

## Appendix G: Consultation

### 1.0 Background

---

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), have also been involved throughout the process.

A comprehensive list of those consulted is detailed below:

#### **Government Agencies**

City of Sydney Council  
Department of Planning  
Metro Light Rail (private consortium)  
NSW Fire Brigade  
NSW Premier's Department  
NSW Maritime Authority (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**

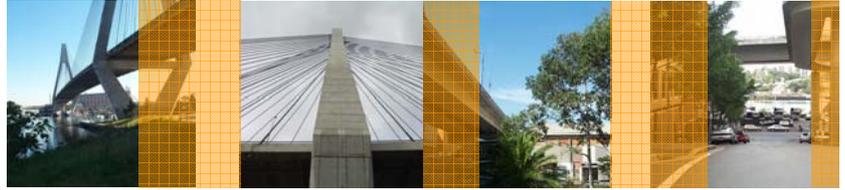
Australian Boating College  
Blackwattle Bay Marine Operatives

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

Details of consultation with SHFA, land owners and also the Stakeholder Workshop are included in **Sections 2.0, 3.0** and **4.0** respectively. Key issues from the consultation process have been summarised into an issues register in **Section 4.4**.



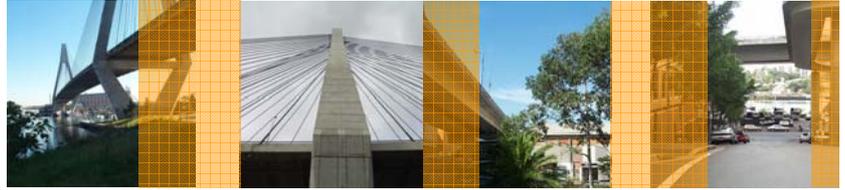
## 2.0 Sydney Harbour Foreshore Authority

---

As the assessing authority for the Bank Street, Pyrmont Master Plan, the Sydney Harbour Foreshore Authority (SHFA) has been involved from the start of the project. On-going consultation has included meetings with the study team and the land owners as well as formal written correspondence.

A wide range of issues have been discussed, including:

- Foreshore access requirements;
- Statutory planning requirements;
- Master plan content inclusion; and
- A boat ramp facility on the NSW Maritime site.



## 3.0 Landowner Consultation

---

In addition to regular group progress meetings, the study team conducted individual interviews with each of the land owners. Key issues are described below.

### 3.1 NSW Maritime

Maunsell met with Michael Freeland, Bob Murphy, Ivan Patrick, Paul Robinson and Christine Gunn of the NSW Maritime (formerly Waterways Authority) on 17 March 2004, to discuss issues related to NSW Maritime land in the study area. In addition to the larger area of open space proposed as a boat ramp, the NSW Maritime also own the small northernmost triangle of land with underground submarine cables running underneath, and the Miller Street Lot (Lot 26, DP 815847) and its adjoining wharf.

As it is proposed to open the larger vacant site below Anzac bridge as a public boat ramp facility, many of the issues discussed related to this. Other notable issues included:

- The NSW Maritime need to meet the significant demand for a boat ramp facility which is presently un-met;
- The Bank Street site is one of the few remaining locations where boat ramp provision could be possible;
- There was concern over possible traffic implications of the proposed boat ramp;
- The submarine cables running beneath the northernmost triangle of land make it difficult for any other uses in the area;
- The NSW Maritime emphasised their reluctance to be responsible for on-going maintenance of a foreshore boardwalk;
- The Miller Street/Charter Boat wharf is presently owned by Hymix1, who in turn allow the wharf to be used by Indian Pacific Charter Boats. The wharf requires reconstruction/maintenance.

Since this landowner interview, a decision has been made to provide water access for passive craft only.

### 3.2 Ms Ann Forrester

Ms Ann Forrester is the owner of No. 1 Bank Street, the only residence within the study area. The study team met with Ms Forrester, on 25 March 2004.

Issues included:

- Desire to preserve the residential quality of life currently enjoyed and remain at the site for the foreseeable future; and
- Opposition to the boat ramp and public space proposal due to concerns over the potential security, odour, noise and visual impact on the property.

