study area.
- Part 3 of the draft DCP contains provisions relating to the consideration of visual impacts resulting from development proposals upon the foreshore and waterways of Sydney Harbour. The draft DCP identifies a number of ‘Landscape Character’ classifications applying to the lands covered by the DCP. There are no specific ‘Landscape Character’ classifications designations given to the study area, nor to any areas adjacent to, or in the vicinity of the study area.
- Parts 4 and 5 of the draft DCP contain design guidelines to help maximise the use of the foreshore and waterways for public recreation, and minimise any visual impact. Each section contains specific provisions relating to matters such as: foreshore access; siting of buildings and structures; built form; signage; marinas (private and commercial); private landing facilities; mooring piles, single moorings and mooring pens; dredging slipways; skids; boat lifts; swimming enclosures; swimming pools; boat sheds; sea walls; reclamation; planting; maritime activities; waterfront industry; community boating and water-based recreational facilities; multi-unit residential developments; redevelopment sites and inclinators, stairs and driveways.

Parts 4 and 5 that control development within the study area, including land based development and development within the land-water interface should be considered in future development proposals.

**City of Sydney Development Control Plans**

City of Sydney development control plans that could apply to development in the study area include:

- City of Sydney Notification of Planning and Development Applications Development Control Plan 2005
- City of Sydney Signage and Advertising Structures Development Control Plan 2005
- City of Sydney Convenience Store Development Control Plan 2004
- City of Sydney Contaminated Land Development Control Plan 2004
- City of Sydney Access Development Control Plan 2004
- City of Sydney Boarding Houses Development Control Plan 2004
- City of Sydney Child Care Centres Development Control Plan 2005

These DCPs will continue to apply to the study area until a consolidated DCP under the EP&A Act has been prepared by the City of Sydney Council.
Other State Environmental Planning Policies to Consider

Other relevant planning policies relating to future types of development in the study area include:

- *State Environmental Planning Policy No. 11 – Traffic Generating Developments (SEPP 11)*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)*
- *State Environmental Planning Policy No. 55 - Remediation of Contaminated Land (SEPP 55)*
- *Draft State Environmental Planning Policy 66 – Integration of Land use and Transport (Draft SEPP 66)*

These State Environmental Planning Policies are described in detail in Appendix F.
1.5 Site Context

1.5.1 Land Use

Figure 1.5 shows notable surrounding land uses in relation to the study area.

Figure 1.5: Surrounding Land Use

Source: Maunsell Australia Pty Ltd

1. Old Glebe Island Bridge
2. Jackson's Landing Development Site
3. Bay View Towers Residential Building
4. Harbour View Residential Building
5. City Convenience Store
6. City West Business Park (main entrance on Saunders Street, car park entrance on Bank Street)
7. City West Child Care
8. Channel Ten and other media related businesses (main entrance on Saunders Street, car park entrance on Bank Street), and Unifor offices on corner
9. Light Rail Stop
10. Sydney Fish Market
11. Wentworth Park
12. Blackwattle Bay Charter Facility
13. Hanson Construction Materials
14. Dragon Boat storage and launch point.
15. Sydney Secondary College – Blackwattle Bay Campus
16. Glebe Rowing Club
17. Sydney University Women’s Rowing Club
18. Blackwattle Bay Park
Figure 1.6 shows relevant existing master plans surrounding the site, which have been assessed to ensure understanding of planning intentions for the surrounding area. The Bank Street, Pyrmont Master Plan is compatible with and complementary to requirements of these plans. Interpretations of the plans and their relevance to the Bank Street, Pyrmont Master Plan are detailed in Volume 2: Appendix F.

Figure 1.6: Surrounding Master Plans and Studies

Source: Universal Publishers Pty 2005, Maunsell Australia Pty Ltd
1.5.2 Character

Topography

The site is generally flat but sits at the foot of a steep rise into Pyrmont. There is approximately 3 to 4 metres level difference from Bank Street to the water’s edge. This is expressed in an embankment on the NSW Maritime site and is exploited by the Bidvest and Poulos building structures to provide access to both lower and upper storage/process areas from Bank Street.

A small section of reclaimed land has been added for the Anzac Bridge Eastern Pylon at the Western end of the study area (NSW Maritime site). This portion is contained behind a concrete in-situ sea wall, while the remainder of the study area is retained with older sandstone, concrete or other stone sea walls. Figure 1.7 shows recently reclaimed land, the 1980’s shoreline, the 3 metre embankment and surrounding steeply sloping topography of Pyrmont. The blue area demonstrates the more recently reclaimed land.

Figure 1.7: Topography

Site Character

The site has three distinct physical characters:

- (A) The quiet, vacant former RTA site (now NSW Maritime) which lies under the higher covering of the Western Distributor/Anzac Bridge. This site has a spatially contained feeling, but could be described as ‘inspiring’ with a natural spatial direction towards the bays in the south and west. The bridge supports are widely spaced and almost sculptural. The building form of No.1 Bank Street forms a boundary between this area and the Old Glebe Island Bridge.

- (B) The area currently occupied by the commercial/industrial sites of Poulos, Bidvest and Hymix. These sites connect with Bank Street and exist under the lower sections of the Western Distributor/Anzac Bridge deck. This portion of roadway is close to the ground and supported on close spaced piers, which constrain the outlook. Noise and the effects of vehicular traffic appear to be amplified and impact significantly on the facilities.
(C) The Hymix sites and the Miller Street Lot. These sites are slightly more expansive but have difficulties connecting with Bank Street due to the dark, confined and visually fractured public space that exists under the lowest and most constraining sections of the Western Distributor/Anzac Bridge deck. This portion of roadway is close to the ground and is supported on massive close spaced piers, which constrain the outlook.

Figure 1.8 (following) identifies the three distinctly different characters described above.

Adjoining Uses, Character of Surrounding Development

As a result of large scale integrated redevelopment within the Pyrmont/Ultimo area there is an emphasis on residential uses. Typical are the slab type apartment buildings to the north (narrower than the commercial types) which are street defining and articulated in a manner to reinforce the urban character (e.g. corners and gateways). More directly related to the site however, are the larger scale multi level commercial buildings of the City West Business Park, which are of similar height but have a less detailed façade and have larger floor plates. These buildings are typically multi level (approximately 6 to 12 storeys).

The study area borders the Sydney Fish Market (SFM), a two storey industrial character building. The SFM Master Plan proposals for the SFM suggest there may be redevelopment to include multistorey commercial premises set back from the waterfront areas and the possibility of future connections or compatibilities should not be ignored.

Existing structures on the site have two forms:

- The remnant c 1940’s to 1970’s warehouse and industrial buildings such as those on the No.1 Bank Street, Poulos, and Bidvest sites. Some of these buildings have undergone alterations which provide a more internal and private address to the waterfront. From the water these buildings read as two storeys of about 6 to 8 metres in total height.
- The landmark concrete batching plant of the Hymix site.
Figure 1.9 shows the character of surrounding development. There are blocks of multi level commercial buildings opposite the existing commercial uses within the study area. Beyond this are street defining residential blocks.

![Character of Surrounding Development](image)

Source: Scott Carver Pty Ltd

**Built Form and Open Space Connections and Relationships**

Due to the form and character of the Western Distributor/Anzac Bridge there is little opportunity for potential direct connectivity or compatibility with the development to the north, other than by specific ‘portal’ like connections, which follow closely the more rigid road and built form patterns of Pyrmont. Despite this barrier there is a conceptual connection that can be made between the commercial built form on the Poulos and Bidvest sites and the commercial and residential forms to the north.

The location of various residential building densities on the opposite side of Blackwattle Bay should also not be ignored. Currently these sites are shielded from the commercial activity by the orientation of the existing commercial buildings.

With any redevelopment scenario (particularly the Poulos and Bidvest sites) the focus of the built form is quite likely to become more oriented towards to the waterfront. In these development scenarios the waterfront has great potential to provide a pleasant, active and open connection between all the sites. It is important that Bank Street should not become a ‘back end’ of the development and urban design should activate this area as such.

There is a potential to visually connect, and thus reinforce, the public recreation/open space potential of the site and the adjoining green spaces towards the Jackson’s Landing site, thus implying a more significant open space network.
1.5.3 View Corridors

The study area, while removed from the more conspicuous areas of Pyrmont, contains a number of significant views which form view corridors through the site and/or have important viewpoints which contribute to the area’s particular relationship with the water and urban fabric. These views also assist in fixing the water as a reference point. It should be noted that Anzac Bridge and its pylons constrain some views.

View Corridors and Outlooks from the Site

There are a number of view corridors crossing the site which include:

- View from Quarry Master Drive through the site to Blackwattle Bay (Figure 1.11);
- The extension of Miller Street (Figure 1.12) – however, this is a highly constrained and degraded view corridor; and
- View through the NSW Maritime site from Bank Street (Figure 1.13) and the lower levels of the residential building on the opposite side of Bank Street to the water.
Important view opportunities exist within the site, whether in future publicly accessible places or within potential redevelopment scenarios. These are generally direct waterfront outlooks, which should be particularly maximised in the public domain areas.

Another viewpoint worth noting for its landmark status is from Rozelle Bay directly under the bridge pylon within the NSW Maritime site looking towards the other pylon (Figure 1.14). It is a unique viewpoint and should be appreciated in the future detail designs for the site.

In future redevelopment scenarios the southern boundary of the Hymix South site would be both prominent and a potential vantage point with views of the bay.

Figure 1.11: View from Quarry Master Drive

Figure 1.12: View from Miller Street

Figure 1.13: View from Bank Street (through NSW Maritime site)

Figure 1.14: Anzac Bridge – landmark view
**Visibility of the Site**

Important views of the site which need to be considered are:

- From the Western Distributor/Anzac Bridge – primarily from the southern side of the carriageway heading west but also on the northern lanes heading east. Only the Hymix concrete batching plant (a small portion of the site) has any prominence. These views of parts of the study area are by nature dynamic, and views from the roadway demonstrate that the Hymix concrete batching plant is a relatively less obtrusive. Whilst being a large construction, it does not create high visual impact.

- Level views from waterfront public areas which look directly on to the site such as from Glebe Point, Blackwattle Bay Park, Cook Street (Glebe Point) and around to Ferry Road, Glebe. These views of the site currently reinforce the character described in the previous section, i.e. the NSW Maritime portion is more open, while the Poulos and Bidvest sections are enclosed and solid in form and the Hymix sites more expansive and visible.
Figure 1.16 shows important views looking to the study area.

Figure 1.16: Important Views of the Study Area

Source: Scott Carver Pty Ltd

The other important views of the site to be considered include:

- From Glebe Island (in particular to the current NSW Maritime site); and
- At the head of Rozelle Bay from the City West Link before Victoria Road and The Crescent.

There are also less direct views of the site from the SFM and intermittently and obliquely through the Blackwattle Bay maritime precinct wharf structures.

1.5.4 Transport

The surrounding area is reasonably well served by public transport and has good connections to the local and arterial road network. This section provides a summary of the existing traffic and transport conditions of the site and surrounding area, whilst Section 2 (The Master Plan) details the potential impacts arising from development. A detailed study is provided in Volume 2.0: Appendix B.

Public Transport

Buses and Light Rail

Sydney Buses services the surrounding area, including stops (route 501) at Miller Street and the corner of Pyrmont Bridge Road and Harris Street (routes 111, 443 and 449). Metro Light Rail operates a service between Central Station and Lilyfield. The closest stations to the master plan area are ‘John Street Square’ located on the corner of John Street/Harris Street, and ‘Fish Market’, located close to the corner of Bank Street and Miller Street. Access points to the public transport network are shown in Figure 1.17.
Figure 1.17: Bus Routes, Light Rail Station and Local Streets

Ferry
The nearest ferry connection currently in use is in Pyrmont Bay, off Pirrama Road. This ferry service accesses Circular Quay, Milsons Point, Balmain and Darling Harbour. The SFM Master Plan presents an option to incorporate a commuter ferry service to the central wharf on the site.

Pedestrians
Generally, pedestrian footpath linkages in Pyrmont are of a high standard, resulting from the area’s recent residential and tourist development, e.g. Jackson’s Landing, Sydney Casino and Darling Harbour. The pedestrian/cycle ramp providing access between Miller Street and Anzac Bridge is shown in Figure 1.18.
However, pedestrian accessibility along the foreshore between Jackson’s Landing and the fish market is poor. This is mainly a result of the mixed land use characteristics of the area, being a mix of undeveloped and developing residential areas and established industrial/commercial land. The pedestrian environment along Bank Street is dominated by a number of busy intersections and experiences high traffic noise, pollution and the visual dominance of the Western Distributor. Recent works by the RTA has resulted in bollards being incorporated into the design of the footpath around the Anzac Bridge pylons.

Cyclists
Pyrmont has a network of on-road cyclist routes identified by directional signage. Cyclists are generally encouraged onto low volume streets. Pyrmont Bridge Road and Pyrmont Bridge have been recognised as common bicycle routes for cyclists to access the City and Harbour Bridge from the inner western suburbs. Pyrmont Bridge carries a relatively large number of cycle movements. Existing bicycle routes are shown in Figure 1.19. There are no separate bicycle paths along Bank Street or the foreshore in the vicinity of the site.

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Road Network

The road network around Blackwattle Bay is characterised by high levels of traffic. Major routes such as the Western Distributor and Pyrmont Bridge Road provide arterial functions for the Sydney network. Pyrmont Bridge Road provides local access to Bank Street and Harris Street, and to Miller Street, Bowman Street and Quarry Master Drive. Wattle Street has a significant impact on traffic in the area, providing access between Pyrmont Bridge Road / Western Distributor and Broadway, Parramatta Road and Cleveland Street.

Bank Street provides vehicular access to the Fish Market and other local land uses. North of Miller Street, volumes are low although likely to increase with the development of Jackson’s Landing and the connection of Bank Street and Bowman Street. Figure 1.20 shows the surrounding street network.

Figure 1.20: Surrounding Road Network

Bank Street connects with the arterial road network via two signalised intersections. Signals provide access to/from the Western Distributor westbound on-ramp/eastbound off-ramp, connecting to Anzac Bridge; while a second set of signals provide access to/from Pyrmont Bridge Road (east and west) and to/from the Western Distributor to the east. Vehicular access also occurs at the signalised
intersection of Bank Street/Miller Street, and connections with Quarry Master Drive and Bowman Street.

