

Blackwattle Bay
State Significant Precinct

Attachment 11:

Revitalising Blackwattle Bay Community and Stakeholder Engagement: Outcomes Report

June 2021





Revitalising Blackwattle Bay

Community and Stakeholder Engagement: Outcomes Report

Client: Infrastructure NSW

Date: 27 August 2020

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Date	27 August 2020
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Version	Final
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APPENDICES

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1 Executive summary

Revitalisation of Blackwattle Bay involved non-statutory consultation conducted in the period May to June 2020. This report documents key elements of the consultation process undertaken by Infrastructure NSW with the assistance of independent engagement specialist Elton Consulting.

The primary objective of the engagement program was to provide members of the community and other stakeholders with an opportunity to participate in planning for this important part of Sydney. More specifically, a robust process of communications and engagement was used to provide people with an interest in the Blackwattle Bay precinct with information about three proposed scenarios and an opportunity to have their say. Participants were not asked to select one of the three scenarios. Rather, feedback was sought on the elements of all three – in order to inform the development of a final precinct plan. The scenarios were tested through a community survey and a series of online walkthrough sessions presented by the INSW project team and participating members of the community and stakeholders. Feedback was also invited through submissions. Further to these activities, feedback was sought from 1,000 Sydneysiders through a targeted online panel survey.

Participation

An overview of participation in the engagement program is shown in the table below.

Table 1 - Overview of participation in the engagement program

Activity	Participants	Demographic characteristics
Community survey – opt in survey available on the Blackwattle Bay webpage open to all members of the community	272	» Range of ages » Many residents of local area » Some existing knowledge of the project
Webinars – five webinars promoted through the Blackwattle Bay webpage and open to all members of the community by registration	137	» Mix of residents, businesses and other interested parties » Some existing knowledge of the project
Submissions – feedback received by INSW including emails, form letters, modified form letters and unique submissions	599	» Mix of residents, major landowners, businesses and other organisations » Many residents of local area » Generally strong existing knowledge of the project
Panel survey – targeted survey conducted with an online panel	1,000	» Range of ages » Residents of Greater Sydney from all five districts » Range of household types » Generally strong familiarity with the site

Feedback

The key themes raised in feedback by people who participated in the consultation process were:

- » In general, **people were supportive of renewing the Blackwattle Bay precinct**. In particular, people supported elements of the scenarios including: the provision of open space in the precinct, including continuing the waterfront promenade between Pyrmont and Glebe; the opportunity to provide sustainable growth close to the Sydney CBD; and the concept of providing a mix of land uses including housing, retail, hospitality and office space to activate the area day and night.
- » However, there were elements of the proposed scenarios that people did not support. These mainly related to built form and the potential for increased traffic in an already congested area. Feedback identified issues including the importance of active and public transport, the size and amenity of open space areas, and the opportunity to provide increased social and affordable housing as part of the renewal process.
- » **Building height** was the most commonly raised issue and was discussed in the majority of submissions. People expressed the view that sustainable growth needs to be balanced with the local context of the Pyrmont Peninsula and surrounding areas which is characterised by medium density built form. Feedback highlighted the iconic nature of the Anzac Bridge and Sydney harbour and the importance of maintaining sight lines to these. Buildings over 35 storeys were not generally regarded as being appropriate for a harbour side location. The nearby Jackson's Landing development was referred to in several submissions as a good local example of urban renewal that respects the industrial heritage and architectural scale of Pyrmont without overshadowing the surrounding area.
- » **Transport and traffic congestion** were two key issues raised. Feedback commonly focused on the importance of multiple **public transport** modes, including a Pyrmont metro station and ferry service, to help resolve – rather than exacerbate – existing congestion issues. **Active transport** (walking and cycling) was viewed as important to support and enhance health and wellbeing outcomes and reduce vehicle congestion.
- » **Social and affordable housing** was discussed as an important element of the renewal, with targets higher than five to ten percent suggested for the precinct.
- » The opportunity to celebrate **Aboriginal culture and heritage** proposed within all three scenarios received positive feedback. Further suggestions included using local Aboriginal place names, providing a dedicated First Nations museum and providing dedicated housing for Aboriginal Peoples as part of the renewal.

Analysis of feedback by stakeholder group demonstrates that:

- » Community members, including residents, community groups and businesses, suggested buildings with lower heights to integrate better with the existing built form of Pyrmont and Glebe and encourage solar access; giving priority to public transport, including ferry, metro and light rail; including affordable housing; and prioritising open space and the waterfront promenade.
- » On water clubs expressed concern for the safety risks posed by an increased number of motorised vessels and recommended incorporating kayak access and storage facilities into the design.
- » Landowners within the study area were positive towards the redevelopment. However, they suggested changes to the proposals including increased FSR and building heights.

Next steps

This report has been prepared for Infrastructure NSW and will be submitted to the Department of Planning, Industry and Environment as part of the State Significant Precinct Study for the rezoning of Blackwattle Bay.

2 Engagement process and participation

2.1 Background

The NSW Government is in the process of planning for the revitalisation of the Blackwattle Bay precinct. The Blackwattle Bay area is rich with cultural and historical significance and is frequented by a variety of tourists, workers and residents each day. The new Sydney Fish Market will become the heart of the Blackwattle Bay precinct, with construction due to commence in late 2020 and the new Fish Market to open in late 2024. Determination of the State Significant Precinct Proposal is anticipated for late 2020 with renewal of the existing Fish Market site to commence following relocation of the markets to its new space from 2025-26. The Precinct Planning Area is shown in Figure 1 below.

Figure 1 Blackwattle Bay Precinct Planning Area



The community has been engaged in planning for the Blackwattle Bay precinct since 2013. Community feedback has been used to refine principles for the precinct and to inform development of the precinct plan scenarios for Blackwattle Bay. The three scenarios have been open for public comment and the feedback will be used to assist in preparing the final precinct plan.

Elton Consulting was commissioned to conduct a series of engagement activities to support community and stakeholder engagement on the three scenarios for the Blackwattle Bay precinct through May - June 2020. This report summarises feedback provided by people who participated in the engagement program. Further engagement was undertaken by the Infrastructure NSW team and is reported separately.

2.2 Project information

The Infrastructure NSW Blackwattle Bay webpage was visited 12,022 times during the engagement period. People commonly accessed the webpage via Google Ads, through a direct link or other source, or electronic direct mail (EDM). The webpage provided information about the project including a detailed 'Revitalising Blackwattle Bay' information brochure which outlines the three proposed scenarios. It was used to promote participation in the online walkthrough sessions and online community survey. Submissions were also invited through the project webpage.

2.3 Online walkthrough sessions

The online walkthrough sessions attracted strong interest from a wide range of stakeholders. Webinar participants included a mix of people who had been involved in earlier stages of consultation for Blackwattle Bay and or the Bays Precinct more broadly (39), as well as those who reported having no prior involvement (49). Just under half of all participants had read the Blackwattle Bay information brochure available on the project website prior to participating (69). Participants included residents who live near the Blackwattle Bay Precinct, as well as representatives of community groups, local and state government and business. Participation in the webinars is shown in the table below.

Table 2 - Webinar participation

Webinar	Date	No. of registrants	No. participants
1	Tuesday 19 May, 1:00-2:00pm	43	29
2	Tuesday 26 May, 4:00-5:00pm	70	37
3	Tuesday 2 June, 6:00-7:00pm	42	23
4	Wednesday 3 June, 1:30-2:30pm	30	25
5	Wednesday 3 June, 3:00-4:00pm	22	23
Total		207	137

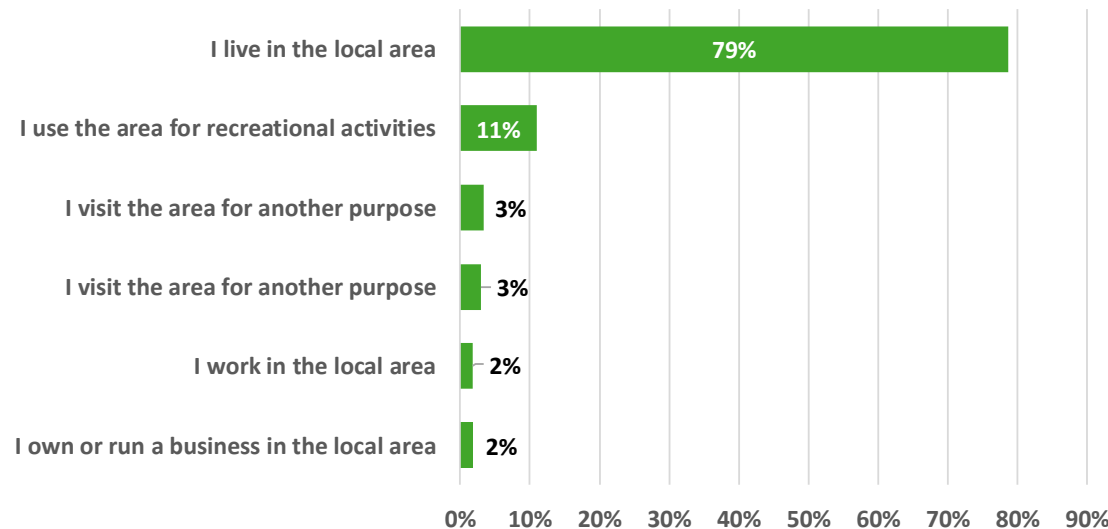
The webinars were conducted using videoconference platform Zoom. Each webinar commenced with a presentation of the three scenarios for Blackwattle Bay by the project director from Infrastructure NSW and urban designer from FJMT. Participants were invited to submit questions on registering ahead of the webinar and using the Q&A function during the session. Discussion was supported by the facilitator from Elton Consulting. Most questions received a verbal response as part of the sessions and others received a written response.

