

---

# Pyrmont Peninsula Sub- Precinct Master Plans

SUBMISSION

1 April 2022



## Contents

|   |                                    |   |
|---|------------------------------------|---|
| 1 | Introduction.....                  | 1 |
| 2 | Urban Design Report .....          | 1 |
| 3 | Infrastructure Delivery Plan ..... | 3 |
| 4 | Technical Studies - Wind.....      | 4 |
| 5 | Summary .....                      | 4 |

## Appendix

Appendix A Sea wall engineering advice

---

# Blackwattle Bay Sub-Precinct

---

## 1 Introduction

This submission outlines Infrastructure NSW's response to Department of Planning and Environment (DPE) on the Pyrmont Peninsula Sub-Precinct Master Plans and associated exhibition material which was exhibited between 26 November 2021 and 4 February 2022.

This submission focusses on the following material exhibited as part of the sub-precinct master planning:

- Urban Design Report, including Blackwattle Bay Sub-Precinct Master Plan
- Infrastructure Delivery Plan
- Select technical studies (wind)

## 2 Urban Design Report

The Urban Design Report is Volume 3 of 4 documents comprising the strategic design framework for the peninsula. The Blackwattle Bay sub-precinct extends beyond the Blackwattle Bay State Significant Precinct (SSP) Study Area (being managed by INSW) to include land further east. While some of the design detail for the SSP Study Area has appropriately been deferred to the SSP Study process currently underway, there are a number of design elements put forward which have implications for this area.

Our comments are outlined in the following sections.

### 2.1 General

It would be helpful if the master plan included a comprehensive glossary of terms, including a description of the relevance or importance of specific elements of the master plan.

### 2.2 Outcomes (Objectives)

#### 2.2.1 Big Moves

There is a focus in the Big Moves to working harbour history, but no comment on the importance of the current working harbour needs. The recommended Blackwattle Bay plan of management for recreational use should also include working harbour uses, which are equally as important.

#### 2.2.2 Movement

The movement network identifies a number of connections throughout the peninsula. Many of the connections identified are not discussed elsewhere in the report, and it is unclear what the desired design outcome is for these streets. This includes, for example, key pedestrian streets, the civic link and key service streets.

Additional information should be included relating to the Metro Station and the implications for existing streets (e.g. road space allocation along Pyrmont Bridge Road).

#### 2.2.3 Foreshore Walk

Section 2.3 identifies general objectives for the harbour foreshore walk, as well as specific objectives for the 5 character types identified. It also provides indicative cross sections for 4 of the 5 character types.

The general objectives require a *“public promenade of minimum 20m”*, however in other parts of the Urban Design Report (e.g. section 3.1 “Bay Interface Zone”), it references a continuous 20 metre walk *where feasible*.

---

It would be preferable if references throughout the report were updated to consistently state *public promenade of minimum 20m, where feasible*.

The Blackwattle Bay SSP Study Area comprises active, event and wharf character areas. There is no indicative section provided for the active recreation interface areas, as these are being determined through the BWB SSP Study process. INSW have been undertaking significant work with DPE and the City of Sydney to identify a design solution for this location, and it would be helpful if this was reflected in the master plan. This includes:

- Acknowledging in the objectives that this part of the walk is constrained due to the adjacent privately owned sites, and that a more flexible approach to the foreshore walk in this area would be appropriate, including:
  - Narrower sections, which retained a “movement” focus (i.e. min 10m) but reduced “dwelling” areas; offset by sections with larger areas (greater than 10m) for dwelling.
  - Allowing for parts of the walk to be provided as boardwalk over water, if this would result in a better outcome (i.e. the ability to deliver the continuous promenade sooner, irrespective of private redevelopment timeframes).
- More clearly stating in the objectives that:
  - solar access to this area is not the first priority, given the orientation constraints
  - this area will not be subject to the same solar requirements as other areas of public domain, and
  - solar access requirements for this area will developed based on a site-specific assessment through the BWB SSP Study.

#### 2.2.4 Walking and Cycling Loop

Bank Street within the BWB SSP Study Area has been identified in Section 2.4 of the Urban Design Report as part of the loop comprising “*Events and Commercial Character, to support the needs of the Events and Commercial Precinct*”. A different approach has been included in the Blackwattle Bay Sub Precinct Master Plan (Section 4.8).