Traffic Volumes
Traffic volumes in the area are variable, being a mix of local roads, collector roads and high capacity arterial roads. Traffic levels at the southern end of Bank Street have been measured at 9,005 (2002) vehicles per day (vpd) according to data sourced from the RTA's Signal Co-ordinated Adaptive Traffic System (SCATS). To the north of the SFM/Miller Street intersection traffic levels are significantly lower at 4,486 (2002) vpd.

This volume comprises traffic generated by the master plan area (for example Hymix generates around 7,000 vehicles per month), Channel 10, a Child Care Centre and residential dwellings.

RTA annual average daily traffic (AADT) counts for 2002 show that the Western Distributor (at Anzac Bridge) carried 129,000 vpd, up from 120,000 vpd in 1999. The historical traffic growth rate is 3.7% per annum, based on RTA published traffic data.

Pyrmont Bridge Road carried 22,010 vpd (AADT 2002) west of Wattle Street (down from 24,616 vpd in 1999); and 31,655 vpd east of Wattle Street (down from 34,762 vpd in 1999). The section of Pyrmont Bridge Road between Wattle Street and the Western Distributor on-ramp has high traffic volumes as traffic accessing the Western Distributor from Wattle Street needs to travel via Pyrmont Bridge Road. To the northwest of the Western Distributor, traffic levels on Pyrmont Bridge Road are lower and the route performs more of a sub-arterial function servicing Harris Street and the Pyrmont/Darling Harbour area.

Intersection Performance and Network Performance Indicators
The capacity of an urban road network, where intersections are frequent, is controlled by the capacity of the intersections within that network. Volume 2.0: Appendix B provides a description and analysis of intersection performance. The analysis indicates that the Bank Street/Miller Street/SFM intersection is subject to extensive delays and poor operation. The intersection of Bank Street/Pyrmont Bridge Road/Western Distributor operates under very heavy traffic conditions and overall level of service is poor and subject to delays.

Site Access
A high proportion of vehicle movements (particularly heavy vehicles) to and from Bank Street access the arterial network at Pyrmont Bridge Road / Western Distributor. Local area traffic calming along Miller Street is aimed at discouraging heavy vehicles from this route.

Site access to No. 1 Bank Street, the NSW Maritime site, Poulos, Bidvest and Hymix is either via single or multiple access points directly from Bank Street. The Hymix site has an additional access via the SFM site access.

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6 Maunsell (2003) Sydney Fish Market Master plan Traffic and Transport Analysis
7 ERM (2003) Submission on Sydney Fish Market Master Plan
Parking

Car parking in Pyrmont is generally subject to restrictive development control policies. Government plans including the *Urban Development Plan for Ultimo-Pyrmont Precinct (1999 Update)* promulgate restrictive parking practices to encourage the use of public transport and to reflect the capacity of the road network. The UDP specifies a maximum parking provision for commercial premises north of Pyrmont Bridge Road.

Parking on Bank Street (north of Hymix) is long term and is observed to be well utilised. Between 8.00 am and 7.00 pm, 6-hour ticketed parking applies. Consultation indicates that long-term parking is in high demand with the commercial uses on Saunders Street. Parking demands for employees associated with Hymix, Poulos and Bidvest are all accommodated on-site.

Future Traffic Generators

*Residential Population*

The Pyrmont area has been significantly increasing in popularity as a residential area. Forecast land use patterns produced by the Transport Data Centre indicate that the trend towards residential redevelopment in Pyrmont is expected to continue, particularly with the continuing development of Jackson’s Landing.

*Road Network*

The opening of the Cross City Tunnel during late 2005 has the potential to increase traffic volumes on the Western Distributor. Future RTA proposals include the new Western Distributor upload ramp at Wattle Street and the possible relocation of Pyrmont Bridge Road. Further details are provided in *Volume 2.0: Appendix B*.

Draft SEPP 66 – Integration of Land Use and Transport

*Draft State Environmental Planning Policy 66 – Integration of Land use and Transport (Draft SEPP 66)* aims to ensure the effective integration of land use planning and transport services in the Sydney greater metropolitan region.

Clause 9 to the Draft SEPP 66 states that before a consent authority grants consent to a development application the following must be considered:

- Whether carrying out the development will further the aims and the planning objectives of the SEPP;
- Whether the development is consistent with the policy on location of specific land uses and the general policies in the Integrated Land Use and Transport Policy Package;
• Whether adequate consultation with the Director-General of the Ministry of Transport and any appropriate planning agency, transport agency and transport provider has been undertaken;
• Whether the transport implications are considered;
• Whether the development incorporates travel demand management mechanisms and features that will minimise the demand for travel and the use of cars;
• An urban form and structure that encourage walking, cycling and public transport use;
• Parking requirements designed to discourage car use in areas with good public transport access;
• Provision of adequate trip-end facilities for cyclists such as secure bicycle storage;
• Residential densities that will help achieve a passenger threshold for viable public transport services; and
• Suitable provision for taxis.

Opportunities
Future opportunities to improve non-car uses are identified as follows:

• Providing connectivity to the regional cycle route will be important to encourage access to the area by cyclists – a secure bicycle parking area should be provided within the master plan area.
• The development of a foreshore promenade will provide an important pedestrian link around Pyrmont and help to improve the area around Bank Street and Blackwattle Bay.
• The development of Jackson’s Landing, encouragement of foreshore access and the development of the NSW Maritime site will all encourage pedestrian use of Bank Street and future foreshore access continuing to Jackson’s Landing.
• Route extension or alterations for Sydney Buses may be considered in conjunction with the proposed widening of Bowman Street.
• The proximity of the light rail station, particularly if the light rail is extended further into the CBD, will improve the attractiveness of accessing the site by this mode.
• Future ferry services are proposed for both the SFM and Jackson’s Landing.

1.5.5 Historical Background and Heritage

The historical background represents common themes of the Pyrmont and waterfront areas of Blackwattle Bay. These include:

• 1800’s to 1880’s early settlement;
• 1880’s to 1930’s industrial development;
• The industrial decline in the later part of the 20th century; and
• The urban renewal and conservation period of the last fifteen years.

1800’s to 1880’s Early Settlement

The study area is part of the early land grants and later acquisitions of Surgeon John Harris\(^9\), which constituted the greater part of Pyrmont Ultimo. However, most of the development and subdivision along the peninsula occurred mainly along the Darling Harbour foreshore\(^10\) leaving the south western side undeveloped for some time (Figure 1.24). Figure 1.23 also shows the relatively undeveloped nature and the less regular shaped original shoreline of the south western side of the Pyrmont peninsula as well as the extent of early development occurring on the north eastern side of the peninsula.

\(^9\) Conservation management plan: coal bins and associated structures, Pyrmont Bridge Road, Blackwattle Bay / prepared by Perumal Murphy Wu Pty Ltd ... [et al.] historical background p 2.

\(^{10}\) Ditto p 3.
Even into the later half of the 19th century there was little evidence of development at the northern end of the study area as shown by Figure 1.25, a photograph of the Glebe Island Bridge. The earliest Glebe Island Bridge and hence road (where Bank Street is today) dates from 1857 and was only to connect Glebe Island to Pyrmont. Connections further on to Victoria Road were only discussed later in the 1860's.

The study area remained ‘unoccupied’ up until the 1880’s. At the time, more suitable sites for industrial development, such as timber yards, commenced at various parts of Blackwattle Bay.

1880’s to 1930’s Industrial Development

Around 1900 the current Glebe Island Bridge was opened, providing the first indication of a foreshore that closely resembles the shoreline of today. This suggests that any land reclamation had ceased (and provides a potential date for the seawalls), although there appears to have been limited activity and few wharves.

The subdivision pattern (Figure 1.26) of long narrow blocks had been established in the 1910’s and there is evidence of a number of simple wharf structures. In 1913 a tramline is shown located along Bank Street from Glebe Island over the Glebe Island Bridge and into central Sydney via Miller Street, in line with the increasing importance of Bank Street as a major transport link. Additional smaller wharves are indicated to the north west of Miller Street with a clutch of small wharves around the Miller Street termination with the Bay.

By 1919 there had been minor additions to the outline of the wharves indicating activities on the site had intensified. The built form is a series of thin waterfront sheds and structures running from Bank Street to Blackwattle Bay, and was well established by the 1920s (Figure 1.26). These buildings would have benefited from being located between the water and the increasingly busier road. The number of businesses indicated on directories in the 1920’s is at its greatest with a more complex

11 Godden & Mackay p27
12 Conservation management plan: coal bins and associated structures, Pyrmont Bridge Road, Blackwattle Bay / prepared by Perumal Murphy Wu Pty Ltd ... [et al.] historical background p 5
13 in Godden & Mackay, White Bay to Blackwattle Bay etc Wentworth Park Historical Background.
arrangement of small wharves (Figure 1.28). The 1920’s seem to indicate a greater level of activity with a busy and complex arrangement of small wharfage. This pattern remained until the 1960’s.

Figure 1.26: 1911 Map of Sydney Harbour

Figure 1.27: Blackwattle Bay and Glebe Island c 1920s

Source: State Library of NSW Picman Database ref # GPO 1 – 24710 and GPO 1 – 24713

Discussions with the owner of No.1 Bank Street indicate the wharves were used during World War II by the fishing fleet that later undertook mine sweeping operations, including the wharf at No.1 Bank Street (then known as ‘Cam’s Wharf’). The Poulos site was also used as a Navy depot.

Figure 1.28: Excerpt from Robinson’s 1923 Map of the City of Sydney

Figure 1.29 Map showing the study in 1936

Source: Mitchell Library ZM4 811.17/1923/1
Source: Maritime Services Board of NSW Main Wharfage ML M3 811.15 gmfs/1936/1

Of note is an indication of the location of the current Number 1 Bank Street wharf and the Walter Burley Griffin designed incinerator is shown opposite to the north western end of the study area (Figure 1.29).
It appears in Figure 1.30 as if the extension of Miller Street to the water’s edge has been terminated in a stub. The land between Miller Street and including a former portion to Gipps Street (now a central spine through the side of the SFM) is indicated as owned by the Shell Coy. The site at the corner of Miller and Bank Streets is vacant the adjoining lots to the north west are nominated as AGL Coy and Austral Timber and Box Coy Ltd.

Sites were amalgamated in 1970s to 1980s to the current less elongated form. Figure 1.31 references the following owners as:

- Fork Lift Pty Ltd (No.1 Bank Street);
- Colonial Sugar Refining Co Ltd (NSW Maritime Site), used for gypsum storage;
- Vacant block (part of the NSW Maritime Site);
- The Sydney County Council (Poulos);
- Shell Service Station with a vacant block behind (Bidvest);
- E. A. Watts Pty Ltd (Hymix North); and
- Hymix Concrete (Hymix South).

**Industrial Decline in the Later Part of the 20th Century**

In the mid 1990’s what is now known as the Anzac Bridge was constructed after concept design and environmental impact statements were prepared in the early 1980’s. This original bridge concept envisaged the removal of the c 1900s Glebe Island Bridge. Prior to bridge construction the decline and disuse of the sites was well underway from the late 1970’s and early 1980’s. Bridge construction involved further reclamation around the eastern pylon on the current NSW Maritime site.

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14 Environmental Planning Section Consulting Services Bureau Department of Main roads NSW, Glebe Island Bridge – Environmental Impact Statement September 1988.
A heritage strategy shall be prepared for the proposed foreshore park, but having regard for the entire master plan site. The strategy shall be submitted for consideration with any future development application.

As required by the *Heritage Act 1977*, in the event that historic cultural fabric or deposits are encountered in the event of future redevelopment, works must cease immediately to allow an archaeologist to make an assessment of the finds. The archaeologist may need to consult with the Heritage Office concerning the significance of historic cultural material unearthed.

### 1.5.6 Infrastructure and Services

**General**

The existing services are generally located within the Bank Street road reserve with the exception of a number of stormwater drainage pipes. The identified location and extent of these services are shown in plans that are included in *Volume 2.0: Appendix D.*

**Sewerage**

Sydney Water has advised that the Bank Street sewer carrier augmentation was completed in 2000 as part of the redevelopment of the Pyrmont Point peninsula, and should have ample capacity to accommodate future redevelopment. However, it has been recommended that any actual net sewer flow increases (if any) be determined and reported to Sydney Water so that an accurate assessment can be undertaken by modelling the sewerage system.

A sewer main carrier runs along Bank Street from its corner with Bowman Street, continues along Jones Street gravitating to Sewer Pump Station No.2 located on the southwest corner of the intersection of Pyrmont Bridge Road and Wattle Street. Along Bank Street, the main, drains sewerage from properties fronting Bank Street is commonly referred to as the 'Bank Street carrier'.

**Water Supply**

The existing buildings within the study area are directly connected to the main 180 mm diameter supply line in Bank Street and it is assumed that they have their own separate metering system.

**Stormwater**

There are four stormwater drains that traverse through the study area and discharge to Blackwattle Bay. The location of these pipes is described below:

- Council drain located on Bank Street about 120 m northwest of the corner with Quarry Master Drive which drains the northern end of Bank Street.
- Council drain located at the northern end of property No 21-29 which drains a partial section of Bank Street.
- RTA drain located at the south-eastern corner of property No 37-39 servicing the overhead Anzac Bridge approach.
- Council and SWC drains located beneath the main entrance road to the SFM.

**Electricity**

The *SFM Master Plan Supporting Study, Marine Infrastructure Overview* (GHD, 2001) identified three substations, all of which are located on Bank Street. Two substations (No. 1/S2700 and No. 2/S6838)
are located near the corner of Bank and Miller Streets and currently service Hymix, the commercial/storage facilities north of the SFM site and Anzac Bridge overpass. The third substation (No. 5916) is located opposite Quarry Master Drive and services the street network and the areas north of the study area including Bowman Street.

**Telecommunications**

An existing telecommunications network exists in Bank Street and although primarily owned by Telstra, it also houses infrastructure owned by other authorities as described below. Optus telecommunication infrastructure is located on the east side of Bank Street and Miller Street. AAPT also has infrastructure on the west side of Bank Street between Miller Street and Quarry Master Drive.

**Gas**

An existing 32mm, 210kPa pipe is located on the west side of Bank Street, extending from Bowman Street to the northeast corner of the SFM site. A larger 50mm pipe (210kPa) is located on the east side of Bank Street and extends between Quarry Master Drive and Miller Street.

**Seawalls**

The marine infrastructure in the wider precinct is generally in poor condition with some infrastructure requiring urgent attention. The exceptions are walls adjacent to the Bidvest and Poulos sites and the NSW Maritime site beneath Anzac bridge, which are in relatively good condition.

