

## Appendix I: Demand study for future waterfront park

### 1.0 Introduction

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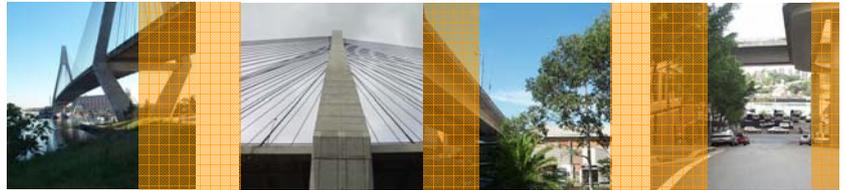
This study presents the findings of investigations and studies undertaken to determine the demand for facilities and redevelopment options for the NSW Maritime 'major' site on Bank Street, situated immediately south of No.1 Bank Street and to the north of Poulos Bros Seafoods.

In accordance with the wishes of the NSW Government, public demand and zoning criteria, it is proposed that the site be redeveloped as **public open space and a public boating facility for the use of passive craft**<sup>1</sup>. In accordance with the NSW Governments wishes, the NSW Maritime has expressed a wish 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, and to acknowledge the sites strategic value in terms of its location on Sydney Harbour.

NSW Maritime has an ongoing commitment to provide and improve public access to the waterways of Sydney Harbour, and the redevelopment of this largely vacant site below the Anzac Bridge, provides an ideal opportunity to do this.

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<sup>1</sup> The term 'passive craft' refers to canoeists, kayakers, rowers, dragon boats and sail boats. For the purpose of this master plan, it specifically excludes motorised power boats.



## 2.0 Existing Situation

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### 2.1 Site description

The site is presently undeveloped and unused, with the exception of the temporary storage of a small number of dragon boats and their associated trailers.

The area of land owned by NSW Maritime totals 9059 m<sup>2</sup>, and comprises the following lots:

- Lot 19 in DP 803159.
- Lot 20 in DP 803159.
- Lot 5 in DP 803160.
- Lot 6 in DP 803160.

The construction of the main southern pylon supporting the Anzac Bridge as well as pylons supporting the road approach, within the site has created additional lots within the NSW Maritime major site; lots 21 and 22 in DP 803159, which are under the ownership of the RTA. A number of maintenance, stormwater and electricity easements exist across the site, some relating to the Anzac Bridge and Western Distributor. Photographs contained in **Figure 2.1** illustrate features of the site.

### 2.2 Zoning

The site is zoned for Public Recreation under the *Sydney Regional Environmental Plan No 26 – City West*. Objectives of this zone stated under Clause 19 of the SREP include:

- *To establish public recreation areas which serve the needs of residents and workers within City West and the adjoining suburbs, and*
- *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, and*
- *In the Bays Precinct, in addition to other objectives of this zone – to allow for the continued operation and development of Wentworth Park as a major public open space and recreational facility.*

*Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP 2005) identifies the site as being within the Foreshores and Waterways Area. Part 3 of SREP 2005 contains matters to consider when assessing a development application, comprising the following:

- Biodiversity, ecology and environment protection;
- Public access to the foreshore and waterways;
- Maintenance of a working waterfront;
- Interrelationship of waterway and foreshore uses;
- Foreshore and waterways scenic quality;
- Maintenance, protection and enhancement of views; and

- Boat storage facilities.

As part of development applications involving specific forms of development listed in SREP 2005 and during the preparation of draft local environmental plans or development controls plans applying to land within the Foreshore and Waterways Area, comments are to be obtained from the Foreshore and Waterways Planning and Development Advisory Committee. This would be addressed at the development application stage, wherein the Minister would be the consent authority.

### **2.3 Public Boating Facility**

A pontoon and access ramp is required to meet the local and regional demand for access to Sydney Harbour for recreation. Water based recreation is a fundamental feature on the waters of Sydney Harbour, however, the present water access facilities are insufficient to satisfy the current and growing demand.

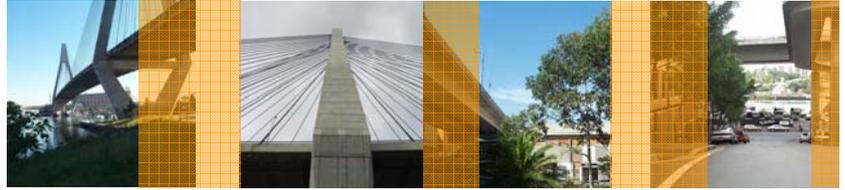
Based upon information provided in this study, and in addition to further reading and consultation undertaken during the master planning process with local users such as the Chinese Youth League, Dragon Boats NSW Inc. and other local canoeists, rowers and paddlers, it is deemed appropriate to provide a launching facilities at the NSW Maritime site for passive craft such as dragon boats, kayaks and canoes and other passive craft such as sailboats.