---

<sup>1</sup> The land on which it stands is owned by the NSW Maritime

### 3.3 Poulos Bros Seafood Pty Ltd

Poulos process, and then distribute seafood from 21-29 Bank Street. The study team met with Mr Peter Poulos (Managing Director) on 11 March 2004. Key issues raised included:

- Poulos intends to remain at the site for at least the near future (15 years). The only alteration under consideration is a possible expansion/development of cold store;
- The company has four outlets at SFM, and there is a possibility of increasing this to five, indicating a strong link with SFM;
- Believes the traffic lights at the intersection of Bank Street and Pyrmont Bridge Road are problematic;
- The main Poulos building overhangs the water, which may cause difficulties locating a boardwalk (for foreshore access) adjacent to the building;
- Security needs to be considered if a foreshore boardwalk is to be developed; and
- The easements below Anzac bridge require a building clearance of 3m below the bridge.

### 3.4 Bidvest Australia Pty Ltd

The study team met with Mr Bernard Berson (Chief Executive) and Mr Robert Deans (Chief Executive of Deans Property Pty Ltd, and advisor to Bidvest) at 31-35 Bank Street, on 16 March 2004. Bidvest use the site for the storage and redistribution of dry, chilled and frozen foodstuffs, under the name of N.Stephenson Pty Ltd. Bidvest have no long-term requirement to remain on the site, allowing redevelopment opportunities. Issues discussed include:

- Bidvest wish to avoid any loss of land to setbacks for foreshore access and gain the maximum redevelopment potential for the site;
- Currently do not exploit foreshore location and would be amiable to the implementation of foreshore access;
- There is a small jetty, however this is not used for business operations;
- The master plan needs to allow for flexibility; and
- There are problems with users of the day care centre (opposite) double parking, and Channel 10 workers parking / queuing along Bank Street.

### 3.5 Hymix Concrete Pty Ltd

The Hymix concrete plant is located at the southernmost end of the study area. Maunsell met with Mr Anthony Browne (Hymix Managing Director) and Mr Jeremy Smith of Hanson on 10 March 2004. The site contains the prominent Hymix batching plant, a laboratory and small office. Hymix intend to remain at the Bank Street site given the significant infrastructure investment on the site. Other issues raised at the meeting include:

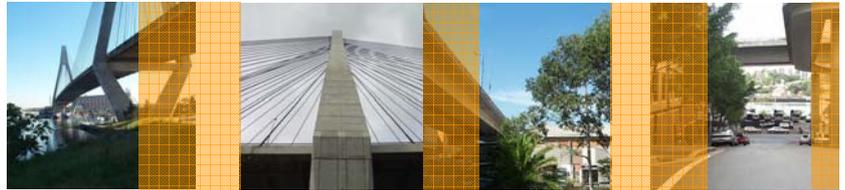
- Hymix wish to relocate their south-shore (Hanson Construction Materials) operations to Bank Street. This is likely to require water access, which will affect possible foreshore access;
- Traffic congestion is a potential problem for Hymix, as concrete can only remain on Hymix trucks for a maximum of 1 hour;
- The NSW Maritime own the strip of land opposite Miller Street (connecting to the wharf) which runs between the Hymix lots and Hymix have expressed a desire to purchase this; and
- Hymix have received complaints regarding noise generated by trucks. Noise readings have been taken to demonstrate that it is not Hymix trucks that generate problem noise levels.

### 3.6 Roads and Traffic Authority

The Roads Traffic Authority (RTA) have easements across a number of lots within the study area, surrounding the Anzac Bridge Pylons. The RTA<sup>2</sup> has declined a consultation meeting with the study team, but has agreed to send a written submission, which has not yet been received.

---

<sup>2</sup> Mr Peter McGrath, RTA Blacktown



## 4.0 Stakeholder Workshop 01

### 4.1 Objective

A Stakeholder Workshop was held early in the master planning process, with the intention of identifying key issues.

### 4.2 Methodology

Around 45 letters were sent inviting attendees from a broad stakeholder base, including local resident and action groups, water users, and local businesses. All stakeholders as listed in Section 1.0 were invited, with 22 of these attending the meeting, which was held at the Sydney Fish Market conference room on 1 April 2004, organisations represented are listed in **Table 1**.

Initially, a short presentation was given to explain the purpose of the meeting and also detail the study area and its history. Attendees were seated around tables in working groups of approximately six people and asked to identify key concerns.