GHD’s *Marine Infrastructure Overview* (2002) claim the ‘walls adjacent to … Hymix and the Charter Boat site may have unacceptable low factors of safety against collapse, and immediate further structural safety investigations are recommended’. In a specific site assessment undertaken by Maunsell in 2004, this was reconfirmed and a range of short and long remediation works recommended. Hymix have since undertaken short term remediation works.

GHD in their report *Sydney Fish Market Redevelopment, Seawall Assessment* (May 2002), have recommended a minimum seawall height of 1.9m AHD for a 100 year return period. GHD note that this height may result in some overtopping and more severe wave run up, depending on the final wall type, for the 100 year extreme event. In comparison, the NSW Maritime minimum recommended height is 1.7m AHD. The top of existing seawalls around the SFM is approximately 1.9m AHD. The height of seawalls in the precinct may need to be raised to the recommended GHD ‘100 year return period’ level, and new walls should be constructed to this level.

The water depth adjacent to the shoreline to the south and west of the NSW Maritime site is generally shallow sloping down to the navigable waterway. This has implications for the location of any boat ramp.

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15 Hymix disagree with this advice, believing the seawall is structurally sound.
1.6 Consultation

During the Bank Street, Pyrmont Master Plan process, consultation has been undertaken at three levels including individual government stakeholders, interviews with each of the landowners and also a more general stakeholder workshop with attendees from the surrounding area. The assessing authority, Sydney Harbour Foreshore Authority (SHFA), has also been involved throughout the process.

In addition to the landowners from the master plan site, the following groups have also been contacted regarding the preparation of this master plan.

**Government Agencies**
City of Sydney Council
Department of Planning
Metro Light Rail (private consortium)
NSW Fire Brigade
NSW Premier’s Department
NSW Maritime (separately from its role as landowner)
NSW Police Service
NSW Heritage Office
Roads and Traffic Authority
Sandra Nori, Member for Port Jackson and Minister for Small Business and Tourism
Sydney Ferries
Sydney Harbour Foreshore Authority
Sydney Ports Corporation
Sydney Water

**Local Industry Related**
Channel 10 TV Studios
City Convenience Store
City West Child Care
City West Office Park
Master Fish Merchants Association
Pyrmont/Ultimo Chamber of Commerce
Sydney Fish Market
Unifor Australia Pty Ltd

**Marine-Related Groups**
Australian Boating College
Blackwattle Bay Marine Operatives
Boat Owners Association of NSW
Boating Industry Association
Charter Vessel Association of NSW
Chinese Youth League of Australia (Dragon Boats)
Dragon Boats NSW Inc
NSW Rowing Association
Pyrmont Heritage Boating Club
Sydney Harbour Maritime Forum
Sydney University Women’s Rowing Club

Community
Bayview Waters
BicycleNSW
Churchill Child Partnership
Glebe Point Precinct Committee
Glebe Precinct Committee
Harbour View Towers
Jackson’s Landing Association
Jackson’s Landing Lend Lease
Pyrmont Action Group
Pyrmont Community Centre
Pyrmont Community Group
The Glebe Society
The Save Rozelle Bay Association
Ultimo Primary School
1.7 Supporting Studies and Investigations

A number of supporting studies and detailed investigations were prepared for this master plan and are included in Volume 2.0. These include:

Appendix A: Land Use and Operations

Appendix B: Traffic and Transport

Appendix C: Heritage Assessment

Appendix D: Infrastructure and Services

Appendix E: Environmental Assessment

Appendix F: Strategic and Statutory Framework

Appendix G: Consultation

Appendix H: Marine Infrastructure

Appendix I: Demand Study for the Waterfront Park

1.8 Opportunities

As a result of detailed analysis within and around the study area, the following opportunities have been identified:

**Foreshore Access and Water Access**
- There is a recognised desire to provide continuous foreshore access to Blackwattle Bay in the event of future redevelopment.
- There is a wider demand for recreational facilities including open space and watercraft access to the harbour and the vacant NSW Maritime site is an opportunity to provide community facilities and water access.
- The wish for redevelopment to occur in the near future at both the NSW Maritime and Bidvest sites would enable foreshore access to be provided at these sites sooner rather than later.
- Relatively deep water occurs near the shore at the south western corner of the NSW Maritime site. This provides an opportunity for the development of the boat ramp as navigable water depths are close to the shore at this location thereby reducing any dredging necessary to provide adequate water depths.

**Amenity and Environment**
- The site has view corridors that can link the public spaces / roads or land with the water. Future redevelopment presents an opportunity to recognise these corridors. There is a specific opportunity to improve the visual connection with the water to relieve some of the oppressive environmental effects of the south eastern end of the study area.
- The unimproved environment of Bank Street provides opportunities to create a significant improvement to the pedestrian amenity here.
- There is an opportunity to re-introduce native vegetation species intrinsic to Sydney Harbour.

**Economic**
- Waterfront sites provide desirable locations for commercial development.

**General**
- Hymix and Poulos have strong locational links with the waterfront, SFM and the city, for example Hymix as the closest concrete batching plant to the CBD and the Eastern suburbs, and Poulos distributing to the SFM and the city.
- While water related uses are preferred, considering the site’s relationship to Pyrmont commercial development, the uses could also include non-water related uses such as additional commercial development.
- There are no heritage items within the study area that would constrain site improvements.
- Provisions within SLEP 2005 potentially allow exceedance of height restrictions providing a better pattern of building heights will result, that there are reductions in building heights on other sites in the master plan, that the urban design principles for Ultimo-Pyrmont set out in clause 84 of the SLEP 2005 are achieved, and the higher heights do not adversely affect the quality of the adjoining public domain.
- Opportunity to provide more parking spaces.
• Opportunity to provide additional landscaped open space and recreational facilities to the local community.
1.9 Constraints

The following constraints have also been identified:

Traffic

- There are significant traffic constraints in the area with complicated signalised intersections on Bank Street.
- Traffic growth in the area is constrained by the intersections operating at capacity and therefore development potential is limited to uses that have a high mode split to public transport, walking and cycling, or generate traffic outside of peaks.
- The connection between Bank Street and Bowman Street and the development of Jackson’s Landing will continue to place pressure on access along Bank Street.

Foreshore Access and Water Access

- There are limited setback opportunities within the existing commercial and industrial uses.
- The desire of Hymix to remain at their present sites results in a delay in providing a foreshore promenade along the full length of the site.
- The steep bank along the south-west end of the NSW Maritime site constrains and adds cost to foreshore and water access at this location.
- Wharves at No.1 Bank Street and Hymix North would need to be upgraded if uses continue or are intensified.

Amenity and Environment

- Anzac Bridge is a significant constraint in terms of its visual impact, the resultant cap on development heights and impacts on the microclimate beneath the bridge.
- Water quality of the bay is an issue and any redevelopment will need to take into consideration stormwater runoff and changes to overland flow.
- The area is classified as having acid sulphate soil contamination, which does not prevent development but will need to be managed.
- Mitigation of environmental impacts associated with any development may impose constraints on the development of marine infrastructure.

Economic

- Significant infrastructure is located on the existing industrial sites (especially Hymix) impacting on the feasibility to relocate.
- The existing businesses contribute to employment in the area and therefore have an important role. Employment patterns could be altered should business redevelop or relocate.
- Redevelopment of the Miller Street Lot in accordance with its zoning (Public Recreation) would restrict Hymix current operations and require that they operate from sites divided by the Miller Street Lot.
Land Ownership

- The RTA owns a small area to accommodate Anzac Bridge pylon and floodlights within the NSW Maritime site. It has been consulted during the master plan process and advise they would not allow buildings against the pylon.

- Development of No. 1 Bank Street in accordance with its current zoning (*Public Recreation*) is dependant upon acquisition agreements between acquisition authority and the landowner.

- Legislative requirements for a foreshore setback and height constraints created by the Anzac Bridge constrain potential building envelopes at Poulos and Bidvest.

- The ‘non-residential’ provisions within the Residential-Business zoning at Poulos, Bidvest and Hymix limit future redevelopment opportunities to commercial only.
2.0 The Master Plan

2.1 Master Plan Principles

In framing the Master Plan, the factors taken into consideration include:

- The ambitions and future involvement of site owners;
- The means by which foreshore promenade and access can be implemented;
- The means by which existing uses can be accommodated within the new master plan scenarios; and
- Flexibility for future development options.

The Master Plan assumes:

- No.1 Bank Street will redevelop in accordance with its current zoning (Public Recreation) and that acquisition of the site will proceed in accordance with clause 127 of SLEP 2005.
- NSW Maritime site will redevelop in the short term as a public facility with passive water access;
- Poulos will continue as light industrial, with redevelopment as commercial, possible in the long term;
- Bidvest will redevelop (also as commercial) in the short to medium term; and
- Hymix operations will continue in the long term, however should Hymix ever relocate in the future, redevelopment of the site will be in accordance with principles contained within this Master Plan and also with relevant planning provisions.

The first part of Section 2.0 The Master Plan describes Master Plan principles, whilst the second part describes Master Plan guidelines.
2.2 Vision and Objectives

The vision for the *Bank Street, Pyrmont Master Plan* has been determined by the studies completed early in the Master Plan process. It has developed as a result of recognition of the requirements contained within legislation such as SREP 2005, SLEP 2005, and the Sydney Harbour Foreshore Authority’s *Blackwattle Bay Public Foreshore Promenade – Implementation Strategy*.

It has also been determined through assessment of the site, character, environmental constraints and strategic views. Consultation with landowners and other stakeholders has also contributed to formulating the options described below.

Throughout the supporting studies and assessments, the following objectives have been explored:

- To acknowledge the site’s value as an industrial and business location with close proximity to the CBD.
- To acknowledge the site’s strategic value in terms of its location on the famous Sydney Harbour.
- To acknowledge the site’s proximity to Blackwattle Bay, a valued natural resource, both for water users and pedestrians wishing to walk along the foreshore.
- To accommodate the wishes of individual land owners, including the constraints relating to any relocation of Hymix.
- To increase public use of land on the foreshore and to retain and enhance public access links between existing foreshore open space areas.
2.3 Planning Framework

As discussed previously, land in the study area consists of two separate land use zonings under SLEP 2005, being Residential-Business (Non-Residential Development) zone, and Public Recreation zone. An extract of the zoning is provided in Section 1.4 Planning Context.

In the Residential-Business (Non-Residential Development) zone, only uses which are generally consistent with one or more of the zone objectives are permissible. Specific objectives of this zone include:

- to promote a wide range of uses, particularly business development including tourist, leisure, commercial, retail and office development consistent with Ultimo-Pyrmont’s proximity to the Sydney CBD, harbour locations and transport infrastructure, and
- to ensure that the total amount of employment-generating development is compatible with the traffic capacity of Ultimo-Pyrmont and adjoining areas, and
- to encourage sustainable transport modes for journeys to work and other trips, including walking, cycling and all forms of public transport.

In summary, the zone objectives of the Residential-Business zone are to create an area consistent with the proximity to the Sydney CBD, harbour locations and transport infrastructure. Uses are promoted which generate employment opportunities. It is worth noting that in 1999, the Land and Environment Court refused to grant a permit for residential development at 37 Bank Street, which is currently owned by Hymix.

In the Public Recreation zone, only uses which are generally consistent with the zone objectives are permissible. Specific objectives of this zone are:

- to provide public access to all parts of the public domain, especially waterfront areas and escarpments, and
- to provide a variety of public areas and recreational opportunities, and
- to provide for facilities which accommodate or are ancillary to recreation opportunities relating to the use of the public domain.

In summary, the zone objectives of the Public Recreation zone are to provide a variety of public areas and recreational opportunities, especially at waterfront areas and escarpments. Facilities which are ancillary to public recreation opportunities are permitted.

SLEP 2005 includes a comprehensive list of the relevant planning principles that apply to Ultimo-Pyrmont (Table 2.1) and should be considered in future developments.
**Table 2.1: Planning Principles for Ultimo-Pyrmont (relevant principles extracted from the LEP)**

| Role and Land Use Activities | Development in Ultimo-Pyrmont is to provide for a significant increase residential population in a mixed-use development pattern also accommodating employment, educational and other uses.  
Because land values in Ultimo-Pyrmont may reasonably be expected to increase when land in Ultimo-Pyrmont is developed in accordance with [the LEP], development is to provide affordable housing to ensure that low to moderate income households may continue to be able to live in Ultimo-Pyrmont.  
Where possible, development is to make use of existing under-utilised buildings and large areas of land which are either vacant or occupied by out of date facilities.  
Development is to take full advantage of the existing facilities, proximity to Darling Harbour, Central Station and other facilities of the City centre, and the extensive Pyrmont waterfront.  
Retail development providing for the full range of neighbourhood needs is to be encouraged.  
Uses at the ground level of buildings fronting the public domain should complement the functions of the public domain. |
| Social Issues | A range of services and facilities should be provided to meet the needs of the existing and new residents and workers, including retail, leisure, recreational and welfare facilities that promote the health and well-being of the community and recognise its cultural and ethnic diversity.  
Urban design is to enhance the conviviality and sense of place of Ultimo-Pyrmont and reflect the character and heritage of Ultimo-Pyrmont.  
Development is to enable surveillance and to enhance street level activity to increase actual and perceived security.  
Development is to enhance the creation of a community with diverse residents through the provision of a range of dwelling unit types and sizes.  
The needs of existing and future communities, including needs for social facilities and services are to be accommodated. |
| Urban Design | Building heights are to reflect and emphasise the topography of Ultimo-Pyrmont by increasing in height as distance increases from the nearest waterfront. Building heights should allow a reasonable sharing of distant views from buildings by their occupants.  
The heights and scale of buildings are to form a transition between the high-rise buildings in the City and low-rise buildings in the suburbs adjoining Ultimo-Pyrmont.  
The heights and scale of new buildings are to respect existing buildings in the locality, particularly heritage items and buildings in conservation areas.  
The heights and form of buildings are to take account of visual impact, solar access, wind impact and, where appropriate, the privacy of residences, in order to contribute to a high quality of environmental amenity in intensively used parts of the public domain and in residential areas.  
Buildings fronting the public domain should have appropriate height, bulk, finish and street alignment so as to enhance its quality by complementing its character. In general the scale of street facades must be appropriate to the width of adjoining streets or lanes, adjoining heritage items or other contextual elements. |
Higher buildings may be accommodated:
  o if they will emphasise existing or former high points in the natural ground level on Distillery Hill, Pyrmont Point, Darling Island and adjoining the CSR Stables, they will reflect the former vertical smoke-stack elements of the Pyrmont Point Power Station, or
  o if they will provide a suitable axial focal point in the vista down to Liverpool Street, and they will not compromise the environmental amenity and general scale of buildings in their locality.
  