Investigations have been undertaken into the validity of a providing a ramp for power boats, however following consultation and an announcement by the local Member for Port Jackson in August 2004, this idea was abandoned and a decision made to redevelop the site beneath the Anzac Bridge as a home to passive boating such as dragon boats and kayaks, also incorporating open space.

Figure 2.1: Photos of the existing site



*Clockwise from top left: View looking southeast from No.1 Bank Street boundary; existing foreshore with Anzac Bridge floodlights; view from pedestrian and cyclist ramp at Quarry Master Drive / Bank Street intersection; view looking northwest from Poulos boundary; Anzac Bridge pylon; foreshore looking northwest with the Anzac Bridge fading into the background.*



## 3.0 Opportunities and Constraints

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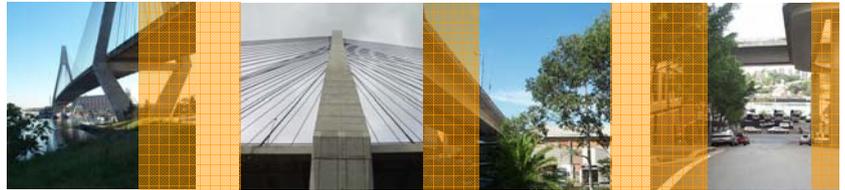
The following opportunities and constraints have been identified as a result of detailed analysis within and around the study area.

### 3.1.1 Opportunities

- Continuous public foreshore access would be facilitated upon redevelopment which, unlike adjoining sites would be provided in the short term.
- Satisfaction of a wider demand for recreational facilities including water access to the harbour, open space and community facilities.
- Significantly sized area of public recreation land.
- Potential to coordinate provision of on-site facilities which are complementary to those provided on parks in the surrounding area include the former Water Police site (Pymont Peninsula), Pymont Point Park and the open space at Jackson's Landing.
- Potential to link adjoining No.1 Bank Street site and/or building in keeping with its Public Recreation zoning.
- Potential to improve the ecological values of the site.
- Retention of the visual connections to water from Bank Street and beyond can be retained – water view to the south and west.
- Presence of the bridge would partially protect users from the elements.
- Potential to activate the disused site will bring benefits of passive surveillance.
- A secure bicycle parking area could be provided, along with opportunities for cycle connections along Bank Street to Bowman Street.

### 3.1.2 Constraints

- The Anzac Bridge presents a significant constraint in terms of its visual impact and impacts upon the microclimate beneath the bridge.
- The area is classified as having acid sulphate soils, which does not prevent development but would need to be managed.
- The south-western foreshore area (closest to Poulos) slopes steeply down to the water level.



## 4.0 Demand Study

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 (represented by the higher number of stars), and the results are illustrated in **Table 1**.

**Table 1 'What's Important'**

<i><b>Indication of importance</b></i>	<i><b>Feature</b></i>
★	1. <i>A site that is developed in conjunction with NSW Maritime and community. Community responsible for some funding and work.</i>
★★★	2. <i>Continuous foreshore access:</i> <ul style="list-style-type: none"> <li>- <i>Usable width for pedestrians and cyclists.</i></li> <li>- <i>For both ends of the property.</i></li> <li>- <i>Promenade on land (not water).</i></li> <li>- <i>'Could be interrupted'.</i></li> </ul>
★★	3. <i>Permanent storage facility for Dragon boats.</i>