During the webinars, participants raised questions and comments about land uses, built form, traffic and transport, pedestrian and cycle access, the planning and development process, recreation and working harbour, community and culture, and the public domain and open space.

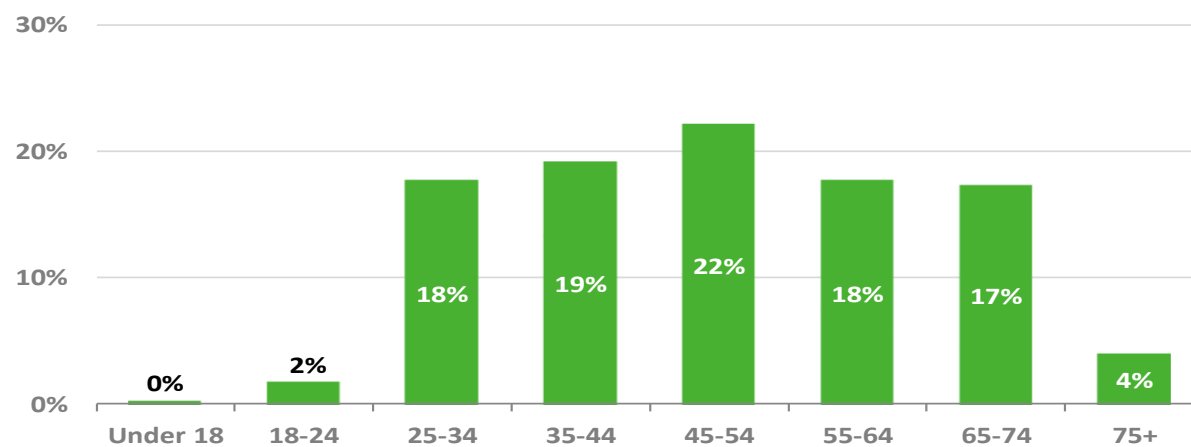
2.4 Online community survey

An online community survey was available on the Infrastructure NSW Blackwattle Bay webpage. A total of 272 members of the community participated in the survey. The survey was designed to obtain community and stakeholder feedback on the three scenarios to support development of a preferred scenario for the Blackwattle Bay precinct.

Interest, age and cultural diversity



Close to 80% of all survey participants were residents of the local area. Another 11% used the area for recreational purposes. Further to this, over one in four survey respondents (26%) had participated in an earlier phase of planning for the Bays / Blackwattle Bay area. Another 58% had not and 16% were unsure.

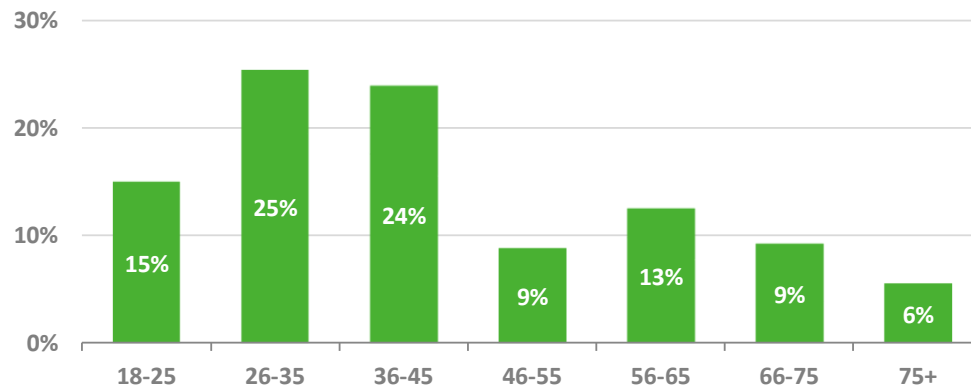


Survey participants were from a range of age groups, with one in five (20%) participants aged under 35 years. More than one in ten participants (13%) spoke a language other than English at home.

2.5 Online panel survey

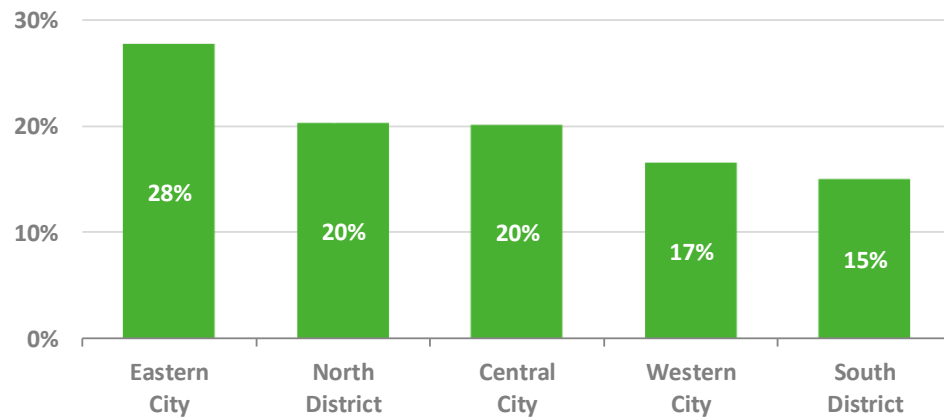
An online panel survey was conducted with 1,000 Sydneysiders to obtain their feedback on the three scenarios for Blackwattle Bay. The panel survey was designed to build on the other engagement activities to reach men and women of all ages, including people who speak a language other than English at home, from across the City's five districts.

Age, gender and cultural diversity



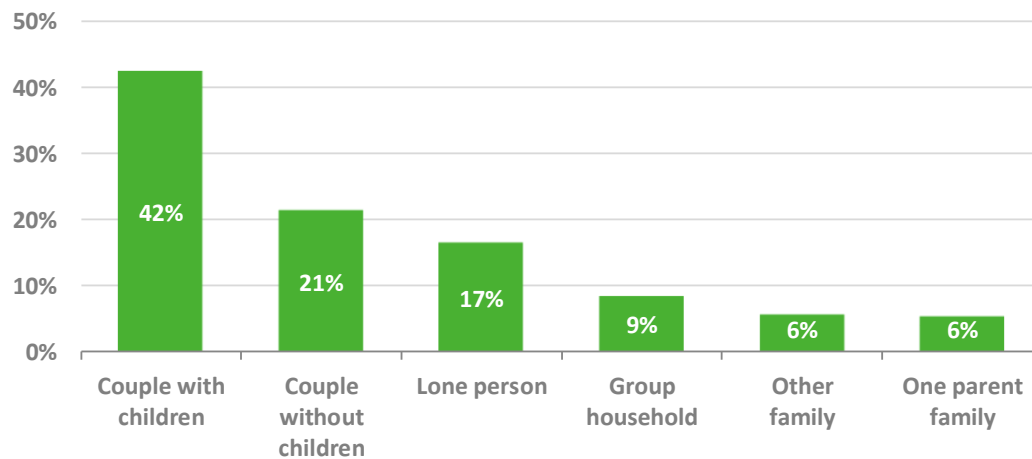
The survey achieved a strong response by Sydneysiders across age groups, with four in ten (40%) participants aged 18-35 years. Participants were skewed slightly toward women, with 53% female and 47% male respondents. More than a quarter of participants spoke a language other than English at home.

Location



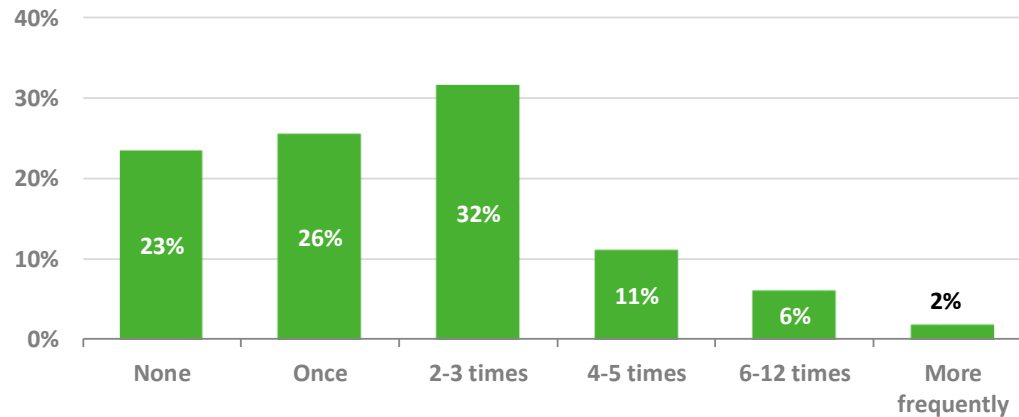
Participants lived in a wide range of suburbs across Greater Sydney's five districts, with a larger sample from the Eastern District where the site is located.