Development on the waterfront and on adjoining land is to maximise the environmental quality of those parts of the peninsula for all users.

Public Domain

Public recreation areas are to provide for a range of recreational opportunities for the residents of and workers within Ultimo-Pyrmont.

Coordinated pedestrian and cycling networks are to be provided throughout Ultimo-Pyrmont and to link with the City centre and suburbs adjoining Ultimo-Pyrmont. Access to major natural features such as foreshores and escarpments are to be included.

The passage of through motor traffic in residential areas and areas of pedestrian and cycling priority is to be discouraged.

Leisure and Recreation

Full advantage is to be taken of the leisure and recreation facilities and the public open space in the City Centre and in surrounding areas (particularly in Ultimo-Pyrmont) and the use of Sydney Harbour for leisure and recreation. Public access to the entire foreshore in Ultimo-Pyrmont is to be provided. Opportunities for waterfront and water-based recreation and tourism activities, compatible with adjoining land uses, are to be provided.

Movement and Parking

A range of housing and work, leisure and service facilities is to be provided in Ultimo-Pyrmont so that the need for travel is minimised.

A high degree of accessibility is to be provided to places in and outside Ultimo-Pyrmont for both able and disabled persons. Walking, cycling and use of public transport are to be encouraged as the means of movement.

Development in Ultimo-Pyrmont is to facilitate the provision and operation of a comprehensive regional public transport network.

Development, particularly employment related development, is to be within the capacities of existing and proposed public transport and arterial road systems.

The provision for vehicular movement is to be consistent with the development of a high-quality pedestrian environment within the street system.

Parking controls are to support public transport strategies of the Government and to reflect road network capacities.

Implementation and Phasing

Development is to contribute towards the efficient use of Ultimo-Pyrmont’s existing infrastructure and towards the provision of physical and social infrastructure as part of the development process, in accordance with the provisions of the [EP&A Act].
The objectives of W1 Maritime Waters as detailed within SREP 2005 are:

- to give preference to and protect waters required for the effective and efficient movement of commercial shipping, public water transport and maritime industrial operations generally,
- to allow development only where it is demonstrated that it is compatible with, and will not adversely affect the effective and efficient movement of, commercial shipping, public water transport and maritime industry operations,
- to promote equitable use of the waterway, including use by passive recreation craft.
2.4 Land Use

The desired future land use for the study area should reflect the development potential and the character of the portions of the site.

Preferred land uses will maximise the sites scarce waterfront location while also complementing the Pyrmont commercial framework. It is envisaged that in addition to the NSW Maritime passive boat launching facility, commercial offices with waterfront uses which are ancillary to the commercial uses are to be encouraged in the lower levels, such as small cafes. If required in the future, waterside structures such as new wharves could be constructed if consistent with the land use and subject to approval by the relevant authorities.

The three basic character zones identified in the analysis will reflect different types of uses for the site. They are:

Table 2.2: Land Use Character

<table>
<thead>
<tr>
<th>Site</th>
<th>Desired Future Land Use Character</th>
</tr>
</thead>
<tbody>
<tr>
<td>NSW Maritime minor</td>
<td>Open space (landscaping)</td>
</tr>
<tr>
<td>No.1 Bank Street</td>
<td>Public recreation</td>
</tr>
<tr>
<td>NSW Maritime</td>
<td>Public recreation</td>
</tr>
<tr>
<td></td>
<td>Passive boat launching / club facilities</td>
</tr>
<tr>
<td></td>
<td>Open space</td>
</tr>
<tr>
<td>Poulos and Bidvest</td>
<td>Commercial uses</td>
</tr>
<tr>
<td>Miller Street Lot</td>
<td>Public recreation</td>
</tr>
<tr>
<td></td>
<td>Open space</td>
</tr>
<tr>
<td>Hymix North and South</td>
<td>Current industrial uses</td>
</tr>
</tbody>
</table>

Source: Maunsell Australia Pty Ltd
2.5 Option Development

Due to the value of current infrastructure attached to each site, it is an expressed wish of a number of the current site owners to maintain the status quo, with some moderate rationalisation of current operations.

The Master Plan envisages the ultimate form utilising the current lot layout.

The Hymix sites will remain in their current use, as Hymix has expressed a wish to remain at the site. The retention of Hymix assists in meeting the objective of promoting ‘a wide range of uses… consistent with the precinct’s proximity to the Sydney CBD, harbour locations and transport infrastructure’ (clause 87 of the SLEP 2005).

Options and staging are described below and shown in Figures 2.1 and 2.2.

**NSW Maritime Minor**

The steep topography and underlying submarine cables limit any development of this northernmost triangle of land, and it is therefore proposed to maintain the existing use of this site as vegetated land. Even though foreshore access is not feasible here, the vegetated area, which can be viewed from the land and water, would be valuable to Blackwattle Bay where the majority of foreshore land uses are industrial or at least fully developed. It is recommended that the site be landscaped by a native vegetation specialist in accordance with the planting species list provided in Section 2.10. Any pedestrian connection to this site and Jackson’s Landing to the northeast would be via Bank Street.

**No.1 Bank Street**

The existing use of No.1 Bank Street is a private residence, however as the site is zoned for public recreation it is necessary to consider an option where the site is redeveloped in accordance with this zoning. No. 1 Bank Street could be used to accommodate a passive boat storage facility with ancillary club house / community facilities for passive boat patrons and residents. Redevelopment of the site for public recreation is also dependant upon acquisition of the site by the acquisition authority in accordance with clause 127 of SLEP 2005.

The type of public facility to be provided here would be consistent with the nature of the NSW Maritime public facility to the south, and also the Jackson’s Landing development, as this is likely to adjust land use type demand in the immediate area. Any redevelopment will need to consider the proximity of the existing Old Glebe Island Bridge, and should be sympathetic to that bridges historical status.

Should the No. 1 Bank Street wharf be retained, responsibility for its maintenance would rest with the acquisition authority. The building form does not have heritage significance and could be removed or adapted for community and recreational uses. Ideally the site could be linked literally, and in terms of use, to the passive boating facility proposed for the adjacent NSW Maritime main site. Further open / green space could be provided by partial demolition of the buildings.

**NSW Maritime Site**

In accordance with wishes of the NSW Government, public demand and zoning, the land use option considered for this site is a passive boat ramp facility with an open space and foreshore access.
A passive watercraft boat launching pontoon and ramp is required to meet the local and regional demand for access to Sydney Harbour for recreation of this type. Facilities to be provided on site would be determined at the concept and detailed design stages, however following consultation a range of potential facilities have been developed and are listed in Table 2.3.

Table 2.3: Potential facilities on NSW Maritime site

<table>
<thead>
<tr>
<th>Facility</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Foreshore promenade</strong></td>
<td>A foreshore promenade will be provided along the entire site, with a minimum width of 10 metres, however this is likely to exceed 10 metres at certain points, providing a usable width for both cyclists and pedestrians. The site will have a number of linkages from the foreshore to Bank Street, and will look to develop links specifically with both No.1 Bank Street and the Poulos site upon their redevelopment. Until their redevelopment the foreshore path would link to surrounding sites via upgraded footpaths on Bank Street.</td>
</tr>
<tr>
<td><strong>Passive Recreation</strong></td>
<td>A range of other potential recreational facilities will be considered for the site such as a barbeque and picnic area, and children’s play equipment such as swings will be considered at the development application stage.</td>
</tr>
<tr>
<td><strong>Landscaping and vegetation</strong></td>
<td>Parts of the site will be landscaped with native vegetation, in accordance with principles defined within Section 2.10.</td>
</tr>
<tr>
<td><strong>Boat ramp and pontoon</strong></td>
<td>The passive boat ramp and pontoon will be a non-exclusive, multi-user facility for use by dragon boats, canoes, kayaks, rowers and boating clubs. The final location will be determined at the concept and detailed design stage. By retaining both the water access point and storage and parking facilities in one area, the remaining areas of the site will have improved amenity for use as green open space, a skate park as suggested at the workshop and other uses.</td>
</tr>
<tr>
<td><strong>Storage for Dragon Boats</strong></td>
<td>Due to a lack of available dragon boat facilities around Sydney Harbour for both the Dragon Boats NSW and Chinese Youth League of Australia, provision of a permanent dragon boat storage facility is proposed. After consultation with the above dragon boat associations the facilities to be provided are as follows:</td>
</tr>
<tr>
<td></td>
<td>• Storage for 24 dragon boats, which is considered an ample provision for existing and future use. Dragon boats are approximately 13 metres long by 1.3 metres wide. The 24 boats would be stacked and require a building with a floor area of approximately 300 m².</td>
</tr>
<tr>
<td></td>
<td>• The Dragon Boaters would also require club house facilities, and if possible toilets and showers. There is potential for this to be located on top of the boat storage building, providing it can remain within the maximum height allowed on land zoned public recreation (under SLEP 2005) which is 7 metres.</td>
</tr>
<tr>
<td></td>
<td>The dimensions and location of the building within the site would be finalised at the concept and detailed design stages.</td>
</tr>
</tbody>
</table>

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16 On 27 July 2005, NSW Maritime convened the Site Concept Workshop with the objective of progressing the level of detail on proposed facilities for the site. Attendees included representatives from local resident groups and Government agencies. A written submission was also received from City of Sydney Council.
### Youth Activities

As a result of demand demonstrated for active facilities with an urban theme, potential for provision of an urban skate park would be investigated during the concept design stage. Other potential facilities to be investigated include a graffiti wall and a basketball court for use of local residents.

### Onsite parking

Consultation with dragon boat organisations has suggested that the provision of up to 40 parking spaces is likely to be sufficient for the passive use of the site. Parking spaces can be provided as a combination of on-site and on-street parking. In minimising the amount of circulation space necessary for on-site parking it is considered advantageous to maximise the number of on-street parking spaces. It is suggested that about 25 on-street parking spaces could be provided if angle (90 degree) parking is utilised. This may involve reservation of a portion of Bank Street and the footpath for this purpose at times when dragon boat activities are taking place. The number of on-site spaces would therefore be reduced to about 15.

A proportion of the on-site parking spaces could be included in an informal parking area under the control of a dragon boat organisations, to be used during training and competition times for loading / unloading of vessels and when access to the storage facility is required. Consultation with dragon boat organisations has suggested an area of about 800m² would be adequate. Appropriately placed bollards and landscaping could be used to reserve this area for appropriate users during peak times. At all other times the area would be available to all passive recreation users.

### Security of Anzac Bridge pylon and lighting

The RTA has indicated that to maintain safety and security around the substantial Anzac Bridge pylon located at the bottom end of the site, no construction will be allowed within that area. The top section of each floodlight (containing the light bulbs) surrounding the pylon would also need to be caged.

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Source: Passive Boating Facility Workshop, 27 July 2005, Maunsell Australia Pty Ltd, NSW Maritime

Further community consultation with local residents, user groups, the City of Sydney and other stakeholders in relation to the detailed design of the proposed foreshore park shall be undertaken prior to lodgment of the development application.

Facilities and future uses on the NSW Maritime site are discussed further in Appendix I: Demand Study for the Waterfront Park and in the following sections.

**Poulos**

Although Poulos intend to maintain current operations for the short to medium term (with perhaps a small degree of intensification), options have been developed to realise the site’s potential in the longer term. Consideration has been given to maintaining the ‘use linkage’ to the Fish Markets, as the site is not only in close proximity to the SFM, but also has water access. A master plan has been produced for the SFM, based on accommodation of SFM needs with the current site, which reduces but does not eliminate the need for Fish Market-related uses close to the SFM.

Retail has been considered but was not progressed due to the retail element within the Jackson’s Landing mixed-use development. Cafes and restaurants have also been dismissed because of the provision of cafes and restaurants within the Fish Markets, which is expected to increase under the SFM Master Plan.
The option for use as commercial office space has been pursued, as there appears to be a high demand for waterfront office space in close proximity to the city. Offices would also be compatible with the City West office park on the opposite side of Bank Street, and is likely to be preferred over light industrial uses by local residents. It is however recognised that the proximity of the site to the Western Distributor and transport networks provides some attraction to light industrial uses.

**Bidvest**

Bidvest has expressed a wish to maximise the potential of their site in the short to medium term. Residential development cannot be considered as under SLEP 2005, residential development is not permitted for any site within the study area.

Reasons for recommending commercial office space at the Bidvest site are the same as for Poulos.

**Hymix**

Option development for the two Hymix sites has been the most complex because of the divided land parcels. The current location is excellent for Hymix due to the nearby transport links and proximity to the CBD, however the provision of foreshore access is difficult to achieve alongside the existing concrete batching plant. There is also little relationship between the batching plant and the SFM.

Options detailed relate to continuation of operations, as infrastructure investment within the site make relocation costly, and as mentioned above, this is an optimum location for Hymix. Other uses such as light industrial, commercial (as permitted in the zoning) or uses that relate to SFM should not be ruled out to enable a more efficient use of site and water access. Should Hymix relocate to another site, any redevelopment of Hymix north and south would include a 10 metre wide public foreshore promenade connecting to the Fish Market site.
Figure 2.2: The Master Plan, Phase 3

K:\20015904.00 Bank Street Masterplan\Eng-Plan\Reporting\03 The Master Plan\2005 11 30 Final Master Plan
The Master Plan – Phase 1

Continuing recently completed work by the RTA at the NSW Maritime site, Bank Street would be upgraded to improve pedestrian access. This includes narrowing the road space and widening the footpath where possible. Appropriate landscaping and paving would enhance the urban design of the area, thus improving pedestrian amenity. This applies to the existing footpath adjacent to the master plan area. This treatment is consistent with pedestrian path upgrades identified in the SFM Master Plan.

The Master Plan – Phase 2

The NSW Maritime main site redevelops for public recreation as a passive boat launching facility incorporating a 10 metre foreshore promenade but which is accessed only from Bank Street. The Bidvest site is also redeveloped incorporating a foreshore promenade and a setback of approximately 3 metres along its eastern boundary to ensure that the Bidvest site is not unduly affected by operations on the adjoining Hymix North site. This setback and buffer would then provide access to the foreshore promenade from Bank Street as part of the ultimate development.

Bidvest would provide a 10 metre setback for foreshore promenade which, in the short term, would not provide connection through to the NSW Maritime site.

The Master Plan - Phase 3 (Final)

The NSW Maritime and Bidvest sites have redeveloped as per Phase 2, and Bank Street has been upgraded as per Phase 1. Poulos redevelop as a commercial property in a similar way to Bidvest, also with a 10 metre setback.