4. *Youth Centre Club house (multi-use). Possibly No.1 Bank Street.*
- \* 5. *Multi user launch facility and site.*
- \* 6. *Maintain future access to land – non-exclusive boating facilities.*
- \* 7. *Security of bridge and park / lighting and use of area.*
8. *Boardwalk on water.*
9. *Active recreation facilities on land (i.e. netball / skateboarding).<sup>2</sup>*
- \*\*\* 10. *Uses should reflect the urban context (integrated).*
  - *Skateboard – (possible issue noise/size).*
  - *Graffiti wall – (possible issue noise/size).*
  - *Youth club.*
  - *Sculpture.*
11. *Appropriate level of short stay parking.*
- \* 12. *Pontoon similar standard at least to that at Pearl Bay.*
- \*\* 13. *No onsite parking – but drop off and RTA parking.*
- \* 14. *Consideration of traffic impact on adjacent streets.*
  - *Including Sydney Fish Markets.*
15. *Non-duplication of facilities in the context of the region and its deficiencies (i.e. youth).*
16. *Toilet/change room facilities – showers.*
17. *Provision for picnics, native planting, passive recreation and seating.*
- \*\* 18. *Use of topography and tidal edge activities.*
  - *Rock pool / beach for children etc.*
19. *Minimise undesirable impacts on local residents.*
  - *Hours of operation.*
  - *Noise/traffic.*
20. *Reinforce link to city – pedestrians etc.*

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<sup>2</sup> 9 and 10 are considered to represent the same feature.

21. *No boat mooring.*
22. *Fish cleaning and BBQ areas and fishing areas.*
23. *Achieve consensus of what is wanted by stakeholders.*
24. *In context of Old Pyrmont Bridge (Old Glebe Island Bridge).*
25. *All buildings and site should remain in public control.*
26. *Active/noisy uses on north side of site.*
27. *Quarry Master Drive limited access.*
28. *Traffic congestion on adjacent sites.*
  - *SFM.*
  - *Development at Jackson's landing.*
29. *Open green space.*
30. *Consider angle parking – utilise parking for some of this.*
31. *Wind reduction.*
- \* 32. *Attracting wildlife – landscaping.*
33. *Dog 'poo' bins.*
34. *Limitation of facilities to non motorised boats only.*
  - *No drop off for power boats.*
35. *Proximity to other parks and recreation facilities.*
36. *Provision for emergency vehicles.*
37. *Plan for integrate Bank Street.*
38. *No storage of boat trailers.*

Source: Passive Boating Facility Workshop, July 2005

These preferences will be further explored during the development of the final park plan at the concept and detailed design stages.

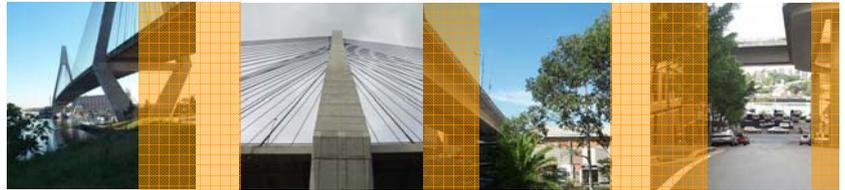
Following the workshop, a submission was made by City of Sydney Council to reiterate important redevelopment features. These included:

- Continuous foreshore access: *'The site should provide a high quality and high capacity foreshore pedestrian and cycling connection, well integrated into adjacent foreshore lands and the wider public domain system'.*
- Provision of water based recreation access: *'...its development can promote and facilitate passive water based recreation activity, including provision of appropriate supportive land based facilities.*
- Uses should reflect the urban context: *'The context of harbour foreshore, for example, drives the program for continuous access and water based recreation. However, we draw NSW Maritime's attention to the requirement for careful and holistic analysis of urban context to determine appropriate use. Over-emphasis on existing visual character alone... as a driver for recreation program is likely to be flawed. Aesthetically, the dominance of the bridge infrastructure over the site should no doubt be a driver for an appropriate design response, regardless of program.'*
- Recreational facilities: *'Skateboard facilities, like other formal active recreation activities noted, should be co-located with active recreation opportunities and in areas with high passive surveillance characteristics.'*
- Access: *'Access will determine the appropriate scale of facilities based on an assessment of likely potential patronage and visitor impact. Regional scale facilities need to be easily accessed by public transport and any proposals should be carefully assessed by public transport and any proposals should be carefully assessed for the visitation catchment, and the likely access modal split... We also note the potential for future open space links to Distillery Hill designated in the Jackson's Landing Master Plan, and the Department of Planning's designation of the Glebe Island Bridge as a possible future regional trail.'*
- Integration of access: *'Integration of access within the site for a diversity of users will be key to encouraging universal accessibility and to minimise conflict between pedestrians, vehicles and diverse recreation activity. Catering for water access opportunities, in particular, will require careful resolution to ensure a safe and workable operation, given likely vehicular movements, but should be pursued to realise this key site opportunity.'*
- No.1 Bank Street: *The master planning of the parkland should certainly integrate the No.1 Bank Street site. However, it should be tested and proven, rather than assumed, that the existing development on this site should be wholly or partly retained. The existing building is located at what could be an important park and foreshore connection, both functionally and visually. Development decisions can be better made for this following acquisition of the site under clause 54 of SREP 26.*
- Ecological values: *'The site's development should certainly include landscape strategies for attracting wildlife.'*
- Environmentally Sustainable Development: *'More broadly, the site's development should embrace an Environmentally Sustainable Development approach, seeking the inherent environmental efficiencies that come with programming for enduring quality, flexibility, multiple use and evolution over time, as well as best practice architectural and landscape design. The site should incorporate water sensitive designs that explore opportunities to harvest, conserve and clean urban stormwater, generated both from within the site and surrounding catchment.'*