**Table 1: Stakeholder Meeting Attendees**

Company/Organisation
Dragon Boats NSW
Poulos Bros
Sydney Fish Market
Boating Industry Association NSW
SHFA
Sandra Nori's Office
NSW Maritime
Blackwattle Bay Marine Operatives
Australian Boating College
Deans Property
Pymont Community
City West Child Care Centre
Pymont Ultimo Chamber of Commerce
Sydney Harbour Maritime Forum
Pymont Action Group
NSW Fire Brigade
Also a number of local residents

### 4.3 Issues

Issues raised include:

- **Context** - The desire for the study area to be considered in the broader context of existing master plans and the whole of Blackwattle Bay, particularly in relation to the demand for various land uses. There was a general desire to maintain the nature of a working harbour.
- **Traffic and Access** – Access for boats, cars, trucks, pedestrians, cyclists;
  - Foreshore access in particular was discussed, with this generally being desirable, especially the provision of a linkage to SFM;
  - Integration of traffic (all kinds) with the SFM and surrounding area;
  - Public transport, and
  - Parking provision.
- **Consent Authority**– the issue as to who is the actual consent authority was raised. There were concerns that if SHFA were the consent authority then they would only consent to a master plan, which addressed SHFA interests.
- **Green open space** – family orientated
  - Green (trees, plants, landscaping) open space instead of car park or boat ramp.
- **Boat ramp**
  - A passive ramp would be preferred by residents (due to noise);
  - The maritime community favour a power boat ramp on the site;
  - Demand in the wider area for power boat ramp;
  - Storage facilities for passive boating are desirable;
  - Toilet facilities should be included;
  - Safety issues (on the water, and pedestrian/boat ramp conflict);
  - Opportunity for water pick-up/set-down.
- **Pollution**
  - Noise (from additional traffic and power boats);
  - Water;
  - Visual (against any more large buildings).
- **Security** – Attendees expressed a wish that any master plan should not compromise security for residents and visitors to the area.

The information gleaned from the attendees has provided a clear representation of peoples' concerns and desires for the study area, which has been incorporated into the master plan process.

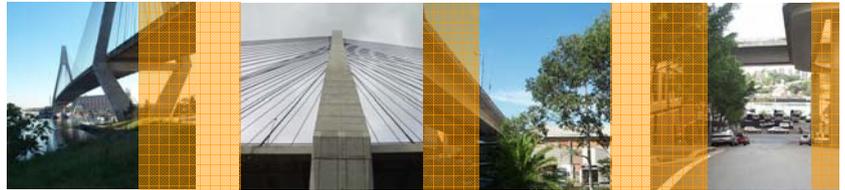
### 4.4 Issues Summary

An issues register has been developed as part of the project as shown in **Table 2**, to ensure that identified issues are addressed through the master planning project. The outcomes within the master plan have also been identified.

**Table 2: Key Issues Summary**

	<b>Issue</b>	<b>Response</b>
1	There is a significant demand for access to the water for all boating craft. Bank Street is one of the very few remaining sites.	<i>Water access for passive craft only is being provided at the larger NSW Maritime site. A power boat facility has been excluded by the NSW Minister for Transport Services, in an announcement dated 5<sup>th</sup> August, 2004.</i>
2	The NSW Maritime need to meet the charter boat provisions (presently un-met).	<i>The master plan allows for public access to the existing wharf, which is being used for charter boats, providing future flexibility for charter boat activities.</i>
3	The NSW Maritime wharf is presently leased to Hymix. In turn, Hymix allow wharf to be used by Indian Pacific charter boats. The wharf requires reconstruction/maintenance.	<i>Maintenance of this wharf is recommended in the master plan.</i>
4	The NSW Maritime are not keen to be responsible for ongoing maintenance of boardwalks.	<i>Boardwalks are not promoted in the master plan.</i>
5	A recreational and boating facility will generate noise and visual impact.	<i>The master plan proposes passive boating activities. The Landscape Plan demonstrates how visual impacts on residential properties could be managed.</i>
6	Security concerns regarding public access to NSW Maritime site.	<i>The master plan promotes increased activity along Bank Street to improve passive surveillance.</i>
7	Traffic congestion on Bank Street to Pyrmont Bridge Road are problematic	<i>Land uses proposed within the master plan either generate traffic outside existing peaks or are uses that have a higher tendency to be accessed by non-vehicle modes. The net increase in traffic on Bank Street is expected to be up to 30% north of the SFM intersection and 5% south of the SFM intersection.</i>
8	Main building on Poulos site overhangs the water-may cause difficulties to locating a boardwalk (for foreshore access) adjacent to building.	<i>Boardwalks are not promoted in the master plan.</i>
9	Channel 10 workers have demand for parking in immediate area.	<i>Any additional parking demands will be accommodated on-site.</i>
10	Stephenson's have no need to be located on the water or close to SFM	<i>The master plan proposes future redevelopment of the Bidvest site.</i>
11	Issues with users of the day care centre double parking, and Channel 10 workers queuing along Bank Street.	<i>See issue number 7.</i>
12	Foreshore access along Hymix site will need to address safety and security and will probably need to be a cantilevered walkway.	<i>Whilst Hymix remain at the site, public access will be provided along an upgraded Bank Street footpath, due to safety reasons.</i>
13	Relocation of south-shore (Hanson) operations to Bank Street, requiring water access.	<i>Whilst not addressing the existing wharf, the master plan has maintained flexibility for future Hymix operations to utilise wharf.</i>
14	NSW Maritime own a strip of land (Lot 26) which Hymix currently lease. Hymix would like to purchase this to consolidate operations.	<i>A possible land swap is described in the Preferred Master Plan, to achieve this.</i>