The Miller Street Lot is developed as public open space and an access to the foreshore, but is unable to connect to the adjoining foreshore path due to the continuing operations of Hymix on either side. Development of the Miller Street Lot as public open space does enable the site to continue to acknowledge the view corridor (albeit constrained) running from Miller Street to Blackwattle Bay.

Hymix continue their current operations from Hymix North and South. In the event of any future redevelopment of these sites, development would be in keeping with the principles contained within this master plan and other relevant planning instruments including the UDP for Ultimo Pyrmont Precinct. Upon future redevelopment, a 10 metre foreshore path would be provided along both Hymix North and South to link with the foreshore path to the north, continuing past the Miller Street Lot and connecting with the SFM to the south.
2.6 Foreshore and Pedestrian Access, and Connections

Currently a foreshore promenade does not exist across the sites within the study area. Publicly accessible sites will, as a matter of course, incorporate accessible foreshore promenade. It is also highly desirable that further access across freehold land holdings can be implemented during redevelopment of these sites. Access from existing streets and major pedestrian paths needs to be considered carefully, particularly in regard to suggested access links from the current Bank Street footpaths and the potential and desirable foreshore promenade.

As a result of Hymix’s intention to retain concrete batching operations at Bank Street, it is not possible to provide public foreshore access along the Hymix site until potential redevelopment in the future. Therefore provision of the open space area from Bank Street through the Miller Street Lot provides an important linkage for the precinct, until such a time as Hymix do redevelop.

Proposed Foreshore Access Implementation

As foreshore access is likely to be provided only in the event of redevelopment, it is proposed that pedestrian access be provided initially through an upgrade of the Bank Street footpath (see Section 2.9) continuing recent RTA work. Actual foreshore access would then be provided as follows:

- Upon redevelopment of the NSW Maritime site, a foreshore promenade would be provided along the entire length of the site, with 3 linkages through the site from Bank Street (see Figure 2.1.). One of these links would align with the proposed stairs at Jackson’s Landing;
- Upon redevelopment of the Bidvest site, a foreshore promenade would be provided. Access to the promenade is proposed via a footpath along the eastern boundary of the Bidvest site. This would remain the only access to the foreshore at this point until redevelopment of Poulos and Hymix to the north and south respectively.
- Upon redevelopment of the Poulos site, a foreshore promenade would be provided. This would join to the NSW Maritime site to the north, and Bidvest to the south creating a waterfront promenade along the majority of the site.
- The Miller Street Lot would be developed as public open space, with water frontage. Due to the presence of Hymix on either side, this would not be able to link to foreshore promenade on either side, however it would have a linkage to Bank Street.
- Pedestrian access past No.1 Bank Street would be via an upgraded Bank Street. Foreshore access at the site (once redeveloped as a public recreational facility) would be dependant upon whether the existing building form was retained. If the building was to be retained the foreshore access would remain via upgraded Bank Street however in the event that the building form was removed, the foreshore promenade could extend across the site to the boundary with NSW Maritime minor, but not beyond due to its steep topography.
- Pedestrian access past the Hymix sites is along the upgraded Bank Street footpath until such a time as the site is redeveloped. Upon redevelopment, a foreshore promenade would be provided along both Hymix North and Hymix South, in accordance with this master plan.

The foreshore promenade would be 10 metres wide along the entire master plan site. This width is consistent with that proposed within the SFM site to the south, and will allow for a range of users including cyclists and disabled users in addition to pedestrians. The foreshore promenade will be built and maintained by the Sydney Harbour Foreshore Authority.
A strategy for disabled access throughout the park, consistent with Section 10.2.4 of the Ultimo-Pyrmont Urban Development Plan shall be submitted for consideration with any future development application.

The Master Plan does not preclude the provision of foreshore access via the alternative strategies contained in the Draft Blackwattle Bay Public Foreshore Promenade Implementation Strategy (Sydney Harbour Foreshore Authority, 2003), including the option of boardwalks.

Connections

Important strategic connections have been identified at the SFM (both at the foreshore and at Bank Street) and also with Jackson’s Landing at the northern end of the study area. The SFM would be connected via the upgraded Bank Street in the short term and via the connecting foreshore promenade upon future redevelopment of Hymix should it occur. At the northern end of the study area, connections with Jackson’s Landing would be defined with way-finding signage directing pedestrians and cyclists past the old Glebe Island Bridge.

Specifically at the northern end, the paths within the NSW Maritime site would align with the proposed stairs at Jackson’s Landing. Connectivity to this pedestrian network leads to the mid-cliff and cliff-top levels of Distillery Hill, and connects with the mid-cliff link on the northern boundary of the Meriton (incinerator) site. All future development applications should detail these long term access links.
2.7 Building Envelopes, Building Heights and Views

Built Form Generally

The Western Distributor/Anzac Bridge deck has significant implications for the study area, restricting height, bulk and location of buildings. Further, the bridge establishes a strong contextual element that detrimentally impacts on the quality of views and daylight access experienced in the study area. The building envelope and urban form should recognise this and address these issues with controls to improve the urban environment of Bank Street.

The waterfront is essentially a south western orientation, and unless treated properly could become a cold and inactive space. Portions of Bank Street are overshadowed at certain times (see Figure 2.18 through to Figure 2.20) and this should be similarly treated with urban design and built elements to promote daylight access and views to the harbour, to ensure Bank Street is a quality urban space.

An appropriately dense envelope form is consistent with the surrounding level of development. The architectural treatments should respect and respond to the underlying structure of the adjacent urban fabric in the context of its waterfront.

Matters relating to general urban form that must be considered at the development application stage include the need to:

- Reinforce street frontage with street level development up to the building line at Bank Street for the Poulos and Bidvest frontages, whilst considering the building styles and streetscape elements opposite;
- Maintain two important view corridors across the site: one at a low level (below the deck) from Miller Street and another relating to the higher level from Quarry Masters Drive;
- Create a public foreshore promenade and a series of high amenity access points from Bank Street to the promenade;
- Prevent encroachment of outdoor seating areas into the 10 metre wide public foreshore promenade, including any associated shading structures designed to sit wholly within the master plan building envelope;
- Ensure the foreshore promenade is useable by the public and implements appropriate principles of crime prevention through environmental design; and
- Incorporate architectural treatments to the south façade that presents an articulated view from the opposite side of Blackwattle Bay.

Generally the form should be built to the boundary of Bank Street, ameliorate the impact of the overshading Western Distributor deck and emphasise the street qualities of Bank Street as shown in Figure 2.3.
The form should be set back appropriately from the waterfront and public open spaces, with a three metre setback at the second level above the ground. This will reduce the impact of the over shadowing and the sense of enclosure and scale relative to the observer along the foreshore promenade. Given appropriate contrasting treatment there should also be a relief of perceived height from the opposite side of Blackwattle Bay.

Future developments should consider building envelope controls contained within the *Ultimo-Pyrmont Urban Development Plan – 1999 Update*.

**Building Envelope**

Some exceedance of the maximum building height of 14 metres (under SLEP 2005) is necessary to achieve the maximum FSR of 2.5:1 (also identified under SLEP 2005), provide a 10 metre foreshore promenade, and ensure ESD principles can be achieved (refer Section 2.12) at the Poulos and Bidvest sites.

Clause 115 of SLEP 2005 states that the Minister may adopt a master plan that exceeds the maximum building height, provided:

- a better pattern of building heights will result;
- reductions in building heights on other sites in the master plan area;
- achieving urban design principles for Ultimo-Pyrmont for that land; and
- no adverse effects of the higher building heights on the quality of the adjoining public domain.
It is considered that the indicative building envelopes described below are consistent with the provisions of Clause 115 of the SLEP, whilst still allowing landowners to achieve an FSR of 2.5:1 (as identified in the SLEP) for the building envelope. Building heights in metres above ground level are provided in **Table 2.5** below.

**Table 2.4: Building heights**

| Level 1 at waterfront building edge | 7.8m |
| Level 3 at waterfront building edge | 15.4m |
| Level 4 at waterfront building edge | 19.2m |
| Level 4 at Bank Street building edge | 16.2m |
| Level 2 at Bank Street building edge (Poulos site only) | 8.6m |
| Level 1 at Bank Street building edge | 4.8m |
| **Total height** | **19 metres** |

Source: Scott Carver Pty Ltd, Maunsell Australia Pty Ltd

Note: * Height is measured from the land of the adjoining public domain to the ceiling of the top most habitable floor (SLEP 2005). This assumes a typical floor depth of 800mm (subtracted from the maximum overall heights described by Figure 2.4).

Building heights have been established based on a minimum of 3.8 metre floor to floor height. This would provide the developer with options for air conditioning systems whilst complying with BCA criteria.

The building envelope is illustrated in **Figure 2.4**.

In order to improve the view corridor from Quarry Master Drive to the bay, it is proposed that a glass atrium be provided inline with Quarry Masters Drive to the edge of the harbour. The atrium would be a full height atrium passing through the facility which would achieve the objectives of maintaining the view corridor and providing a winter-garden space for occupants in the commercial zone. The atrium would form a naturally ventilated space with protection from winter westerly winds and the promotion of north-easterly breezes to create air movement inside during the summer months. The design of the atrium would be cognisant of the potential high solar loads of a glazed roof and as such would be designed to minimise summer and maximise winter solar gain. The atrium is to be fully glazed including ends and at ground level, to allow for water views from Bank Street.

By incorporating the atrium into the Poulos site, the loss in floor area would be in the order of 1,150 m² over two floors and it is proposed that this would be regained from additional floor space created on Levels 3 (partially) and Level 4. The level 4 area would be sited across the Poulos site and some of the Bidvest site creating 990 m² at this level. The maximum height of this additional floor would be RL 22.0m, with roof plant above. Roof plant should be incorporated into the architecture of the roof form or screened from view of the public domain where practical.

The distribution of heights is documented in **Table 2.6** and illustrated in **Figure 2.4**.

---

17 Due to differing RLs, this reduces to RL 17 metres at the Bank Street side of the building.
Table 2.5: Proposed building height

<table>
<thead>
<tr>
<th>Floor</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground</td>
<td>RL 6.8m</td>
</tr>
<tr>
<td>Level 1</td>
<td>RL 10.6m</td>
</tr>
<tr>
<td>Level 2</td>
<td>RL 14.4m</td>
</tr>
<tr>
<td>Level 3</td>
<td>RL 18.2m</td>
</tr>
<tr>
<td>Level 4</td>
<td>RL 22.0m</td>
</tr>
<tr>
<td><strong>Maximum overall height</strong></td>
<td><strong>RL 22.0m</strong></td>
</tr>
</tbody>
</table>

The following image provides a three dimensional illustration of the location of and dimensions of the floor spaces.

Figure 2.4: Building Envelope Detail

Source: Scott Carver Pty Ltd

The building envelope has been formulated based on an assumed floor to floor height of 3.8m. This height provides sufficient internal height to promote daylight and ventilation. Because the ground level slopes from Bank Street (RL 5m) to the foreshore (RL 2m), the floor to ceiling heights and configuration of the ground level and level 1 are subject to detailed design at the development application stage. These floor levels may vary, within the building envelope, to allow at grade access from the public domain.

The building form has been arranged to step up away from the foreshore which minimises the building mass to pedestrians on the foreshore and reduce shading during the morning hours. In addition the level 4 mass does not exceed the incline of the Anzac Bridge approach road. By maintaining a lower height for the building sections on the northern side of the proposed atrium, the building mass is minimised directly adjacent to the park and the atrium is provided with direct northern light.
The atrium occurs on levels 1 to 4, providing amenity to occupants on the upper levels of the building and promoting the view corridor from Quarry Master Drive rising to the east.

In order to minimise the impact of the extra level to occupants in the buildings on the other side of the Anzac Bridge, it is proposed that consideration be given to providing roof gardens on the roof of level 3. Roof gardens will assist in the retention of stormwater run-off and improve views to occupants on the eastern side of the Anzac Bridge approach road.

**Floor Space**

Table 2.6 provides a description of the future floor space allocation in the study area. Figure 2.5 illustrates the distribution of the floor areas. The floor space ratios are consistent with the requirements of SLEP 2005.

Table 2.6: Floor Space Ratios

<table>
<thead>
<tr>
<th></th>
<th>Poulos (site area 5,143)</th>
<th>Bidvest (site area 2,988)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground</td>
<td>4,363</td>
<td>2,345</td>
</tr>
<tr>
<td>Level 1</td>
<td>3,610</td>
<td>2,345</td>
</tr>
<tr>
<td>Level 2</td>
<td>2,572</td>
<td>1,193</td>
</tr>
<tr>
<td>Level 3</td>
<td>1,742</td>
<td>1,193</td>
</tr>
<tr>
<td>Level 4</td>
<td>590</td>
<td>400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12,877</strong></td>
<td><strong>7,476</strong></td>
</tr>
<tr>
<td>FSR</td>
<td>2.50</td>
<td>2.50</td>
</tr>
</tbody>
</table>
Figure 2.5: Distribution of floor areas

Source: Scott Carver Pty Ltd
Views

Due to the topography of the study area and the intervention of the Western Distributor road deck most key views of the site are from the west. These views are characterised as being medium to long distance views mostly frontal or slightly oblique and with Blackwattle or Rozelle Bay as the foreground element. Most of the closer views are highly oblique and almost side on. These closer views do not have water as a foreground element, but are more likely along foreshore promenades or roadways. Key view corridors are identified in the following figures, with existing and future views demonstrated for each of the significant corridors.

Figure 2.6: Key to Strategic Views of Study Area

Source: Scott Carver Pty Ltd

In relation to the visual impact of the Western Distributor / Anzac Bridge deck the increase in the height of the built form (Figure 2.7) with redevelopment of the NSW Maritime site (foreground) and Poulos and Bidvest is considered to be in keeping. The proposed building forms consider their proximity to the waterfront by stepping down in height from the Western Distributor / Anzac Bridge deck and the commercial buildings on the opposite side of Bank Street.

Figure 2.7: View Number 1 – along Bank Street

Source: Scott Carver Pty Ltd
The views from the Western Distributor road deck do not reveal the redeveloped Bidvest or Poulos sites’ envelope (Figure 2.8).

Figure 2.8: View Number 2 – the Study Area from the Western Distributor Roadway Deck

Source: Scott Carver Pty Ltd

This distant view shows there is only modest increase in visual impact with redevelopment as described in the master plan (Figure 2.9).

Figure 2.9: View Number 3 - from Glebe Island

Source: Scott Carver Pty Ltd
View number 4 (Figure 2.10) is a more distant view than view number 3, and confirms there is only modest increase in visual impact.