Household type



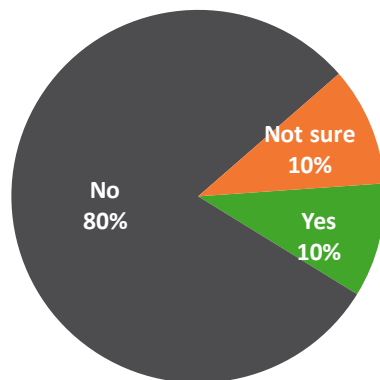
Survey participants reflected a variety of household types. Just over one in four participants lived in a couple household with children. Another one in five were couples without children and 17% were lone persons.

Visitation to the Sydney Fish Markets in Pyrmont: How often have you visited the Sydney Fish Markets in the last 12 months?



Overall survey participants had a high level of familiarity with the precinct. More than three quarters of survey participants (77%) had visited the Sydney Fish Markets within the last 12 months, while 23% had not. More than half had visited on multiple occasions in the last 12 months.

Prior participation in the planning process: Did you participate in an earlier phase of planning for the Bays/Blackwattle Bay area?



One in ten participants reported that they had been involved in an earlier phase of planning for the Blackwattle Bay precinct, while 80% had not. Another 10% were unsure.

2.6 Submissions

Participants were encouraged to read the Blackwattle Bay information brochure and to provide feedback by making a submission to Infrastructure NSW. A wide variety of submissions were received during the consultation process including short email submissions and detailed written submissions. All submissions were received via email, including some with attachments, and a substantial number of form letters. The key themes raised in the form letter were concerns regarding built form, including comments on density and building height, traffic and transport, public and open space, including open space quality and access to the foreshore.

Other submissions addressed similar concerns as well as commenting on public and active transport, work and recreational uses for the harbour and specific feedback on each scenario.

The number and type of submissions received is shown in the table below.

Table 3 - Number and type of submissions

Submission type	No. of submissions
Form letter submissions	410
Form letter submissions – modified with additions/edits	36
Unique submissions – such as emails and attachments	153
Total	599

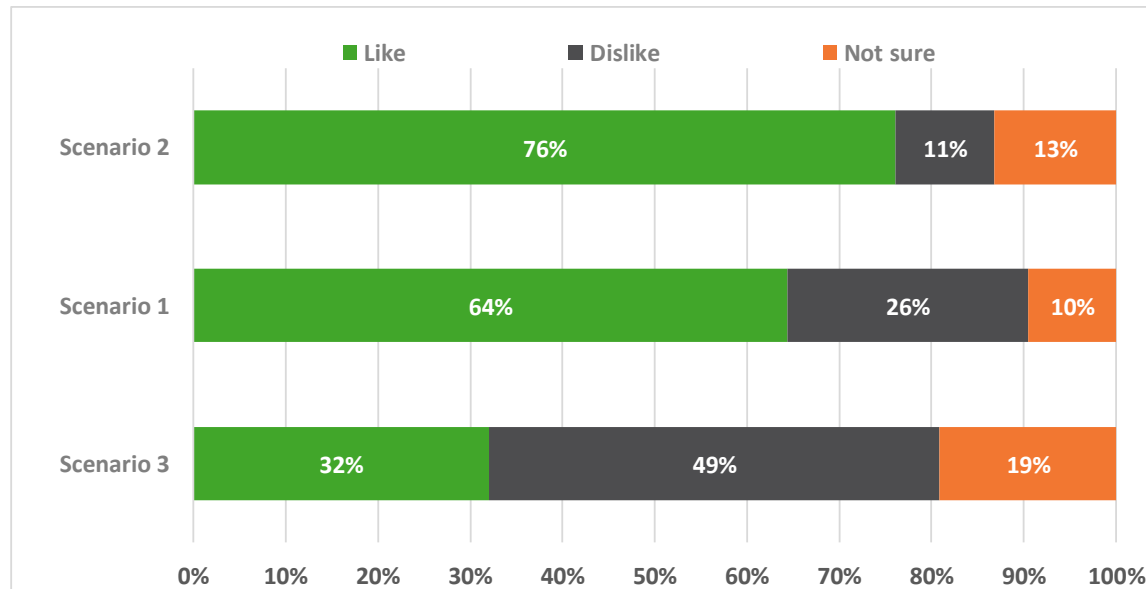
3 What we heard

The findings of the various consultation activities – including feedback on the three precinct plan scenarios for Blackwattle Bay – are discussed in this section of the report.

3.1 Community survey

Focus areas / themes

Which of the focus areas do you like/dislike? Please tell us more about your responses.



Three quarters of participants who took part in the online community survey (76%) liked the Scenario 2 focus area 'Green and Blue Grid' with 'Natural Systems' and 'Sandstone'. Another 11% disliked this focus area and 13% were unsure. Two thirds of participants (64%) liked the Scenario 1 focus area 'Historic Layers and Urban Structure' with 'Waterfront Interface' and 'Timber'. Just over a quarter of survey participants disliked this focus area and 10% were unsure. By comparison, only just under a third of participants (32%) liked the Scenario 3 focus area 'City and Bay Intersection' comprising 'Innovation Corridor' with 'Brick'. Almost half of all respondents disliked this focus area and 19% were unsure.

Respondents who liked the focus of Scenario 2 on 'Green and Blue Grid' had a preference for: the softer, more 'natural' landscape design, and felt it was in keeping with the existing structures and landscape; the graduated height of the podium shapes (however, some expressed a preference for podiums to be lower in height); and the emphasis on songlines and connections with historical and natural land and water usage. Promoting active transport and pedestrian access

while limiting vehicle access was also an attractive feature of Scenario 2. Those who liked the focus of Scenario 1 commented favourably on the use of Indigenous themes; the use of natural materials, such as timber and sandstone; and the sense of openness.

Those who liked the focus of Scenario 3 commented positively on the innovation corridor potential of the precinct and warehouse design.

Indicative comments are shown below.

Respondents who liked Scenario 2 focus area 'Green and Blue Grid' with 'Natural Systems' and 'Sandstone':

“Scenario 2 is the best design, as it creates a **large park** that can be a good space for people to picnic, meet and interact. By adding **bars and restaurants and cafes** this would be a great addition to the fish market itself. It's important to be able to **walk around the whole foreshore.**”

“I like number 2 because it is **car-free** - but given you have 2 light rail connections and a West Metro coming on the other side of Glebe Island, there is no reason why this can't also be a public transport precinct - you just have to streamline the connections to these transit hubs, and you really should be striving to do that anyway.”

“Scenario 2 looks and feels more **organic**, with more **green space** and lots of **curves** in the construction. It will **blend in nicely with the wavy roof of the fish market.**”

“Sandstone is much more attractive than brick and **in keeping with other Pyrmont buildings.**”

“Prefer **combining waterfront walk with a larger, informal, landscaped park**, as in option 2.”

“The **natural contours and green areas** in this concept is far superior to the other two. The **pedestrian focussed** plan here is vital and should be vital in every scenario as bringing more cars and vehicles into this area should be heavily discouraged as the **congestion is already heavy** in local streets during any busy days. Every day will be like that with any scenario in the new development. Neither new residents, existing residents, business owners or visitors will get a satisfactory outcome if additional traffic is not actively discouraged by ensuring there is not additional parking, the provision of excellent public transport and of course good access for necessary road service transport for local businesses (eg all the seafood delivery pick-up delivery vehicles) and traffic that services visitors such as buses, taxis Ubers etc. This should be the only traffic allowed.”

“Like the **softer landscape and curves** around Blackwattle Bay. Also the curved commercial buildings and the **softer graduated height** of the podium shapes - would prefer podiums to be lower in height. Like the emphasis on **active transport** and no through car traffic. Like the **clustering of open green space** and its informality - seems more human and likely therefore to be more inviting. Like the **emphasis on songlines** and connections with historical and natural land and water usage.”

Respondents who liked the Scenario 1 focus area 'Historic Layers and Urban Structure' with 'Waterfront Interface' and 'Timber':

“Anything that ties in **Indigenous themes** are always positive.”

Respondents who liked the Scenario 3 focus area 'City and Bay Intersection' comprising 'Innovation Corridor' with 'Brick':

“I really like the **warehouse style** in Option 3, and think **timber and sandstone** should be incorporated in any design.”

“The **circulation** of Scenario 3 is less contorted.”