It is INSW’s view that the approach outlined in Objective 3 of the Bank Street Character Area (Section 4.8) better reflects the desired future character of Bank Street. It states: “*Enhance Bank Street as a pleasant walkable street that supports the local business and media cluster linking the employment zones of Blackwattle Bay to Bays West*”.

Section 2.4, including the indicative cross section, should be updated to reflect Objective 3 above. This aligns more closely with the detailed design work undertaken to date as part of the SSP Study for Blackwattle Bay.

### 2.3 Height Strategy

The Bay Interface Zone has been identified along the harbour frontage at Blackwattle Bay. The Urban Design Report does not outline an indicative width of this zone. This information would be helpful to guide future strategic planning and design work.

### 2.4 Blackwattle Bay Sub-Precinct Master Plan

A number of regional and local routes are identified traversing parts of the BWB SSP Study Area proposed for built form. They do not align with the connections exhibited in the BWB SSP Study, which has been through significant design and consultation.

It would be preferable if the master plan was updated to align with the BWB SSP Study (including a local route at the Wattle Street intersection).

### 3 Infrastructure Delivery Plan

The Infrastructure Delivery Plan (IDP) identifies the infrastructure required to support the PPPS, and information with regards to how it may be funded and who is responsible.

#### 3.1 Infrastructure Schedule

Table A1 of the IDP identifies a comprehensive infrastructure schedule for the entire peninsula. The table below provides comments in relation to a number of the identified infrastructure items in Table A1.

| Item | Description  | INSW Response   |
|------|--|---|
| O1   | New district Park at Bank Street   | <p>INSW will be responsible for the design of Bank Street Open Space, however delivery may be undertaken by another State Government agency. The IDP should be updated to reflect this.</p> <p>City of Sydney have been collecting contributions for the embellishment of Bank Street open space under the current Sydney Local Contributions Plan. INSW will continue discussions with Council regarding local contributions as part of their preparation of the Section 7.12 levy for the peninsula.</p>  |
| O9   | Connected foreshore walk   | <p>Reference to the seawall should be included as part of the foreshore promenade, which is a critical requirement enabling the construction of the foreshore promenade.</p> <p>As per the attached advice prepared by Mott Macdonald (<b>Appendix A</b>), the main driver for the raising of the seawall is to enable the construction of the foreshore promenade at a level to accommodate sea level rise.</p> <p>This is proposed to provide public domain and open space benefits. Should the promenade and associated public domain benefits not be incorporated into the scheme, then there are several equally viable sea level rise protection strategies that could be employed for the development of the precinct.</p> <p>Mott Macdonald advise that <b>“Any increases to the seawall level are therefore directly related to the delivery of the foreshore promenade”</b>.</p> <p>The foreshore walk is a regionally significant item of open space, and it would be appropriate for it to be funded through a future Regional Infrastructure Contribution (RIC). While the status of a future RIC over this precinct is unclear, it would be worthwhile including reference to it as a potential funding mechanism in Table A1 of the IDP.</p> <p>The responsibility will also sit with future developers as private landholdings are developed along the foreshore.</p> |
| O14  | At least 1 new outdoor fitness station - active transport loop – loop subject to further investigation | <p>This is being proposed as part of the Bank Street Open Space, and it would be preferable that the IDP specifically noted this.</p>   |
| C3   | New/additional library floor space   | <p>This has been identified as being delivered by INSW/Developer and funded through either Key sites LEP provisions, or LIC.</p> <p>It is a local contributions item and should be funded through Council’s proposed s7.12 levy. Discussions with Council to date have confirmed their desire for contributions to be paid to upgrade existing facilities. The IDP should be updated to reflect this.</p>   |

|            |  |   |
|------------|--|---|
| <b>C10</b> | BWB SSP community facility opportunities | <p>The Social Infrastructure Assessment (PPPS) discusses contributions towards an expansion of existing community facilities, and it is our understanding that this is also Council's preference.</p> <p>While INSW is investigating options for a range of community services and facilities on the BWB SSP site, the IDP should be clear about what community facilities it is referring to (i.e. the identified need), to avoid confusion.</p> |
| <b>G1</b>  | Multi-utility hubs                       | <p>It is suggested that multi-utility hubs would be better addressed through generic requirements for precinct-scale management of utilities and services.</p> <p>INSW are investigating the feasibility of precinct-scale management of utilities within the BWB SSP Precinct and this will be addressed as part of our Response to Submissions Report for the SSP Study.</p>  |

### 3.2 Funding Mechanisms

The IDP is silent on those items which may be funded through a future Regional Infrastructure Contribution (RIC) (refer Section 6). The IDP should be updated to reflect which infrastructure may be appropriate to be funded through a RIC. For example, the foreshore promenade (including the seawall) would be appropriately funded through a future RIC.