Figure 2.10: View Number 4 - from end of Rozelle Bay from The Crescent

View number 5 (Figure 2.11) demonstrates that the proposed building envelope would be obscured by the point at Blackwattle Bay Park (not shown) and would not be visible.

Figure 2.11: View Number 5 - from Glebe Point

The proposed envelopes (Figure 2.12) are quite visible from this point and remain so along the western shore of Blackwattle Bay. In comparison with the existing structures of the Poulos and Bidvest sites, there is a greater visual impact but this would be considered modest due to the relative distance of the view to the study area. This view also demonstrates that the interest created under Anzac Bridge approach deck over the NSW Maritime site creates a greater scale expectation at this end, relieving the impact of the new envelopes.
One of the more frontal views is shown in Figure 2.13 and demonstrates only a modest increase in impact as a consequence of the master plan development.
As in view number 1 the oblique view from either side demonstrates only modest increases in visual impact. A significant proportion of the mass of the envelope is contained within the undercroft of the Western Distributor deck.

Figure 2.14: View Number 8 - Oblique View of Site from Sydney Fish Market Waterfront

Source: Scott Carver Pty Ltd
Height limits prescribed within this Master Plan but there could be minor roof elements, which could break this limit. Figure 2.15 and Figure 2.16 show sections through the Poulos and Hymix sites (where the Bidvest building is visible).

Figure 2.15: Section through study area at Poulos site

![Figure 2.15: Section through study area at Poulos site](image)

Source: Scott Carver Pty Ltd

Figure 2.16: Section through the Study area at the Hymix site with Bidvest site Shown Beyond.

![Figure 2.16: Section through the Study area at the Hymix site with Bidvest site Shown Beyond.](image)

Source: Scott Carver Pty Ltd
Acknowledgement of View Corridors

View corridors through the site have been identified from Quarry Master Drive, through the Poulos site to Blackwattle Bay, and also from Miller Street, through the Miller Street Lot to the bay. A glass atrium is proposed for the Poulos building to acknowledge the Quarry Master Drive view corridor (Figure 2.17). Although Figure 2.17 does not illustrate the glass atrium form as this is would be designed at the detailed design stage – it does illustrate the void in the building envelope which will serve to acknowledge the view corridor. The Miller Street Lot is to be landscaped thus it is considered that there will be no negative impact on views at this location.

Figure 2.17: Acknowledgement of the Quarry Master Drive View Corridor

![Figure 2.17: Acknowledgement of the Quarry Master Drive View Corridor](source: Scott Carver Pty Ltd)

Shadow Diagrams

The following shadow diagrams clearly indicate that that there is no appreciable increase in shading of surrounding sites when comparing the existing conditions and the proposed master plan envelopes throughout all recognised times of the day and year.

There is however significant improvement with the setback to the foreshore promenade which remains relatively unshaded from December 21 though to the equinox. Not surprisingly the Western Distributor is the structure which provides the most significant shading effects.

Figure 2.18 illustrates mid-summer shading, Figure 2.19 illustrates shading during the equinox and Figure 2.20 illustrates mid-winter shading.
Figure 2.18: Shadow Plans – mid summer

Dec 21 (mid summer)

EXISTING

MASTERPLAN

09:00

12:00

15:00

Source: Scott Carver Pty Ltd
Figure 2.19: Shadow Plans - equinox

Source: Scott Carver Pty Ltd
Figure 2.20: Shadow Plans - mid winter

Source: Scott Carver Pty Ltd
2.8 Traffic and Transport

Master Plan Development
This section considers transport impacts, assuming development occurs to its full potential or to a floor space ratio of 2.5 to 1, in accordance with SLEP 2005. This represents a worst-case scenario. Cumulative traffic impacts, taking into consideration wider area developments, are also addressed. Existing traffic generation has been estimated following discussion with landowners, Journey to Work (JTW 2001) data and traffic counts undertaken as part of the SFM master plan. The traffic generating potential of a development was calculated using RTA’s Guide to Traffic Generating Development (RTA, 1993).

Traffic Generation
Existing and potential trip generation has been calculated from the development options. A breakdown of the calculations is provided in Volume 2: Appendix B. The following provides an assessment of likely transport impacts.

Pedestrians and Cyclists
Pedestrian and cyclist access will be provided along the foreshore and along Bank Street for each development site. It is envisaged that the Bank Street carriageway could be reduced to as low as six metres with parking provided on either side.

It is noted that angle parking would require additional manoeuvring space adjoining the northbound carriageway and encroach the pedestrian pathway into the master plan site.

Figure 2.21: Indicative On-street Parking Scheme (not to scale)

Source: Maunsell Australia Pty Ltd
The existing path adjacent to the Hymix site would be upgraded to a shared path, paved and landscaped. The long term intention is to provide for a continuing shared foreshore path that will eventually connect with the Jackson’s Landing residential development.

Public Transport

The redevelopment of the sites is likely to have a marginal impact on public transport patronage. Existing bus and light rail services can accommodate any perceiveable increase in demand. However, combined with the Jackson’s Landing development to the north and SFM to the south, there may be demand to increase public transport facilities in the area as follows:

- Buses – Increases in demand should be met by Sydney Buses, though increased frequency.
- Light Rail – Is likely to become more attractive, particularly if routes are extended into the CBD and further west as currently planned.
- Ferry – Any proposed ferry service to the SFM will benefit commuters to proposed commercial development within the master plan area.

Road Network

Traffic generation for the sites will have a cumulative impact on Bank Street and the performance of the surrounding road network and intersections. Table 2.6 indicates the levels of traffic generation expected based on the maximum development potential.

The traffic generated from the commercial sites assumes a 60% mode split to public transport which is consistent with the adjacent Pyrmont area (approximately 40% of journey to work trips use car as the primary mode). It is assumed that any commercial redevelopment will seek to promote access by public transport through appropriate linkages and restricted parking provision.

Table 2.7: Cumulative net increases in traffic generated by uses proposed within the master plan area

<table>
<thead>
<tr>
<th>Site</th>
<th>Traffic Generation (vehicles per peak hour)</th>
<th>Net Increase (vehicles per peak hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>Final Stage - estimated</td>
</tr>
<tr>
<td></td>
<td>Daily¹ Pk Hr</td>
<td>Daily² Pk Hr</td>
</tr>
<tr>
<td>NSW Maritime minor</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>No. 1 Bank St</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>NSW Maritime site</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>Poulos Bros</td>
<td>300</td>
<td>5</td>
</tr>
<tr>
<td>Bidvest</td>
<td>300</td>
<td>60</td>
</tr>
<tr>
<td>Hymix</td>
<td>230</td>
<td>40</td>
</tr>
<tr>
<td>Total</td>
<td>838</td>
<td>2090</td>
</tr>
</tbody>
</table>

Notes

1. It is assumed that a peak hour trip to daily expansion factor of 10 is applicable in the above cases where data is not available. That is, peak volumes represent 10% of total daily traffic.
2. Assumes that a community use will generate a nominal 30 trips per day and that the majority of users will be local residents that walk or cycle to the venue.
3. Assumes nominal 5 trips during peak hour. Advice from NSW Rowing Association indicated that trips occur prior to AM peak, whilst dragon boaters generate trips during the shoulder of the PM peak.
4. Assumes Hymix is consolidated, and uses intensified.
Intersection Performance

As indicated in Appendix B, traffic generation impacts of the NSW Maritime site are not expected to be significant while impacts from the adjoining sites are more defined. In any case, a 105 vehicle increase in peak hour traffic flows is expected to have minimal impact on the surrounding road network.

Overall impacts can be mitigated by strategies to reduce dependence on car use. The development of commercial sites is likely to achieve this objective due to development policies that support public transport use. Such strategies include the development of workplace travel plans (bicycle facilities, public transport information, car sharing opportunities etc.) and restrictive policies on car parking numbers. SLEP 2005 states that employment-related land uses must be developed within the capacities of existing and proposed public transport and arterial road systems.

The development of commercial uses is likely to result in a greater proportion of employees using public transport, particularly in response to the development of work place travel plans becoming a condition of development approval. The traffic impacts of commercial / office uses are therefore expected to be less than retail uses. Intersection performance is discussed in detail in Volume 2: Appendix B.

A number of RTA initiatives for improvements to the road network are also proposed for future development. These include the proposed Western Distributor Upload Ramp and potential Pyrmont Bridge Road closure / relocation.

In accordance with Draft SEPP 66, the master plan development will be integrated into an established public transport network which will encourage a high level of public transport use.

Access Arrangements

The development of the NSW Maritime site is unlikely to significantly increase traffic using Bank Street. Providing the site access arrangements and urban design guidelines (see Section 2.9) are followed, potential conflict between the site and Bank Street is expected to be minimal.

Design standards for entry points to the master plan sites specify single entry / exit requirements of 3 metres to 5.5 metres with a separation distance of 1 to 3 metres. Alternatively a combined entry/exit of 6 to 9 metres can be provided.

Parking

No.1 Bank Street

All parking demands would be accommodated on-site (similar to Poulos and Bidvest, below).

NSW Maritime site

Without undertaking demand analysis it is likely that the NSW Maritime development will be well utilised as a passive and active recreational facility. Limiting the number of parking spaces permanently available will effectively restrict the facility to an appropriate number of recreational users at any one time. An undersupply of parking opportunities could compromise frequent users if parking opportunities become difficult.

Consultation with dragon boat organisations has suggested that the provision of up to 40\(^{18}\) parking spaces is likely to be sufficient for the passive use of the site. This represents a high end scenario.

\(^{18}\) 40 spaces allows for 4 dragon boats, with 20 rowers to a boat, and assuming 50% drive and 50% use public transport or walk.
(50% mode split) as it can be assumed that a proportion of short stay parking spaces will be in use by other recreational users.

Parking spaces can be provided as on-site and on-street parking. In minimising the amount of circulation space necessary for on-site parking it is considered advantageous to maximise the number of on-street parking spaces. It is suggested that about 25 on-street parking spaces could be provided if angle parking is utilised (based on 90 degree parking with landscaping). While parallel parking is preferable on public roads (in terms of sightline and safety issues) angle parking could be incorporated into the design of the site and therefore minimise adverse safety conditions as well as the balance of access and circulation space required on site. The number of on-site spaces could be reduced to less than 15.

A proportion of the on-site parking spaces could be included in an informal parking area under the control of a dragon boat organisation, to be used during training and competition times for loading / unloading of vessels and when access to the storage facility is required. Consultation with dragon boat organisations has suggested an area of about 800m² would be adequate. Appropriately placed bollards and landscaping could be used to reserve this area for appropriate users during peak times. At all other times the area would be available to all passive recreation users.

The maximum permitted parking stay will influence the types of users and parking opportunities in terms of providing for a reasonable turnover of spaces. If longer stay parking is available elsewhere then the car park may not be heavily utilised, however if longer stay parking is provided then the car park will experience higher patronage. A maximum parking stay of two to three hours is recommended.

The development of the site has potential spill over effects on parking supply in Bank Street and surrounding areas during peak seasonal times. In this regard short stay parking demand is likely to increase on Bank Street, although peak parking times for the site are unlikely to coincide with peak journey to work periods. As a public facility, any spill-over parking can be catered for on-street, mainly through the supply of short-stay metered parking spaces.

One on-site space suitable for disabled users should also be provided. Bicycle parking and / or storage facilities should also be provided. Between 10 to 20 cycle parking spaces is considered reasonable.

**Poulos and Bidvest**

The redevelopment of the Poulos and Bidvest sites will result in increased demand for employee and visitor parking off-site. This can be divided into short-stay (visitors) and long-stay (employees) parking demand. While there is an existing supply of long-stay (6-hour) parking on-street, this is not guaranteed, therefore all foreseen parking demand on the commercial sites should be catered for on-site. Local government policy to restrict long-stay parking in areas such as Pyrmont is likely to minimise the number of long-stay or free parking spaces available in the area over time.

On-site parking according to UDP requirements (maximum of one space per 150m² gross floor area of commercial development north of Pyrmont Bridge Road) reflects a high degree of restraint supporting access by alternative modes. These rates result in the provision of 86 spaces for the Poulos site and 50 spaces for the Bidvest site. Spaces suitable for service vehicles should also be provided, depending on ultimate use. Dimensions should satisfy the design requirements set out in **Section 2.9**.

It is noted that these rates provide a maximum parking requirement. Provision at lower than these rates should be considered.
Secure bicycle parking/storage facilities are required at a rate of one employee space per 300m² gross floor area plus one visitor space per 2500m² gross floor area. This equates to 43 employee spaces and 5 visitor spaces at Poulos and 25 employee spaces and 3 visitor spaces at Bidvest. Parking facilities should be provided in a secure and heavily trafficked location. Shower and change room facilities should also be provided.

**HyMIX**

No change from the current situation is anticipated.

**Conclusion**

The development of the NSW Maritime site will facilitate pedestrian and cyclist access along Bank Street and the foreshore. The potential development of adjoining sites would be expected to enhance public access along the foreshore promenade and also present the opportunity to provide pedestrian links between Bank Street and the foreshore.

While the development of the NSW Maritime site has the potential to increase traffic levels in the area, impacts on the road network are likely to be minor. Traffic increases associated with the redevelopment of adjoining sites will have greater impacts on the capacity and operation of surrounding intersections during peak periods however impacts can be mitigated with corrective traffic management and increased public transport mode share. Future mitigation measures also include proposed road network improvements.

**Transport Design Guidelines**

**General**

As part of any future redevelopment within the study area, strategies shall be developed to encourage access to the site by public transport / walking / cycling. Detail of the strategies to be adopted shall form part of the DA submission.

**Foreshore Access**

One of the major opportunities presented in the master plan is public access to foreshore areas. The development of the foreshore promenade will eventually lead to continual foreshore access to the Jackson’s Landing residential development. Basic transport guidelines are presented below.

**NSW Maritime Site**

This section provides observations and guidelines to support the transport related objectives of the NSW Maritime site. The following observations are made based on likely recreational uses of the site, including discussions with Dragon boat team organisers:

- Weekends will generate more trips than weekdays;
- Weekday PM peak times will generate more trips than weekday AM peak times;
- Public holidays and school holiday times represent annual peak demand;
- Traffic volume is heavily influenced by the number of car parking facilities available (i.e. the higher number of car parking spaces will attract a higher number of users);
- Parking duration is heavily influenced by the type of users (i.e. recreational/training facilities for non-motorised boats will require shorter parking stays of perhaps two to three hours);
- Secondary/temporary parking on-site (in addition to public parking spaces) could be provided for times of peak demand; and
• An area for unloading/loading of Dragon boats would be useful to prevent conflict with other uses/users (i.e. within a temporary parking area).