“I think the proposed siting and setbacks of scenario three, including commercial spaces, could drive a **new innovation corridor** that would complement the expansion of the western harbour. Noting, there obviously needs to be housing to ensure financial viability, but using the design concepts outlined in scenario three to deliver complimentary residential spaces would be a very encouraging outcome.”

“I prefer the **sandstone** look of Scenario 2 but prefer the **lesser number of apartments** in Scenario 3.”

Some respondents liked elements from all three scenarios. As one respondent commented:

“There are **elements in each that I like**:

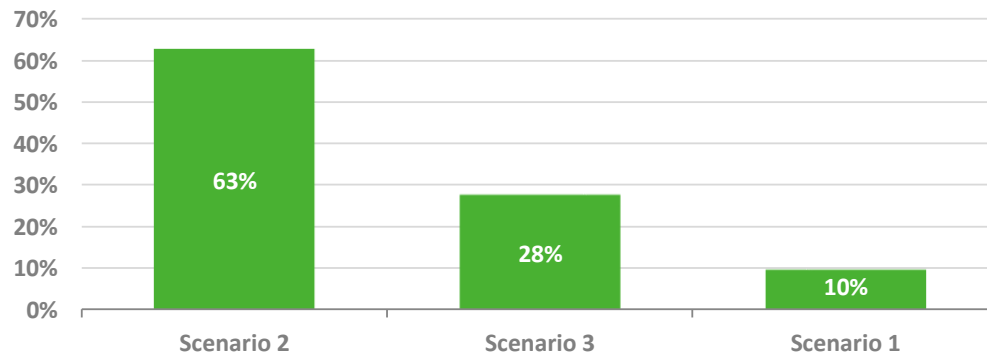
- 1) taller **buildings away from the foreshore**
- 2) **no overshadowing** of Glebe foreshore and Wentworth Park
- 3) buildings oriented to allow **more sunlight** to reach the waterfront promenade, public domain and open spaces
- 4) **minimal car/ bus access** through the space and kept to the margins.

What **I don't like** is:

- 1) the possibility of a 46 storey tower, for any purpose. Even if it is placed at a distance from the Anzac Bridge
- 2) Only 5-10% **social housing**. We have a crisis in social housing and the **figure should be 20-30%**
- 3) The majority of public open space is water. The majority of public will not access the water for leisure activities
- 4) The area designated in all 3 scenarios as Bank Street Park has new construction being undertaken, with lettering 'Blackwattle Bay Marina' on one of the buildings. How do these two things align?”

Land use mix

Which of the three proposed land use mixes would you most like to see at Blackwattle Bay and why?



In terms of land use mix, two thirds of community survey participants liked Scenario 2 'Balanced' most. Just over a quarter (28%) liked Scenario 3 'Jobs' most. While only 10% liked scenario 1 'Homes' most.

When asked to provide further information about their response, survey participants who liked the 'Balanced' land use mix proposed by Scenario 2 commented on a preference for **variety** in building **types and uses**. Terms such as 'balanced' and 'evenly distributed' were often used. Some respondents liked the lower density nature of this approach which they thought would provide enough **space** for visitors and residents. A mix of uses was also supported to create a **vibrant** precinct **during the day and at night**. Some respondents identified the 'Balanced' approach as the best of the options, however they used the open field to comment that they did not like any of the options.

Those who preferred Scenario 3 'Jobs' commented that it would attract a broader range of people to the area, particularly if **accessible and affordable office space** is provided at Blackwattle Bay. Others felt the area could accommodate business more readily than it could accommodate housing. Several respondents commented that the area is already congested and that high-rise towers would overshadow existing buildings in Pyrmont.

Those who liked Scenario 1 'Homes' commented that it was important to **accommodate Sydney's growing population close to the city**. Other comments included a preference to live **close to the CBD for employment**.

Indicative comments explaining a preference for each of the proposed land use mixes are included below.

Respondents who liked Scenario 2 land use mix 'Balanced':

"A community can be lifeless when there is too much of one type of land use. There is already a lot of residential in the area so to bring more workplaces to the mix means people don't have to travel too far to work, meaning less strain on transport and roads."

“The use of sandstone as the main construction material as **the area is well known for the historical supply of high-quality stone to Sydney**. The **flowing (stepped) design** of the high-rise away from the water's edge enhances greater community feel while allowing for the creation of jobs, housing and green space.”

“Because Pyrmont is a desert of **soulless apartment blocks** with zero amenity.”

“Because it is balanced and there is **only one tall (>40 storey) building**.”

“**Lower building height** levels around the existing fish markets site.”

“It's important for there to be **enough commercial/retail to support residents** living in the area. Space at ground level is more suited to this than residential.”

“As the name suggests- it is more balanced- don't want too many residences or too many businesses but do want the max open outdoor space.”

“I think the **minimal transport impact**, along with balance between commercial and residential will allow for a more "authentic" feel to the area, not overwhelm local space, infrastructure and resources. **The bay is beautiful now, because it does not feel overly dense** - it would be ideal to keep that.”

“Yes it seems that this balance allows for better public spaces and also a **vibrant** location during and after business hours. **Consistent with Pyrmont** now.”

Respondents who liked the Scenario 3 land use mix 'Jobs':

“Scenario 3 is more mixed use and adds **vibrancy during working hours**. The smaller residential and recreational uses will ensure that it is not dead at out of business hours as well. It contributes more to the economy and is a sustainable place to build commercial buildings as it is very **close to public transport**.”

“Pyrmont, Glebe, Balmain and all surrounding areas are primarily residential. This area should contain **primarily jobs**.”

“More jobs is better and this scenario still has almost as much housing as the balanced scenario. Any of these scenarios should include a **meaningful amount of affordable housing**.”

“Already a densely populated area where residents **need employment opportunities and more open space** and recreational areas.”

“Area **can handle more new businesses than it can new residents** I believe.”

“The promise is always more open space and access to previously inaccessible areas of the foreshore. The reality is always more faceless apartments that crowd out the working harbour. **Blackwattle Bay is the last hold out for any real harbour activity. Those working businesses should be supported** and encouraged.”

“The only reason I (Scenario 3) this is better is it gives more chance of **civic functions which are accessible to all** and possibly some work spaces especially if they are shared work hub type and provide **subsidised space for emerging tech**”

businesses. If the area is residential it is likely that, save for any small portion of subsidised 'affordable housing' most housing would be driven by the high land values and end up being affordable, and therefore accessible to, only a very small percentage of society. Sydney has a **unique foreshore** and it is important that people can have a focal city which they can come to from all over Sydney for a day trip."

Respondents who liked the Scenario 1 land use mix 'Homes':

"This area should continue to support a **predominantly residential** usage."

"Predominately residential areas allow for **activation at night time and on weekends**, whereas a predominately business area would be quiet and 'dead'."

"As a young person who will likely be working in the CBD and looking to buy property, a development like this would provide **more opportunity to buy closer to the CBD** for individuals of all ages."

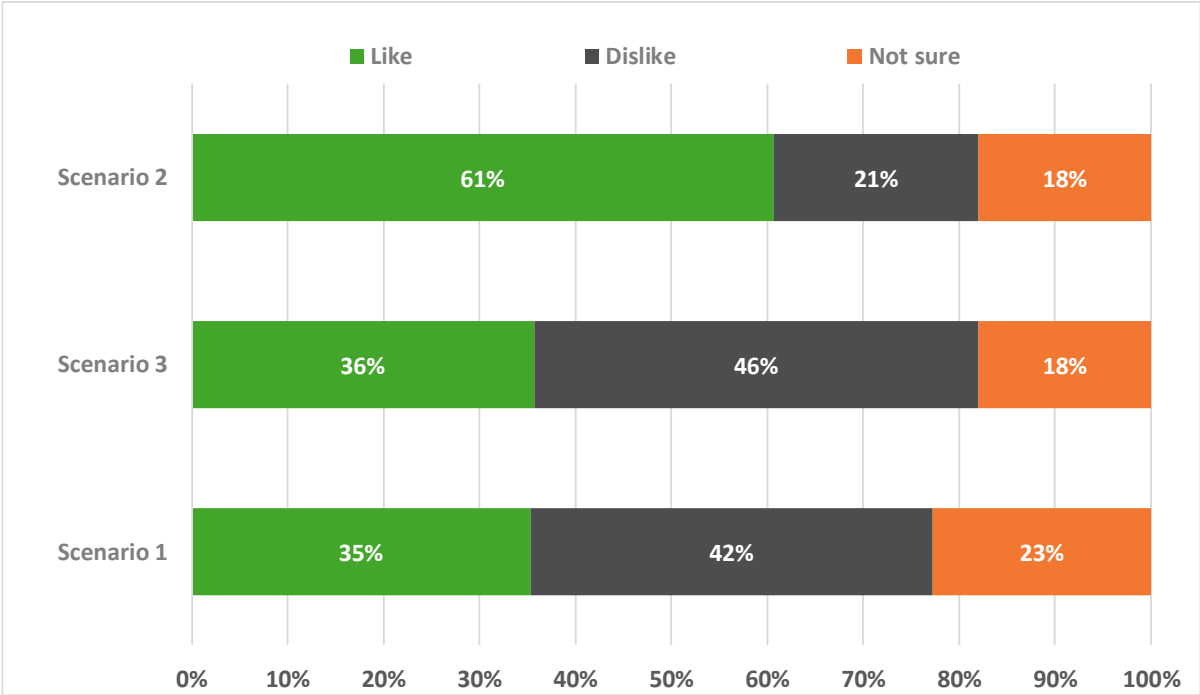
"There's **already vacant commercial property in Pyrmont** and that was before COVID. This should be a residential and shops for eating/supermarket in the fish markets. The offices should be at Rozelle near the power station and the metro."