The IDP could also consider including Project Delivery Agreements (associated with the sale of Government owned land) as a critical mechanism for delivery of infrastructure.

## 4 Technical Studies - Wind

Given the variation in wind condition across the peninsula and the attributes of waterfront sites, a seasonal wind approach would be supported. This would enable a more nuanced consideration of wind impacts at certain waterfront locations.

The Wind Assessment recommends considering development height limits, or relative building heights, as a potential way to address wind impacts. Instead of creating development height limits for specific areas, it would be more useful to prescribe wind speed conditions that should be met for different uses and areas of interest. A quantitative assessment would demonstrate that the proposed buildings either meet the target wind comfort and safety criteria or not make existing conditions worse.

## 5 Summary

A summary of the key issues raised in this submission are provided below. We would welcome the opportunity to discuss these further with DPE and work together on a resolution.

- Provide a detailed glossary of terms used in the master plans (including rationale for inclusion and desired outcomes for each)
- Ensure BWB sub-precinct master plan reflects the significant design work undertaken as part of the SSP process.
- Update the IDP to reflect our comments.
- Address the comments on the Wind Assessment.

---

# Appendix A Sea wall engineering advice



Infrastructure NSW  
Level 27, 201 Kent St  
Sydney  
NSW, 2000

**Your Reference**  
Email 25<sup>th</sup> March 2022

**Our Contact**  
Daniel Fettell  
[Daniel.fettell@mottmac.com](mailto:Daniel.fettell@mottmac.com)  
0433 326 543

Mott MacDonald  
383 Kent Street  
Sydney, NSW 2000  
Australia

T +61 (0)8 8090 4040  
mottmac.com

## **Blackwattle Bay – Sea Level Rise Protection**

30 March 2021

Dear Belinda,

This advice summarises the current proposed sea level rise protection of the Blackwattle Bay Precinct, which includes works to raise the existing seawall.

It demonstrates that the main driver for the raising of the seawall is to enable the construction of the foreshore promenade at a level to accommodate sea level rise. This is proposed to provide public domain and open space benefits.

Should the promenade and its associated public domain benefits not be designed into the scheme, then there are several equally viable sea level rise protection strategies that could be employed for the development of the precinct. Any increases to the seawall level are therefore directly related to the delivery of the foreshore promenade.

### **1. Current Proposed Strategy**

The current sea level rise protection strategy is outlined in the *Water, Riparian Land, Flooding and Stormwater Study, Blackwattle Bay State Significant Precinct (Cardno, 2021)* and the *Climate Change Adaptation Report, Blackwattle Bay State Significant Precinct (AECOM, 20221)*.

As a part of that study increases in sea levels of 0.4m and 0.9m were modelled for the 1% AEP design storm events, representing 2050 and 2100 climatic conditions in accordance with the NSW Sea Level Rise Policy Statement (NSW Government, 2009), this results in sea levels of 1.78m AHD and 2.28m AHD respectively.

The Cardno Flooding and Stormwater study showed that the impacts of sea level rise on flood levels within Study Area were generally limited due to the proposed terrain levels being higher than both the 0.4m and 0.9m sea level rise levels (1.78 m AHD and 2.28 m AHD respectively). The western corner of the site was an exception with proposed terrain levels lower than the raised sea level however this was to be addressed with in design and with appropriate uses (eg; open space / boating related uses / launch area).