These observations are useful in terms of avoiding poor design by proven experience and can be applied to the development in conjunction with standard controls and guidelines.

**Standards and Requirements**
The potential level of traffic generation (assessed at Section 2.6) is not expected to result in conflict at the site accessway, providing adequate widths and sightlines are maintained. Potential conflict with pedestrians and/or other vehicles can be caused by excessive entry and exit speed; however, appropriate treatment can be used to minimise potential impact. Trees and vegetation should be avoided directly at the vehicle entry/exit points, as these can often result in poor visibility.

A combined entry/exit point should maintain an adequate width (at least 6.0 metres) to avoid conflict, and a median and/or separation strip used to clearly delineate lane widths. Parking spaces in locations that require reversing in the proximity of the site entrance/exit should be avoided, as this will conflict with vehicles entering and exiting the facility. One-way circulation through the site is considered to minimise potential conflict often caused by opposing movements.

Australian Standards (AS2890.1 – 1993 Part 1: Off-Street Car Parking) specify minimum dimensions and layout for car parking facilities. The following minimum standards need to be provided, however the recommended standards should be considered.

Table 2.8: Minimum and Recommended Car Parking Standards

<table>
<thead>
<tr>
<th></th>
<th>Minimum Standard (m)</th>
<th>Recommended Standard (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car parking width (90 degree)</td>
<td>2.4 (user class 1)</td>
<td>2.5</td>
</tr>
<tr>
<td>Car parking length</td>
<td>5.4</td>
<td>5.4</td>
</tr>
<tr>
<td>Aisle width – car only (one-way circulation)</td>
<td>2.9</td>
<td>2.9</td>
</tr>
<tr>
<td>Aisle width – car (two-way circulation)</td>
<td>5.8</td>
<td>6.0</td>
</tr>
<tr>
<td>Turning Circle – car only</td>
<td>6.0</td>
<td>6.0</td>
</tr>
</tbody>
</table>

Source: AS2890, Standards Australia, 1993

**NSW Maritime site**
A maximum of 40 permanent spaces should be established for general public use on and adjacent to the site. Should potential user groups be identified during detailed design stage, then additional temporary parking could be provided within close proximity to possible storage facilities. Any temporary parking areas should be excluded from general public use by utilising restrictive access methods (the use of bollards or similar).

While sightlines and visibility need to be maintained throughout the facility the use of additional landscaping within the parking area could be used to guide the parking of cars and also provide a degree of shading for the car park.

As part of any future Development Application submission, the applicant shall review the parking arrangements for the proposed foreshore park to:
  a) reduce parking rates on the future park;
  b) ensure parking spaces are well integrated into the design of the park;
  c) the area of the future park allocated to parking is reduced;
d) ensure that on-site parking is designed to minimize conflict with local traffic, pedestrians and other park users; and

e) ensure the location and final number of parking spaces is discussed with the City of Sydney’s Traffic Committee.

**Poulos and Bidvest**

The Pyrmont Ultimo UDP prescribes parking numbers. For commercial sites north of Pyrmont Bridge Road minimum rates are zero while maximum rates are one space per 150m² of gross floor area. Disabled parking should be provided at a rate of 1% – 2%. Spaces for service vehicles are to be provided at one per 4,000m² gross floor area. Secure bicycle parking is to be provided at a rate of one space per 300m² gross floor area for employees and one space per 2,500m² gross floor area for visitors. An assessment of these guidelines and provisions is provided in Section 2.6.

As part of any future Development Application submission, a review of the total number of parking spaces shall be undertaken with the aim of reducing rates of parking proposed on the commercial site.

Standards presented within this section should be consistent with local government provisions (such as those within the UPD and/or relevant DCP’s). Where inconsistencies are apparent, Australian Standards should apply.
2.9 Urban Design Guidelines

Water Structures

Structures providing water access at the NSW Maritime site are subject to concept design, however, based on discussions with water users such as Dragon Boats (NSW) and NSW Rowing Association, the following should be considered with regards to the ramp and pontoon:

- Be wide enough to accommodate several craft at one time (possibly 10 to 15 metres wide);
- Be non-slip;
- Be designed to accommodate up to 500kg plus rowers / paddlers;
- Incorporate a ramp into the water for launching boats; and
- Incorporate a platform to lower craft into the water, parallel to the pontoon.

Other users who will need to be accommodated in the design include canoeists, kayakers and sailors.

Figure 2.22 and Figure 2.23 show the type of water structure that could be considered.

![Figure 2.22 Water Access Structure, Pearl Bay, Mosman](Source: Maunsell Australia Pty Ltd)

![Figure 2.23 Water Access Structure, Pearl Bay, Mosman](Source: Maunsell Australia Pty Ltd)

Foreshore Promenade

Features of the foreshore promenade would be a minimum of 10 metres wide (Figure 2.24) with the potential to be wider at NSW Maritime major site. The design and materials used for the foreshore promenade should be consistent with that provided at the SFM site to the south.

It is important to acknowledge the presence of Anzac Bridge floodlights, which are present on the NSW Maritime major site. Upon development as a public facility, these floodlights would require securing by placing cages around the floodlights.
Bank Street Enhancements

Enhancements to the Bank Street path should increase the amenity for pedestrians. This should include landscaping and paving that reinforces the pedestrian nature of the area. Indicative cross sections showing enhancements are on Figure 2.25 and Figure 2.26.

It is important that redevelopment of the sites should not allow Bank Street to become a ‘back end’ of the development, with features focused along the waterfront. Main entrances to buildings should be located on Bank Street, and where appropriate the street frontage activated with outdoor seating areas and awnings, etc. Future public domain works are to be generally in accordance with the provisions of the Ultimo-Pyrmont Public Domain Manual.
Figure 2.25: Bank Street at Poulos and Bidvest Sites

Source: Scott Carver Pty Ltd, Note: These sketches and dimensions are indicative only – actual dimensions would be determined at detailed design stages.
Figure 2.26: Section Through Bank Street at the NSW Maritime Site

Source: Scott Carver Pty Ltd. Note: These sketches and dimensions are indicative only – actual dimensions would be determined at detailed design stages.
Architectural Design – Building Form and Character

The following principles should apply to the built form:

• Adopt a maximum site coverage requirement of 60% for the entire master plan site;
• Building design should be appropriate for its setting;
• New development shall adopt a massing arrangement that reduces the sense of enclosure, relative to the observer travelling along the 10 metre foreshore promenade;
• The design of any building must reduce the perceived height from the opposite side of Blackwattle Bay by incorporating contrasting treatments in its design;
• Building floor plate depths are to reflect current best practise in terms of solar access and amenity;
• The base of the building i.e. the lower two floors of the 6 maximum should relate to the surrounding urban spaces, the base should be solid and of materials of a permanent quality;
• The base should have a regular vertical break up to ensure there are no significant unrelieved horizontal surfaces;
• Aim to provide a visual break at the junction of the Bidvest and Poulos building envelopes through incorporation of a more articulated street wall, especially along the Blackwattle Bay elevation;
• The upper two levels should be a predominantly framed structure with scale-reducing functional (such as shading and awning) ‘bolt-on’ elements;
• Roofs will be important elements and are to be designed to be viewed from the vantage point from the opposite side of Blackwattle Bay with the freeway bridge in background and from the Western distributor deck itself;
• Roofs are not to be continuous, unrelieved surfaces but should be broken down with special sections raised and/or alternating to create high level interest;
• Sculptural roof elements which contrast or interplay with the western distributor deck are encouraged;
• Roofs are to generally be confined to within the approved building envelopes; and
• Any plant equipment shall be integrated into the design of the roof and not project higher than RL 22 metres.
Materials and Finishes

Solid base materials and finishes should contrast with Anzac Bridge utilitarian finishes. These finishes could be natural stone, reconstituted stone, textured or patterned masonry, and above this base the more lightweight frame work could be steel or steel with timber elements, and glass.

Figure 2.28: Building and Landscape Materials

Source: Scott Carver Pty Ltd
Signage

Signage to complement redevelopment is not expected to be extensive, however, as the public realm is likely to expand, signage should be comprehensive for ease of navigation and safety. Signage design should give consideration to the following provisions:

- A clear definition between public and private space, to provide a sense of open access areas, as opposed to private residential uses, or potentially dangerous industrial areas;
- Consistency in material, finishes, colour, type and size with adjoining areas (SFM, the northern side of Bank Street the Jackson’s Landing development and public transport;
- Clear traffic signage is very important for a number of reasons; including high numbers of trucks entering and leaving existing industrial sites; increased traffic accessing Jackson’s Landing via Bank Street, and the suitable exacerbation of Bank Street as a foreshore pedestrian linkage; and
- Any future signage shall consider the provisions of State Environmental Planning Policy No. 64 – Advertising and Signage, in addition to signage policies of the City of Sydney Council.
Specific provisions should include:

- Detailed consideration of directional signage to be applied to the Bank Street / Pyrmont Bridge Road and the Western Distributor intersection;
- Signage must not obstruct important view corridors and vistas;
- Signage should be visible from the water at the NSW Maritime boat ramp, advising of its use and restrictions;
- Truck warning signs should advise pedestrians passing the Poulos, Bidvest and Hymix sites during phase 1 and 2 development;
- Signage within the NSW Maritime public facility should be clear.

**Lighting**

Lighting to the public areas should create a safe and interesting environment capable of use throughout the night as appropriate.

Lighting should contribute to articulation of the building structures, without the effects being overt and or a nuisance to adjoining buildings, sites and water users.

Street lighting should be used in conjunction with no setback to reinforce Bank Street. In contrast to the large scale effects of the western distributor the lighting along Bank Street and promenade should be provided by means of lower level poles and decorative light fittings. Street lighting beneath the Western Distributor is considered patchy and should be upgraded in conjunction with footpath upgrades.

Larger open space areas (such as the passive boat launching facilities) may be lit with higher standards (pole fittings).

**Building Code of Australia Capability**

The BCA implications of the master plan options can only be considered in a general sense commensurate with the general nature of the envelopes proposed.

Buildings compliant with the master plan principles can be appropriately designed to meet the requirements of the BCA either as deemed to satisfy or as fire engineered solutions. The main applicable portions of the BCA and the basic level of compliance are as follows:

**Section A - Definitions Building classification**

Permissible uses would be classification 5, 6 (office and retail shops), certain sub classes of class 9 (such as entertainment assembly buildings) and possibly classes 7 and 8 (industrial process building/storage building). (Class 2 residential is not a permissible use).

**Section B – Structural provisions**

Any structures would clearly be designed to comply with the referenced Australian Standards and Codes of Practice for structural design.
Section C - Type of Construction and Floor Area Limitations

As the anticipated maximum height of the buildings would be greater than 3 levels – the type of fire resisting construction required would be type A (the most fire resisting) and this would give the maximum sized floor and volume compartments. A number of elements including external walls structure, floors and roofs will require fire rating. The anticipated structure for four storey buildings would suggest that the required structure and construction (for example concrete frame and floors) would be suitable as Type A construction.

 Appropriately fire separated buildings within the floor area and volume limitations should not be an impediment to development.

Openings closer to the boundary than 3 m would require protection by means of fire drenchers or fire rated windows or windows protected by fire rated shutters.

Section D – Egress and Access

Proposed buildings would need to be provided with the required level of egress including stairs, fire passageways (where required) and exits which should discharge the occupants at open space.

The site and buildings would be required to be accessible in all required aspects by people with disabilities.

Section E – Equipment

Buildings would require fire mains, fire hydrants and fire hose reels, sprinkler and/or smoke exhaust systems, emergency and exit lighting as appropriate.

It should be noted that for buildings within the 25 metre height category, sprinkler systems and pressurised fire isolated egress stairs become mandatory.

Section F – Health and Amenity

Buildings would need to be appointed with appropriate sanitary facilities, including facilities for people with disabilities, and light and ventilation could be provided by means of mechanical and or natural means.
2.10 Landscaping Guidelines

Landscaping for the Bank Street, Pyrmont Master Plan is envisaged as shown in Figure 2.30.

Figure 2.30: Landscaping Plan

Source: Scott Carver Pty Ltd

Note: Landscaping here is indicative, particularly for the NSW Maritime site, and will be developed during concept design stage.

The landscaping shown in Figure 2.30 is indicative and demonstrates the principles to achieving a good urban space as opposed to proposed landscaping. This particularly applies to the NSW Maritime site, which will be further developed during concept design stage. Primary landscaping principles for the NSW Maritime site include the provision of:

1. A buffer between the site and No.1 Bank Street;
2. Parking adjacent to Poulos and parallel to Bank Street;
3. A foreshore path;
4. Pedestrian and cycle access through the site from Bank Street; and
5. Open space to provide recreational facilities.

The under utilised open space owned and administered by the NSW Maritime has tremendous potential, and is a key element to creating public access and amenity, linking Jackson’s Landing waterfront parkland and the SFM precinct. The intent is to create a passive green space including passive boat launching facilities amongst the competing ‘hardscape’ environment, implement formalised parking, establish defined pedestrian links and implement a landscape material palette that establishes an identity for Bank Street and associated water frontage.
Vegetation and Planting

Tree planting would define the precinct using a range of species selected from the Sydney Sandstone vegetation community (*Cuninghamia*), that were likely to have been present in the vicinity pre-European arrival. The scheme includes native species that are:

- endemic to the Sydney Harbour foreshore;
- able to survive on natural rainfall, after establishment;
- tolerant of full sun and shade;
- tolerant of a coastal environment.

The use of native trees such as *Livistona australis* (Cabbage palms) and various Eucalypt species are suggested to assist in breaking down the vertical scale of the overhead expressway, buildings and cliff face that dominate the space. It also avoids large flowering cultivars that attract aggressive Noisy Miners that attack other native bird species. This palette can be used depending on the role of each particular area.

- Bushland restoration would be provided within the waterfront park. It is noted that a greater benefit can be obtained from the northern portion of the site given its proximity to the bushland reserve above.
- A suitable structural and species diversity should be identified, that reflects the former sandstone vegetation community likely to have been present in the vicinity.
- Incorporation of a dense shrub layer should be sought where appropriate. This would allow for small bird movement.
- ‘Feature’ and ‘avenue’ planting can utilise a variety of native species to reflect the landscape design principles required.

Sydney Water has compiled a list of tree species with invasive root systems and which should be checked prior to the planting of trees with invasive root systems in the vicinity of Sydney Water’s water and waste water stormwater infrastructure.
A range of suggested plant species is provided in the following table.