"I would prefer more residential than business use to ensure that it is developed with a focus on the people who will live and work there. I would like to see **mixed types of residential buildings, not just huge towers** but medium and low-rise structures with gardens and grassed areas **so that this beautiful suburb can breathe easily alongside the water.**"

"Pyrmont is already majority residential and adding additional commercial space would **adversely affect the character** of the suburb."

Built form

Table 4 - Please let us know whether you like/dislike each scenario? Please tell us more about your responses.



Just under two thirds of participants (61%) liked the Scenario 2 built form ‘Mixed’. Another 21% disliked this focus area and 18% were unsure. More than a third of participants (36%) liked the Scenario 3 built form ‘Urban warehouse’. Just under half (46%) disliked this built form approach and 18% were unsure. Similarly, more than a third of participants (35%) liked the Scenario 1 focus area ‘Slender’. Four in ten (42%) disliked this built form approach and 23% were unsure.

Building height was a key concern among participants who expressed a desire for the renewal to reflect the built form character of the local area. The ‘mixed’ built form in Scenario 2 received a positive response for its reflection of the surrounding area and landscapes, assuming building heights would not be excessive. Feedback indicated desire to maintain solar access to public spaces, particularly around the harbour foreshore. While the ‘slender’ built form approach of Scenario 1 was supported for the additional light it would provide, many participants felt that tall, slender buildings would be overbearing, particularly around the harbour foreshore area. The ‘urban warehouse’ approach of Scenario 3 was supported for its lower scale and use of associated building materials. It was seen as an opportunity to build on the area’s heritage. Criticism of built form in this scenario centred around the potential for oppressive, outdated architecture.

Indicative comments are shown below.

Respondents who liked Scenario 2 built form 'Mixed':

“Scenario 2 is by far the most interesting and **harmonious** that could be built to compliment the local area. This will **inspire foreshore walk activity and connection**, given the lack of cars at street level. I also believe the buildings in this south-facing precinct should be built with light coloured materials that are lit up beautifully at night not just out of glass - perhaps they could even have **vertical gardens like the tower in Central Park, Chippendale**? I'd like to see less marinas in the Waterway, a **direct connection to Glebe Island using the old bridge for cyclists and pedestrians** and far more recreational waterfront interactions for tourists and residents alike.”

“**Sunlight needs to be preserved to the public spaces** (thousands of people walk through the area daily), and height needs to be located away from the waterfront.”

“Like more **continuous park area** and **no car access** in scenario 2. Intensely **dislike building heights and density** proposed as it is excessive, compared to the rest of Blackwattle Bay. Area is too small for such dense development.”

“Like the **organic and informal layout** of Scenario 2, such as **tall buildings being angled to ensure sunlight** and reduce shadowing. In favour of shading being provided to shield from heat and UV rays to encourage walking and outdoor activity. Want this to be achieved by **deliberate and planned planting**, not as a result of building overshadowing.”

“I think the residential towers are **too tall** and would **provide a wall between Glebe and Pyrmont**. I think the **height should be comparable to other developments** in the area, such as **Jackson's Landing**.”

Respondents who liked Scenario 3 built form 'Urban warehouse':

“Tall towers on the shore would create a deadzone and make the space **feel unwelcome**. It wouldn't encourage business and in time would become dated. A warehouse commerce friendly district would **encourage 24/7 trade**, help create success stories and build on community values.”

“In keeping with **original use and heritage**.”

“I oppose the old warehouse look and feel of scenario 3 but like the height restriction and **minimal towering over the foreshore** and area.”

“The **warehouse-style designs using brick resonate with the industrial history of the area** and also help create timeless architecture - the new Skittle Lane buildings are great examples and models to use. With regards to residential towers, they should use more organic and rounded shapes, rather than sharp angular buildings that obtrude into the skyline. I think the **use of all three materials mentioned in the different scenarios - wood, sandstone and brick - should be highly encouraged**.”

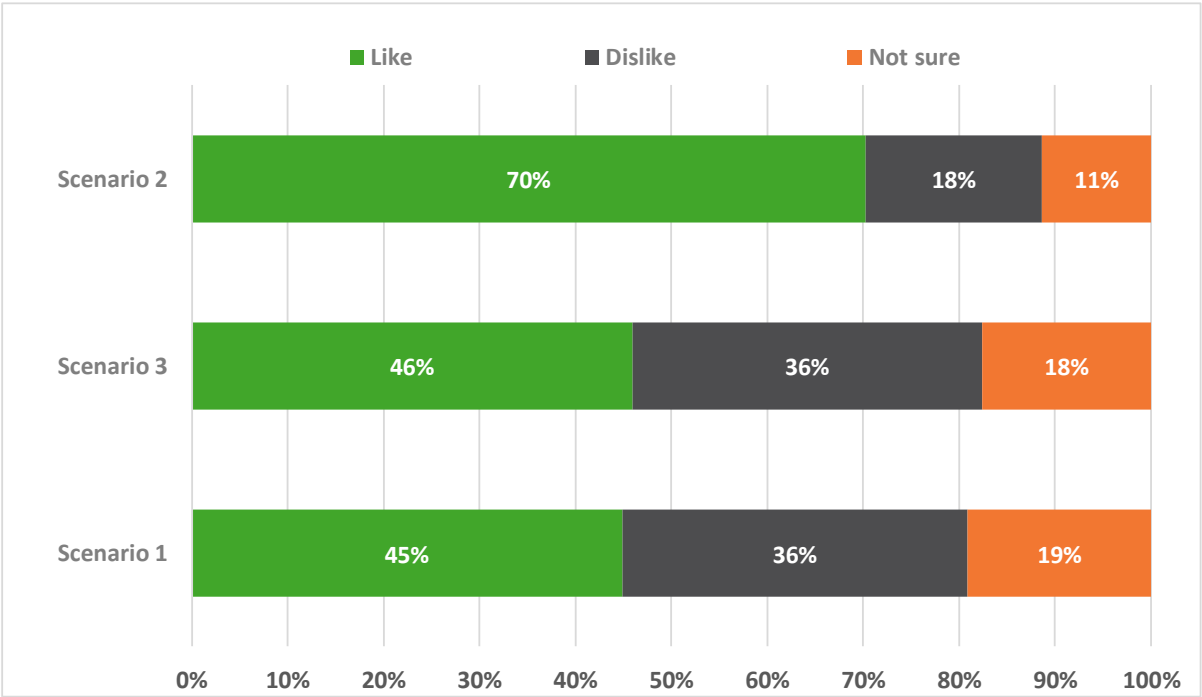
“I like the **lower podiums** than the narrow design of taller buildings.”

Respondents who liked Scenario 1 built form 'Slender':

“Scenario 1 wins due to the slim buildings being spaced apart (See Milsons Point for how to destroy a skyline by using every single metre of air space). However, you must avoid the wind tunnel effect found in Barangaroo due to the boring straight tall building driving wind down onto pedestrians. World class cities like New York go for slimmer taller buildings with plenty of setback - **the setback is the key**. Scenario 1 falls down by using too much public space between buildings... it's wasted there and unusable. It's also very important **to keep sight lines to the *cables* not just the podium of the Anzac Bridge** - Scenario 2 wins there. I also love the circular and stepped podiums from Scenario 2. I'd also love to see a 4-storey podium close to Wentworth park in the brick warehouse style. So **a mix of forms and materials** would be the best outcome in my opinion, **prioritising grouped open space, sight lines and a feeling of openness.**”

Through site mobility

Table 5 - Please let us know whether you like/dislike each scenario?



Almost three quarters of participants (70%) liked the Scenario 2 through site mobility approach 'Pedestrian Focus'. Another 18% disliked this approach and 11% were unsure. Just under half of all participants (46%) liked the Scenario 3 through site mobility approach 'Mixed Mode'. While more than a third (36%) disliked this approach and 18% were unsure. Similarly, just under half of all participants (45%) liked the Scenario 1 through site mobility approach 'Streets and Lanes'. Another 36% disliked this approach and 19% were unsure.

Responses were widely supportive of the precinct being a 'pedestrian focused' area – as in Scenario 2 – that is well connected to new and existing active and public transport routes. Many participants commented on existing traffic congestion and the opportunity to support community wellbeing and connections through prioritising pedestrians. Comments on the Scenario 3 'mixed mode' focus reinforced the importance of active transport and away from vehicles and congestion. Diverting non-essential traffic from the precinct was identified as an opportunity to enhance people's safety and enjoyment of the local area. Feedback on 'streets and lanes' as in Scenario 1 commented on the need to safely balance active and vehicle transport.