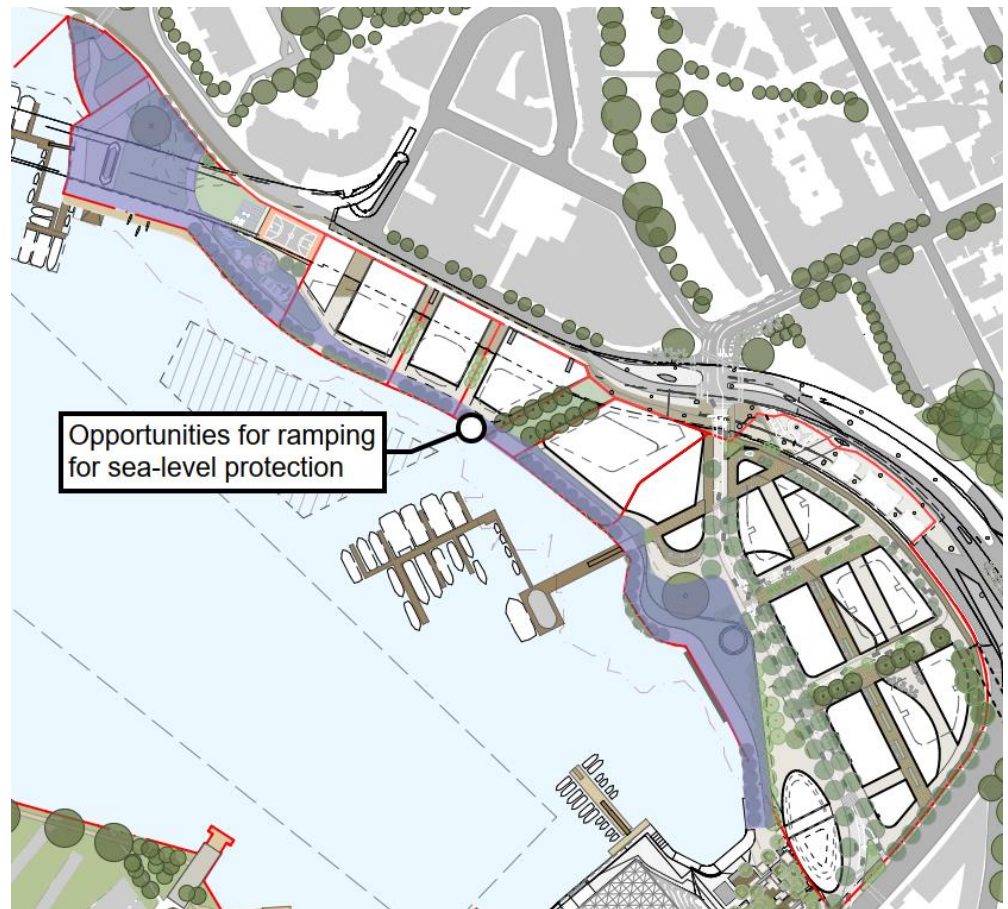
The proposed levels within this report were based on the construction of a foreshore promenade at a level higher (~2.5m AHD) than the existing seawall. This raised promenade would serve a dual use as both flood protection and open space to promote pedestrian use of the foreshore.

## 2. Alternative Strategies

While the current strategy makes use of the foreshore promenade for sea-level rise protection, the levels have primarily been selected to enable the construction of the promenade.

For the broader development, there are several different flood strategies that could be employed if the promenade was not to be constructed. These include maintaining the existing seawall levels and ramping up from these points towards the internal road network and building façades, as shown in Figure 1.

There is currently a significant amount of proposed open space between the existing seawalls, the proposed buildings and road network that could allow for this ramping to occur along with ample opportunity for the new buildings to be set at a level accounting for sea level rise without increases to the existing seawall height.



**Figure 1 - Opportunities for Alternative Sea-level Protection**

### 3. Conclusion

The main driver for the raising of the seawall is to enable the construction of the foreshore promenade at a level to accommodate sea level rise. This is proposed to provide public domain and open space benefits and any increases to the seawall level are therefore directly related to the delivery of the foreshore promenade.

In the absence of the promenade and associated seawall raising, there are several equally viable sea level rise protection strategies that could be employed for the development of the precinct.

If you require any further information on this, please don't hesitate to contact me on the details below.

Yours sincerely,  
For and on behalf of  
**Mott MacDonald Australia Pty Ltd**



Daniel Fettell  
Civil Practice Leader  
+61 433 326 543  
[Daniel.fettell@mottmac.com](mailto:Daniel.fettell@mottmac.com)