**Table 2.9: Suggested Plant Schedule Selected from Sydney Sandstone Vegetation**

<table>
<thead>
<tr>
<th>Botanical name</th>
<th>Common name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eucalyptus pilularis</td>
<td>Blackbutt</td>
</tr>
<tr>
<td>Eucalyptus piperita</td>
<td>Sydney Peppermint</td>
</tr>
<tr>
<td>Angophora costata</td>
<td>Smooth Barked Apple</td>
</tr>
<tr>
<td>Syncarpia glomulifera</td>
<td>Turpentine</td>
</tr>
<tr>
<td>Persoonia pinifolia</td>
<td>Pine-leaf Geebung</td>
</tr>
<tr>
<td>Acacia terminalis</td>
<td>Sunshine Wattle</td>
</tr>
<tr>
<td>Callicoma serratifolia</td>
<td>Black Wattle</td>
</tr>
<tr>
<td>Allocasuarina torulosa</td>
<td>Forest Oak</td>
</tr>
<tr>
<td>Callistemon citrinus</td>
<td>Red Bottlebrush</td>
</tr>
<tr>
<td>Glochidion ferdandi</td>
<td>Cheese Tree</td>
</tr>
<tr>
<td>Melaleuca decora</td>
<td>White Feather Honeymyrtle</td>
</tr>
<tr>
<td>Casuarina glauca</td>
<td>Swamp Oak</td>
</tr>
<tr>
<td>Eucalyptus botryoides</td>
<td>Bangalay, Southern Mahogany</td>
</tr>
<tr>
<td>Acacia floribunda</td>
<td>White Sallow Wattle</td>
</tr>
<tr>
<td>Dianella caerulea s. lat</td>
<td>Blue Flax Lily</td>
</tr>
<tr>
<td>Dianella revoluta</td>
<td>Mauve Flax Lily</td>
</tr>
<tr>
<td>Ceratopetalum gummiferum</td>
<td>Christmas bush</td>
</tr>
<tr>
<td>Banksia ericifolia</td>
<td>Heath Banksia</td>
</tr>
<tr>
<td>Hakea teretifolia</td>
<td>Dagger Hakea</td>
</tr>
<tr>
<td>Acmena smithii</td>
<td>Lilly pilly</td>
</tr>
<tr>
<td>Ficus rubiginosa</td>
<td>Port Jackson Fig</td>
</tr>
<tr>
<td>Kunzea ambiguа</td>
<td>Tick Bush</td>
</tr>
<tr>
<td>Banksia integrifolia</td>
<td>Coastal Banksia</td>
</tr>
<tr>
<td>Livistona australis</td>
<td>Cabbage Palm</td>
</tr>
<tr>
<td>Melaleuca quinquenervia</td>
<td>Broad-leaved Paperbark</td>
</tr>
<tr>
<td>Cheilanthes sieberi ssp. Sieber</td>
<td>Mulga Fern</td>
</tr>
<tr>
<td>Adiantum aethopicum</td>
<td>Maidenhair Fern</td>
</tr>
<tr>
<td>Kunzea ambiguа</td>
<td>Tick Bush</td>
</tr>
<tr>
<td>Leptospermum laevigatum</td>
<td>Coastal Tea Tree</td>
</tr>
<tr>
<td>Smilax australis</td>
<td>Sarsaparilla</td>
</tr>
<tr>
<td>Westringia fruticosa</td>
<td>Coastal Rosemary</td>
</tr>
</tbody>
</table>

Source: NSW Maritime
Figure 2.31: Suggested Plantings

Hard Landscaping on the NSW Maritime Site

Widening footpaths and the introduction of landscaping would significantly reduce the visual impact of the carriageway. Upgraded pedestrian pavement finishes and pedestrian scale standard lighting would improve the quality and safety.

A level change within the park along the former water line would be a desirable outcome and could be achieved with a low sandstone face wall/seating stairs providing opportunity for passive viewing within and to the broader environs.

Amenity for boat storage (passive craft) could be integrated into the park design providing for a community need and activation of the waterfront. There may be opportunities for sail-boat launching facilities and a small jetty.

The introduction of a foreshore promenade and seating at the water's edge would be a desirable outcome with good pedestrian connectivity.

Hard Landscaping throughout the Master Plan study area

Redevelopment of the existing commercial land uses abutting Bank Street and the water, could provide a food and waterfront environment for the local and broader community.

Consolidation of the operational working areas by Hymix may allow for a useable park to be implemented, otherwise the landscape treatment would be limited to reinforcing the water vista from Miller Street with a vertical palm treatment and low maintenance ground treatment to the Miller Street Lot. A pedestrian link to the waterfront along the western Hymix boundary interface would be a desirable outcome with suitable lighting amenity.
2.11 Infrastructure and Services

**Stormwater, Sewer and Water**

The proposed developments are unlikely to increase demand significantly (if at all) as some of the current land uses have operations that are generally high users of water and producers of sewage.

The amplification of existing Sydney Water infrastructure may be required, which will be at the developer's expense. A comprehensive assessment of the water and waste water infrastructure at the Bank Street precinct has not been undertaken however indicative stormwater, water and sewer requirements for each site are included in *Volume 2: Appendix D*.

**Waste Management**

A review of waste management practices is included in *Volume 2: Appendix D*. A Waste Management Plan (WMP) is likely to be required in the case of redevelopment.

**Services and Utilities**

In terms of master planning, the services required are dependant on the usage and total demand on all buildings for the services. This will influence the cost of infrastructure for the above services. At this stage of master planning the loads are not known hence general estimates are used for overall assessment. *Volume 2: Appendix D* addresses each issue separately. It is noted that all services will need to be installed underground and should use common trenching arrangements to minimise trenching costs.

**Seawalls**

On balance the precinct offers substantial opportunities, however the unsafe marine infrastructure should be investigated and remedied before sites are developed. *Volume 2: Appendix H* provides further detail.
2.12 Ecologically Sustainable Development Principles

Principles of Ecologically Sustainable Development
Future development within the Bank Street, Pyrmont Master Plan site should conduct its operations in accordance with the four principles of Ecologically Sustainable Development (ESD) as outlined in S.6(2) of the Protection of the Environment Administration Act 1991 and Schedule 2 of the Environmental Planning & Assessment Regulation 2000.

These principles are:

- The Precautionary Principle;
- Intergenerational and intragenerational equity;
- The conservation of biological diversity and ecological integrity; and
- Improved valuation and pricing of environmental resources.

Ways in which the objectives of these principles will be achieved are detailed below.

Environmental Management Plan
Upon redevelopment of each site, an Environmental Management Plan (EMP) will be required by the consent authority. The EMP should address ESD, noise control, erosion and sediment control, stormwater runoff, waste management and recycling, water quality, contamination and management during the construction phase.

Geotechnical and Soils
In the event of redevelopment, consideration should be given to the following points and recommendations:

- Where alterations and additions to existing structures are proposed, their foundation conditions should be checked to confirm compatibility of new foundations;
- Excavations are likely to involve cutting into rock of medium to high strength, which would require heavy ripping or blasting. However cut faces are expected to be stable at quite steep batters;
- Structures nearer the bay and sea wall may require deeper piled foundations to transfer loads to rock;
- Structures should not be supported by the sea wall without detailed assessment of its stability;
- Any newly loaded or filled areas near the sea walls may be subject to long term consolidation settlements of the underlying sediments;
- Fill overlying the site should be assessed for potential contamination;
- Foundation issues related to settlements and bearing capacity can be overcome by founding all structures on rock;
- Heavy foundations and heavily loaded areas near the sea wall or overlying soft bay sediments and fill should be avoided where possible. Otherwise expensive foundation systems and ground treatment will be required;
- The existing landform could be retained where possible to minimise difficult excavation into rock.
Contamination

- Where possible, excavations near the sea wall should be avoided to minimise requirements for handling and disposal of potentially contaminated fill.
- Due to the use of fill throughout the majority of the study area, and certain previous uses (such as the service station on the Bidvest site), further detailed assessment of contamination would be required upon redevelopment for certain land uses such as public recreation;
- Prior to any redevelopment, further detailed assessment is required to be undertaken for each master plan site, including the taking of test pits and bore holes to confirm presence and levels of contamination, especially at sites that will be accessible to the public. Accordingly, the preparation of environmental site assessments and if appropriate, remedial action plans and remediation, is required to be undertaken at the development application stage for each of the master plan sites as required.
- All future development within the study area will be required to consider the provisions of State Environmental Planning Policy No 55 – Remediation of Land, and provide evidence to the consent authority that a site to which that development relates is suitable for its future occupation.

Acid Sulphate Soils

Data from NSW Department of Land and Water Conservation has indicated that Acid Sulphate Soils (ASS) are present across the entire study area. It is likely an ASS Management Plan (in accordance with the City of Sydney Local Environmental Plan) will be required by Council to accompany all development applications for any works which disturb the ground or cause the water table to be lowered.

Landscaping

- The emphasis on foreshore access is positive for the general environment including flora and fauna. By utilising the NSW Maritime site for public recreation the general area will be improved with landscaping and vegetation (and therefore fauna) encouraged. The services of a Bush Regenerator, specialising in native vegetation (which often require little maintenance) would provide the most sustainable landscaping option;
- Where possible, existing trees should be retained and the paving and design be developed around them. Planting along the site boundaries (with species nominated in Table 2.4) will provide a buffer between what is to be a public facility and its neighbours No.1 Bank Street and Poulos, giving privacy and security, and improving the visual amenity of both. Tree planting along Bank Street should also be considered to minimise noise (see below) and improve visual amenity for the residential block opposite the site. Incorporating tree planting into the paved and parking areas will also provide shade;
- Upon any redevelopment or landscaping, the removal and prevention of weeds should be considered.

Noise

- Any development at the site needs to consider and conform to DEC (formerly EPA) noise guidelines. Generally the main legislation pertinent to noise control within the study area is the Protection of the Environment Operations Act 1997 and the Protection of the Environment Operations (Noise Control) Regulation 2000. A noise management plan may be required by the City of Sydney Council to accompany certain development applications.
- Redevelopment such as for commercial uses, should consider insulation and double glazing to reduce noise from Anzac Bridge and surrounding industry.
- The location of Anzac Bridge between the study area and the commercial and residential properties on the opposite side of Bank Street provides a noise buffer between operations within the site and on the northern side of Bank Street.
Building Design Ecologically Sustainable Development Principles

The building envelopes referred to within this Master Plan should be designed to achieve new standards in energy efficiency incorporating high levels of ESD strategies. This will be accomplished through a combination of passive design principles and innovative technology.

Low energy architecture involves building a structure to provide comfortable internal conditions to take advantage of the local climate. The passive design strategy should promote the use of day-lighting to the occupied spaces. The building form should guide and attenuate the prevailing summer and winter winds providing a cooling function or shelter.

Active design measures should also form a significant part of the low energy initiatives. The use of high efficiency cooling plant, variable speed pumping and centralised site wide building management systems will minimise peak power demand and greenhouse gas emissions.

The commercial office buildings proposed for the Poulos and Bidvest sites have the potential to consume the majority of the power for the master plan study area (with the possible exception of Hymix) and therefore are critical in the scheme to ensure a low energy solution. The buildings should demonstrate the latest technology with sound environmental credentials. To that end, the commercial buildings should aim to achieve 4.5 stars in accordance with the Australian Building Greenhouse Rating (ABGR) scheme. This will be achieved through the application of passive design initiatives such as mixed mode air conditioning where applicable and promote the abundance of natural light to the offices from the atrium spaces. The application of these passive and active low energy design initiatives should ensure the commercial buildings will be capable of providing high levels of comfort with minimal energy consumption.

Occupant comfort is one of the main factors affecting the success of any building. The promotion of maximum day-lighting and naturally ventilated mixed mode areas will provide occupants with a high level of amenity.

The key ESD opportunities to be considered in building design of the project will be to:

- Minimise peak electrical demand through the use of demand management technologies;
- Minimise the emissions of greenhouse gases through energy efficient plant installations;
- Reduce or eliminate pollutant substances such as Ozone depleting refrigerants;
- Construct the precinct from materials which minimises the impact on the environment; and
- Maintain and operate the development to reduce or minimise harmful effects on people and the natural environment.

A detailed discussion on ESD concepts in relation to building design is included as Appendix J within Volume 2.0 of this Master Plan.
2.13 Phasing and Implementation

Phasing for the *Bank Street, Pyrmont Master Plan* is not constrained to a specified time frame, rather a series of stages leading to full implementation of the master plan. This has been done to avoid the master plan becoming redundant over time, as some land owners, although wishing to see their site realise its full potential, wish to remain with their current use with some possible intensification. The master plan has been designed to allow each individual site to develop independently without compromising other uses within the study area.

SLEP 2005 requires that development in Ultimo-Pyrmont contribute ‘to the efficient use of Ultimo-Pyrmont’s existing infrastructure and toward provision of physical and social infrastructure as part of the development process, in accordance with provisions of the Act’.

The staging of master plan is likely to develop as below:

- The Bank Street footpath (north of Hymix) will be upgraded along the NSW Maritime site, with funding to come from Section 94 developer contributions consistent with the SFM Master Plan;
- The NSW Maritime site is likely to be the first to redevelop, as the site is currently vacant and no resale is required. Detailed environmental studies and the planning process will need to commence, alongside detailed design of the site layout. Access from Bank Street to the foreshore is to be provided at three points through the site; adjacent to No.1 Bank Street, directly through the centre of the site, and also adjacent to Poulos. A foreshore promenade will be developed along the existing foreshore;
- Bidvest wish to redevelop its site to its maximum potential. This may be in the foreseeable future, however it is difficult to put a time constraint on the redevelopment. However, upon resale, the site will be redeveloped with public access along the sites boundary with Bidvest. The foreshore promenade would be developed in conjunction with the Poulos Site redevelopment;
- Redevelopment of the Poulos site as a commercial property would be the next logical stage. This would incorporate a foreshore promenade connecting the NSW Maritime site with adjacent Bidvest, providing foreshore access over two thirds of the site. A primary articulated water frontage would be provided at the Bidvest and Poulos sites, providing interaction between the commercial properties and the public space; and
- The Miller Street site would be redeveloped as a landscaped public recreation use, directly linking to the foreshore but not the foreshore paths.
- No.1 Bank Street would develop as a public facility following acquisition of the site in accordance with clause 127 of SLEP 2005.
- At such a time in the future as Hymix North and South should redevelop, this would be in accordance with the provisions contained within this Master Plan.
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