Feedback highlighted the need to consider the impacts of increasing vehicle access for visitors on existing and future residents. Concerns involved safety, noise and pollution. Some participants suggested that limiting access to pedestrian, public and active transport was impractical given the lack and limitations of existing infrastructure. Other feedback focused on the importance of improved public transport provision and additional services.

Why do you prefer this model? Please tell us more about your responses.

Indicative comments are shown below.

Respondents who liked Scenario 2 through site mobility approach 'Pedestrian Focus':

"I think adding more roads will take away from the public enjoyment of the space and will only add to congestion. In an area so close to the city, it is important to **encourage active transport** such as walking and cycling."

"In terms of **sustainability, air quality and our health and fitness** I'm a big supporter of reducing motorised transport wherever possible and to encourage people to walk, cycle, skateboard, etc... I understand we need public transport close by, but please no cars!"

"A **predominantly pedestrianised** precinct is encouraged subject to **appropriate public transport** also being provided."

"We need **more areas to walk and ride bikes away from cars** - it is healthier and less stressful."

"Again critical to the whole plan; **pedestrians must have priority**."

"Active precincts are where it's at. This will be a high density neighbourhood close to the city. Pyrmont has enough traffic, especially around Bank Street and Bridge Road, the idea you would then encourage any reliance on a new road or motor vehicles to this precinct is baffling. The place is lined by light rail stops, which connect it with regional jobs and other interesting places - access to this service should be streamlined so there is no traffic interruption for pedestrians wanting to use it. There is **no reason why light rail shouldn't become the connector to the Metro in White Bay** either - or separated cycling corridors, as these would be far more peaceful for the precinct as a whole than thundering buses. **Parking is wasteful and leads to congestion** - the only people who should have parking should be residents, and even then, they should be encouraged to buy into an **onsite car-pool fleet** which will reduce the number of long-term parking numbers required, which should also be placed underground. A **bicycle hub should be prominent with 24-hour surveillance, a cafe and free tune-ups** on offer. **It's time to change the way our Inner City moves**."

"Scenario 2 is best because it plans best for **pedestrianised areas, more green space and parks, and more cycle ways**. The problem with the current Fish Market is that the majority of people arrive by car and hence most of the site is

actually a car park. By **putting people at the heart of the design** it will foster stronger community interaction and be a place for people to hang out and meet friends. I'm concerned about scenario 3's grid option with more gridlock and noise."

"Build **carparks on the edges** for people to leave their cars and (except for deliveries, ambulances, trash pickup etc) have the whole area car free. Each street should have **bike lanes** (properly designed like in Copenhagen). A **train station** needs to be within walking distance."

"Need **Metro**. Need open pedestrian spaces. The world class Fish markets will become an instant attraction with carefully designed open spaces for pedestrian visitors having the space to walk around and visit. This will not happen with tall skyscrapers crammed together with no **wide boulevard** or sky available from street level and pedestrian friendly walkways."

"Strongly favour scenarios that do not include vehicles, which would undoubtedly impede use by pedestrians. The use of the whole of the old **Glebe Island Bridge for pedestrian and cycle access** will greatly increase access and connectivity. Both the councils involved strongly support this and it should be included in the planning of this precinct."

Respondents who liked Scenario 3 through site mobility approach 'Mixed Mode':

"**Pedestrian access** from Light Rail station to Fish Market appears more logical, though is still a long way. This aspect of the new Fish Market has not been addressed by planners."

"Only **active transport is desirable but not realistic**. Would need **Metro West Pyrmont station** to assist."

"Providing a car free area would greatly improve the amenity, as is being adopted across all major western cities around the world. **Priority of all roads should be pedestrians/cyclists**, with limited access for loading after hours / overnight. Public transport is good."

"Providing public transport access to the centre of the precinct is important. **Direct car access is not important** and should be subservient to public transport, cyclists and pedestrians."

"**Prioritise pedestrians** and access to public transport. There is very little reason why cars should need to come into this precinct."

"The first two scenarios are reasonable however, the third scenario is the best, as it seems to **put people and quality of life first**. **Water transport i.e. ferries could be used more**. On Demand ferry trial would have worked better if contacting it had worked properly. Most people gave up. More public transport, cycleways and pedestrian walkways definitely the way to go."

Respondents who liked Scenario 1 through site mobility approach 'Streets and Lanes':

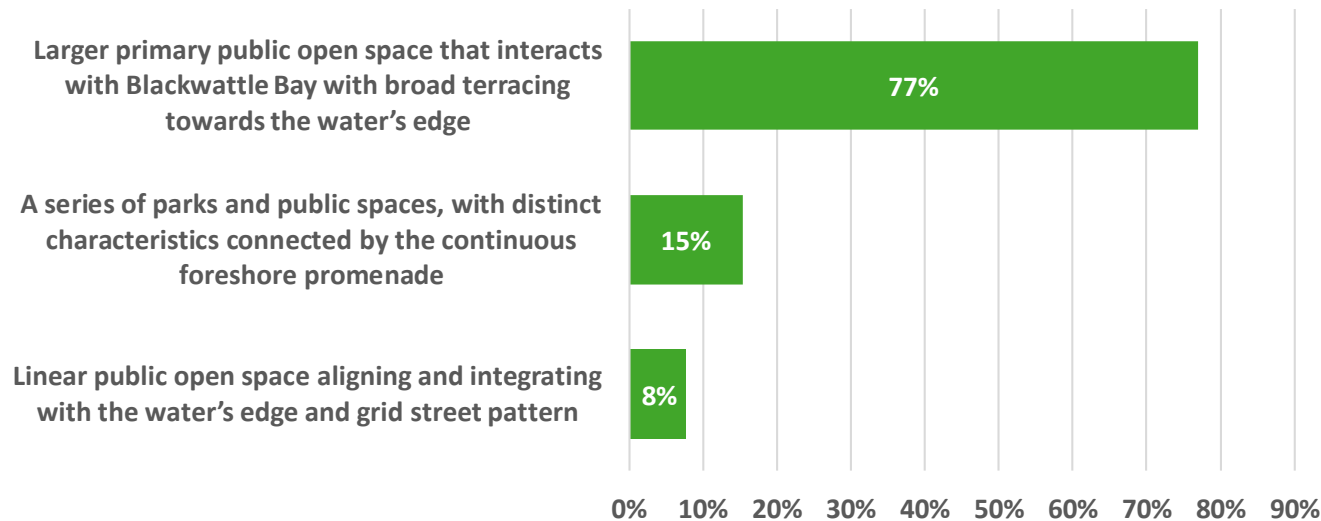
"This area would **need both foot and car traffic** for Sydneysiders to visit."

"Need some **car access**."

“Shareway is good, but it still **needs to move a significant volume of cars at a reasonable speed**. I prefer the direct Wattle Street - Miller Street connection because it will be more efficient. Provision of footpaths and cycleways is a given these days, surely.”

Public open space configurations

Of the three open space configurations, is there one you prefer and why?



In terms of the open space configurations, more than three quarters of participants (77%) liked Scenario 2 'Two larger naturalised open space destinations linked by waterfront promenade' most. Another 15% liked Scenario 1 'Variety of open space sizes linked by waterfront promenade' most. While only 8% liked Scenario 3 'Series of more formalised open space areas linked by waterfront promenade' most.

Indicative comments are shown below.

Respondents who liked Scenario 2 open space approach 'Two larger naturalised open space destinations linked by waterfront promenade':

“Larger space allows **more options of activities** by families and work groups. More **sunshine**.”

“It has larger parks. **Small parks are rarely used**.”

“Two larger spaces may encourage greater use and support increased capacity. Importantly, the design of buildings should be carefully considered to **avoid overshadowing** of public domain spaces.”

“Larger open spaces would allow for a **vibrant feeling** of freedom for the space. When a person walks through who has never seen the space they will want to feel openness and safety. Also connection to the history of how the bay once looked is very important.”

“**Greenery helps the soul.** Shops and cafes are good (aka option 3) but spending money is only an adjunct to friends and family. Option 1 seems to be trying to create suburbia next to the city.”

“I prefer the more **natural shape of the coast line**. It is more **organic and free flowing** with softer curves and form. It counters the more square lines of the city and melds with the lines of foreshore around Black Wattle Bay past the new Fish Markets.”

“Sport and recreation is vital for **community health and wellbeing**. It acts as a **social hub** and is allows for a healthy and active society.”

“The fact that it is open and will **link with the waterfront promenade**.”

“Scenario 2 is heavily favoured for its focus **on modern architecture integrated with restoration of the foreshore**.”

“A key focus of this project is connecting the bays precincts. **Continuous waterfront promenade** will replicate the experience of **Darling Harbour** which is the most popular weekend evening experience in Sydney. This area remains the key link to allow Sydney to be walked continuously from Bondi to Balmain and should be fostered to promote an active walking culture around the bays.”