A Visual Representation was also provided by community representatives, illustrating potential facilities and design of the waterfront park, with an emphasis on the urban style of a skate park and passive water based community activities. The Visual Representation (work undertaken by Churchill Child Partnership, July 2005) is included as **Figures 4.1** and **4.2** below.







## 5.0 Future Uses

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NSW Maritime are in support of the proposed facilities resulting from the demand study and submissions detailed above. They believe them to be consistent with objectives of NSW Maritime and also those of the *Bank Street, Pyrmont Master Plan* (detailed on p43 of the Master Plan). The location of the passive storage facility, RTA access requirements and the topography of the south western end of the site are all factors in determining its ultimate route. Future concept and detailed design stages will develop specific on-site layout and facilities, however it is proposed that the following features are incorporated into these designs.

### **Foreshore promenade**

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. More strategic linkages to Jackson's Landing's Distillery Park and the SFM Project would be promoted via signage and recognition in design principles such as pathway layout.

### **Passive Recreation**

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.

### **Landscaping and vegetation**

Parts of the site will be landscaped in accordance with principles defined within Section 2.10 of the master plan.

Tree planting will define the precinct using a range of species selected from the Sydney Sandstone vegetation community (*Cunninghamia*), that were likely to have been present in the vicinity of pre-European arrival. The planting 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. The following principles would also be observed:

- 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 Bank Street, and also NSW Maritime minor.
- 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.

The planting scheme is included in **Section 2.10 Landscaping Guidelines** of the Master Plan. Examples of suggested plant species are illustrated in **Figure 5.1** below.

**Figure 5.1** Example planting species (left to right: *Eucalyptus piperita*, *Banksia ericifolia*, *Callistemon citrinus*)



Source: Australian National Botanic Gardens

### **Boat ramp and pontoon**

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.

There are several possible locations for the passive boat ramp and pontoon, for example as illustrated in **Figure 5.2**. The reasons for this location include the presence of shallow water to assist when lifting and launching boats and also that sufficient room exists for a dragon boat storage building (see below) and boat trailer parking. This enables the boat launching and storage areas to be in close proximity. 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. The final location of the passive boat ramp and pontoon will be decided following further analysis.

Structures providing water access at the NSW Maritime site are subject to concept design, however, based on discussions with water users such as the Chinese Youth League, Dragon Boats NSW Inc., and the NSW Rowing Association, the following should be considered with regards to the passive boat 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 water craft 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 5.2 Possible layout of the waterfront park**



Source: Maunsell Australia Pty Ltd

**Figure 5.3** and **Figure 5.4** show the type of water structure that could be considered.

**Figure 5.3** Water access structure, Pearl Bay, Mosman



Source: Maunsell Australia Pty Ltd

**Figure 5.4** Water access structure, Pearl Bay, Mosman



Source: Maunsell Australia Pty Ltd

### **Storage for Dragon Boats**

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:

- 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 m<sup>2</sup>.
- 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 SREP 26) which is 7 metres.

The dimensions and location of the building within the site would be finalised at the concept and detailed design stages.

### **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.

### **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 at least 25 on-street parking spaces could be provided if angle (90 degree) parking is utilised. This may involve reserving this portion of Bank Street and the footpath for this purpose. The number of on-site spaces would therefore be reduced to less than 15 with users having car stickers deeming them eligible to do so.

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 800m<sup>2</sup> 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.

Indirectly, on-site car parking may be located on the southern section of the site, adjacent to the dragon boat storage facility and the Poulos site.

### **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 the area shaded white on **Figure 5.2**. The top section of each floodlight (containing the light bulbs) surrounding the pylon would also need to be caged.