	Issue	Response
15	Traffic congestion issues are on: <ul style="list-style-type: none"> <li>the Western Distributor off and on ramps;</li> <li>on the Western Distributor itself.</li> </ul>	<i>Solutions to existing congestion on existing arterials is considered outside of the scope of the master plan.</i>
16	Desire to achieve a Foreshore Promenade across the site.	<i>The master plan provides a foreshore promenade along the NSW Maritime, Poulos and Bidvest sites with additional linkages provided along Bank Street.</i>
17	Funding for the master plan must be detailed	<i>With any land swap, a commercial arrangement will be developed between Hymix and the NSW Maritime. Poulos and Bidvest will redevelop as the market demands.</i>
18	Residents don't want a ramp for power boats (noise)	<i>A power boat ramp is not part of this master plan.</i>
19	The benefits of water views should be maximised	<i>The master plan allows for view lines to be maintained through the building form.</i>
20	The study area should be considered in the broader context of existing master plans and the whole of Blackwattle Bay, particularly in relation to the demand for various land uses. There was a general desire to maintain the nature of a working harbour.	<i>Surrounding master plans and studies have been sourced and assessed during the master plan process, and land uses suggested upon the basis of demand. Land uses recommended have also been developed based upon compatibility with existing uses in Pyrmont and the surrounding Harbour.</i>
21	The study area should be considered in terms of access for boats, cars, trucks, pedestrians, and cyclists. Foreshore access in particular was discussed, should provide a linkage to SFM.	<i>The master plan addresses all modes of transport. Whilst Hymix remain at the site, linkage to the SFM is likely to be along an upgraded Bank Street.</i>
22	As consent authority, there is potential for bias, in that SHFA would only consent to a master plan, which addressed SHFA interests.	<i>SHFA are the assessing authority, and it is the Minister who is the actual consent authority for the master plan.</i>
23	There is a desire for green (trees, plants, landscaping) open space instead of car park or boat ramp.	<i>The facility on the NSW Maritime site provides green landscaping, and the preferred Option increases green open space provision at the southern end of the study area.</i>
24	A passive ramp would be preferred by residents (due to noise), whilst the maritime community favour a power boat ramp on the site. Concern has also been expressed regarding noise and water pollution from the power boats.	<i>Same as number 1.</i>



## 5.0 Stakeholder Workshop 02

---

On 27 July 2005, NSW Maritime convened the Site Concept Workshop with the objective of progressing the level of detail for the site. The meeting was facilitated by the Australian Centre for Value Management and attended by a range of stakeholders from the following organisations:

- NSW Maritime
- Maunsell Australia Pty Ltd
- Pyrmont Heritage Boating Club
- Pyrmont Progress Incorporated
- Pyrmont Community Group
- Churchill Child Partnership
- Jackson's Landing Association
- Pyrmont Action Group
- Ultimo Primary School
- Sydney University Women's Rowing Club
- Chinese Youth League
- Dragon Boats NSW
- Boat Owners Association of NSW
- Roads and Traffic Authority
- City of Sydney Council
- Office of the Member for Port Jackson
- Sydney Harbour Foreshore Authority
- the Body Corporate of surrounding residential blocks.

Presentations were made by NSW Maritime and Maunsell on the master plan process to date, and on the existing NSW Maritime major site. The facilitator progressed discussions with the aim of determining what the majority believed was important to them for development of the site. These features were voted upon by attendees in order to establish a weighting and importance. The results of this workshop are documented in **Appendix I**.