“The more naturalised open space and water edge would be the best look for this area. It would seek to match the **Barangaroo** headland area that has sought to recreate the natural land edge.”

“This **continues the green ribbon around the waterfront from Glebe**. The larger spaces are better able to accommodate higher volumes of people and are **more flexible** for different types of recreation and cultural uses.”

“I think it makes greater use of the space - and **less likely to be overshadowed/wind tunnel affected**.”

“This option just makes the most sense. You can use strategic planting of **vegetation to create different aspects of the walk**, but you don't need to physically separate them.”

“**Less cluttered** and therefore more usable and relaxing - not so busy looking - also easier for Council maintenance so therefore always looking good. **Connectivity to Pyrmont, Glebe, Annandale foreshore** v important as ped/cycle way.”

“Enables the establishment of an area where pedestrians can **enjoy the water's edge and sunlight!**”

Respondents who liked Scenario 3 open space approach 'Series of more formalised open space areas linked by waterfront promenade':

“A is too bitsy, and B is too cutesy. C offers almost the **largest component of parks/gardens** anyway.”

“This scenario appears to have **more useable green spaces** that also contributes to the overall public domain.”

“Grid block pattern allows for **better flow of the thousands of people** that will be using the area.”

“Waterfront promenade and open space provides good straight **access to Fish Market from Light Rail.**”

Respondents who liked Scenario 1 open space approach ‘Variety of open space sizes linked by waterfront promenade’:

“There are **large open spaces nearby**, so smaller and more regular spaces would be appropriate.”

“This scenario **breaks out the open space** and provides more mobility between areas.”

“**Larger parks are just going to bring in more people** from outside the area and further destroy the local amenity of Pymont Point.”

“It feels **more "personal"**. You are not sharing a big park with lots of people. Better shelter options.”

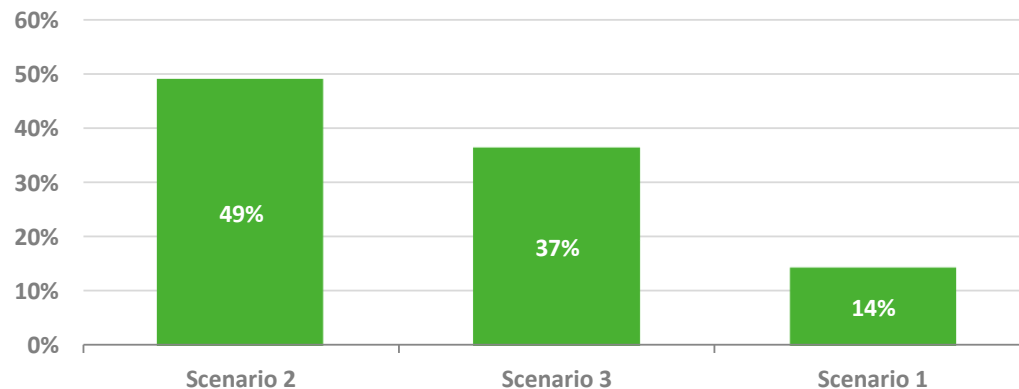
“I like the idea of green spaces all along the waterfront promenade. Each and every green space is valuable and reminds people of nature, birds, insects. **I’d like to see nesting boxes in trees, insect attracting plants and masses of native plants.**”

“I like the idea of **discrete parks each with its own character** as long as they're not overshadowed by high-rise and permanent shadows. No more playgrounds though. Gardens, exposed sandstone, fig trees, lawns, statues.”

“I like the idea of a **variety of different and interesting little parks**. I really like the **continuous harbour walks**. Please also consider linking it with other walks and runs such as the cliff top walk at Pymont.”

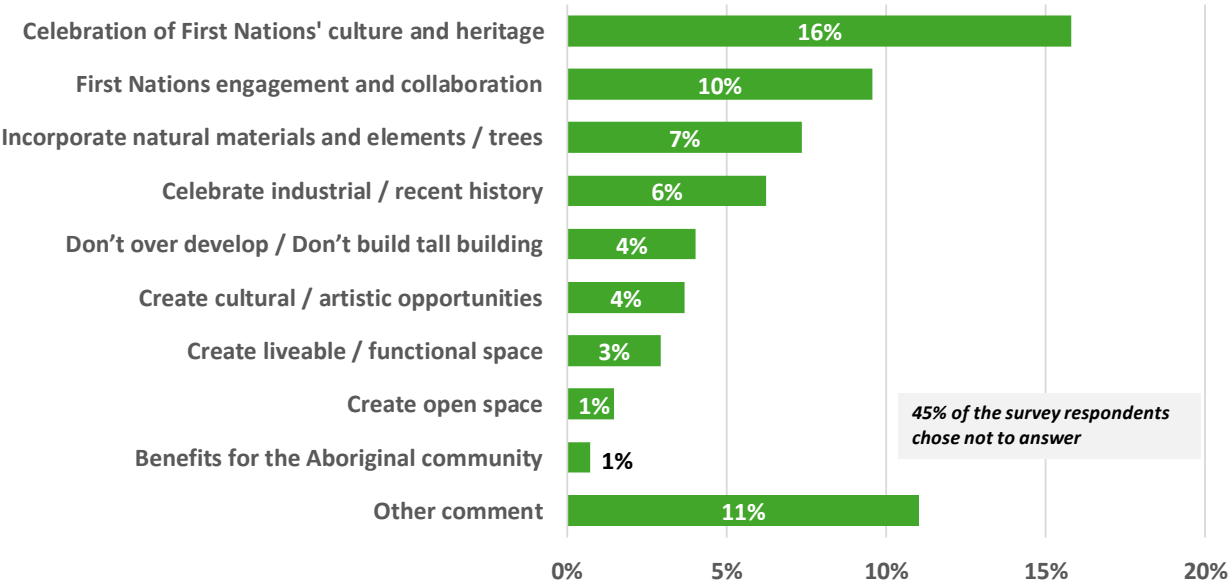
Culture and place

Which of these three different concepts relating to culture and place, would you prefer to see at Blackwattle Bay and why?



In terms of the culture and place concepts, just under half of all participants (49%) liked Scenario 2 'Songlines and sandstone' most. Another 37% liked Scenario 3 'Innovation and masonry' most. While only 14% liked Scenario 1 'Gathering circle and timber' most. Survey respondents were given a choice of three response options, as shown above. Further commentary from participants on this question is discussed below.

Are there any further considerations regarding Blackwattle Bay’s connection to culture and/or place?



Among participants who responded to this question the most commonly identified considerations for connection to culture and place were celebrating First Nations culture and heritage (16%); and First Nations engagement and collaboration (10%). Many responses suggested the best way to inform design considerations relating to connection to place and culture was to engage directly with Aboriginal community. Some did not feel it was appropriate for them to respond to this question as a non Indigenous person. Some respondents commented that tall buildings would minimise the cultural significance of the area. Others suggested incorporating a broad acknowledgement of the cultural history of the area that included both Indigenous heritage as well as immigrant history associated with the fish market. Several respondents commented that social and affordable housing dedicated to Aboriginal Peoples would help to ensure their ongoing presence in the area. Other suggestions focused on incorporating natural materials and landscapes, using only Australian building materials, tree planting, celebrating the industrial history of the area, avoiding over development and incorporating community and cultural elements.

Indicative comments and ideas are shown below.

“There is little representation of Australia's deeper history and people, for either visitors or tourists. For Sydney not to contain a foreshore Indigenous themed centre including things like flotilla or fishing canoes and original foreshore landscaping is just criminal, and a huge lost opportunity for everyone.

“Blackwattle tree.”

“Low building heights are essential to improve connection to culture and/or place.”

Re-establish the **visual connection** between Wentworth Park and Blackwattle Bay.”

“I look forward to seeing the most appropriate and meaningful Indigenous influence of the space **according to the opinion and decision of the Indigenous community.**”

“ Glebe Island...you can't ignore it!!”

“Aboriginal people must be given homes within the complex. The dance circle will only be an attraction to tourists from the fish markets.”

“It's important to have a **large open green space for people to meet and picnic.**”

“With less development on this site all three scenarios could be accommodated. I pressed scenario 2 to be able to progress. There is one important connection to place which has not been highlighted. This is the **history of the fish markets and the immigrant families** who made the fish markets happen.”

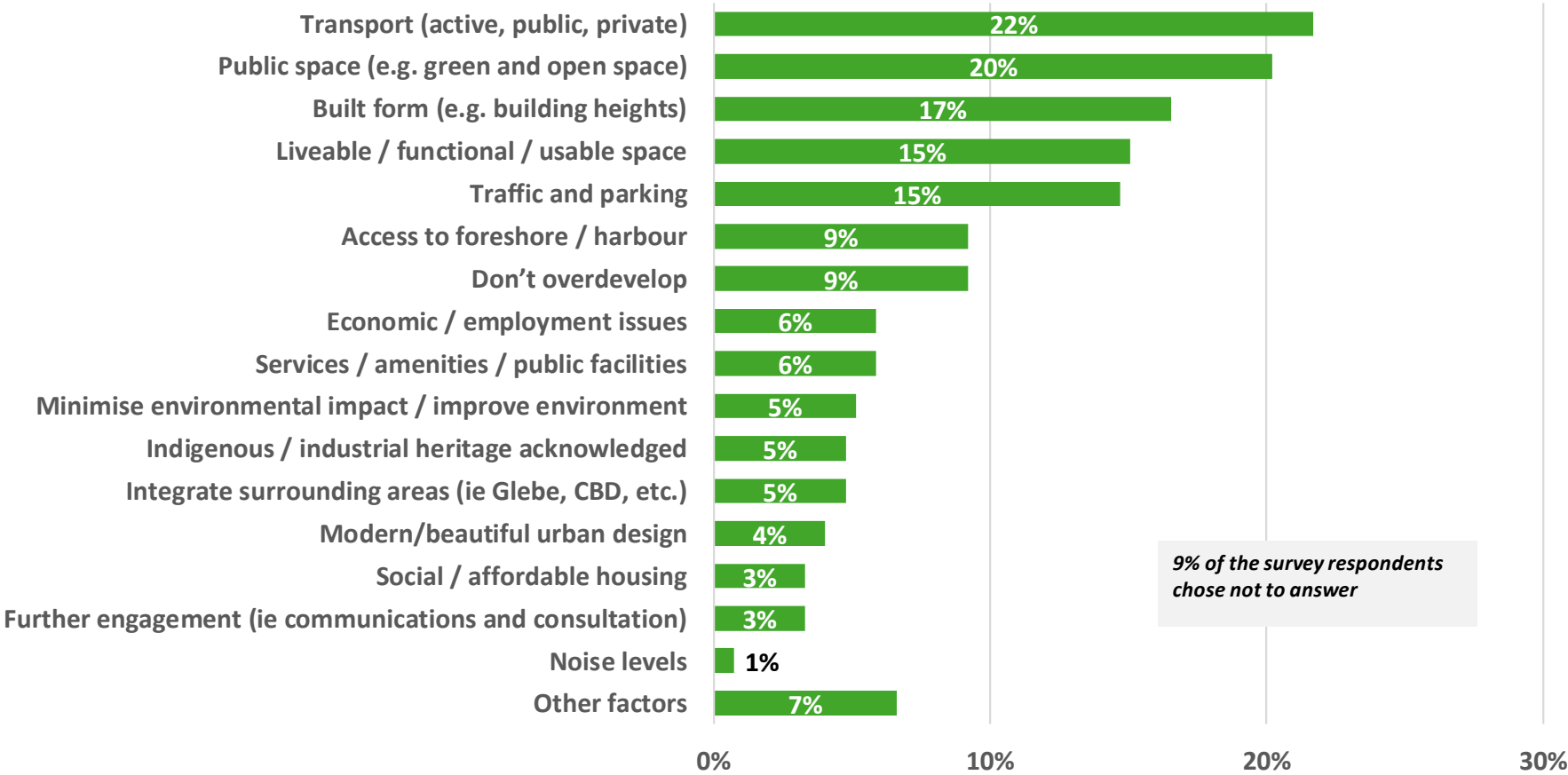
“None of these feel like meaningful engagement with the local Indigenous community. I would like to see **acknowledgement of frontier conflict** in the area.”

“Use of **local Aboriginal names** is important.”

“A place for gathering, performances and exhibitions could be **incorporated into the library and community centre spaces.**”

Further comments and other considerations

What are the most important factors you think need to be considered in preparing a final precinct plan for Blackwattle Bay?



Comments commonly focused on the importance of active travel and transport, public space including green and open space and ensuring built form is appropriate for the site in its context. Ensuring that the future precinct is a fit for purpose place for people, and effectively managing traffic and parking were also raised. Further factors raised in participant feedback are also shown above.

A key focus of responses was on the need for public open spaces for local community and visitors to gather and use for activities. Creating and extending active and public transport routes into the plans to support the pedestrianisation of the precinct was also a common theme. Limiting building heights and incorporating unique design into the built features was commonly raised in responses. Indicative comments and ideas are outlined below.

“Multi-use and liveability. Make it a place people spend time in and want to spend time in.”

“There needs to be lots of **green space and trees, pedestrian friendly, no cars and a cycle path.** A green space to **allow people to gather** is very important.”

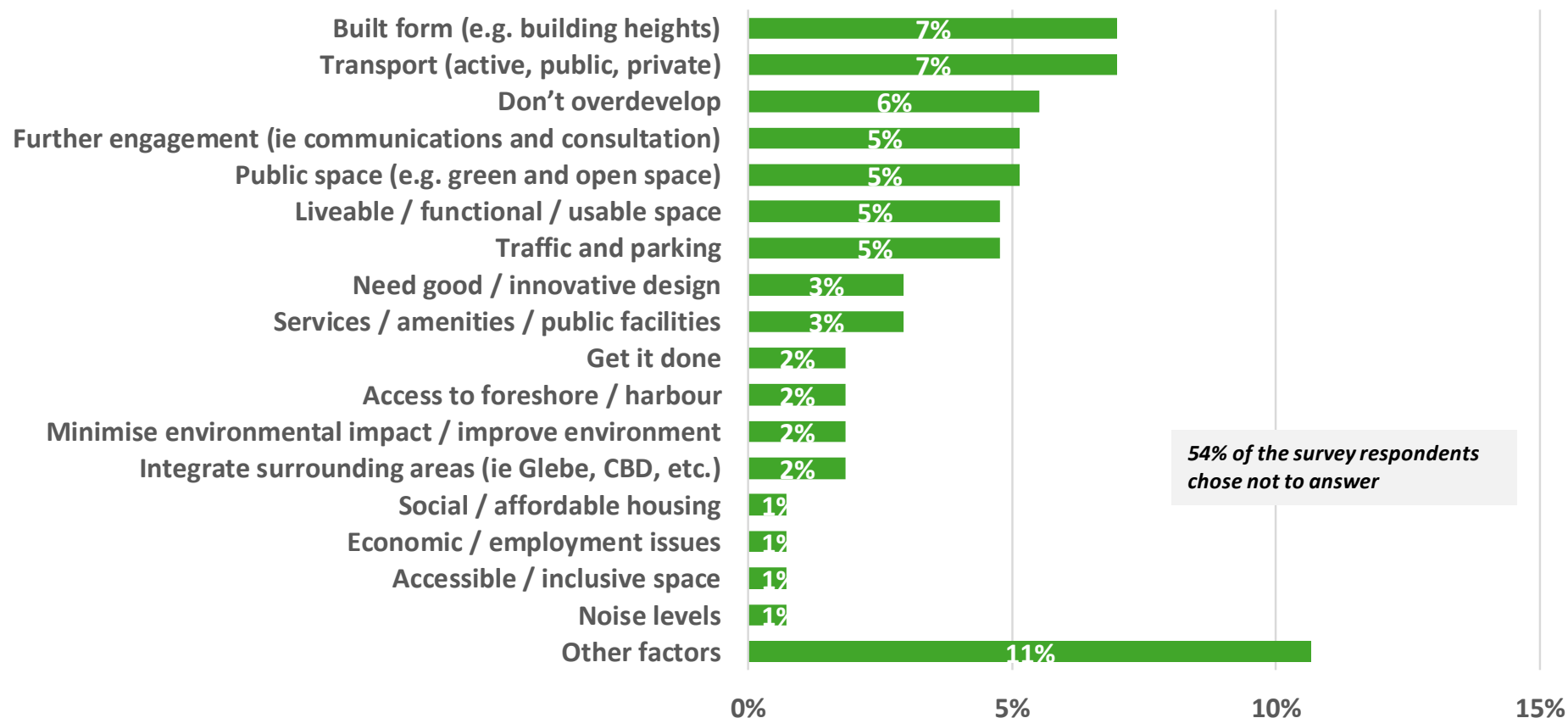
“The connection of the **Glebe Island Bridge** to enable walking and cycling from Rozelle and the local area. This feeds people continuously past the Bay and en route to work or home, **on foot or cycling. It makes this the natural intersection** from an active transport point of view away from traffic generally.”

“Access to the fish market, open space to exercise and be out doors without cars, a **link to the history of the area both indigenous and as a working part of the harbour.**”

“Be **original & daring**, make it a place that's talked about.”

“**Access, access, access.** Light rail/tram stop needs to be relocated. Existing Glebe and obviously fish market stops appear obsolete due to the distance to commute to actual Fish Market location.”

Please add any further comments



Further comments commonly focused on the importance of ensuring built form is appropriate for the site in its context and avoiding over development, providing opportunities for active travel and transport, further engagement, public space including green and open space, ensuring that the future precinct is a fit for purpose place for people, and effectively managing traffic and parking. Other factors raised in participant feedback are also shown above.

Responses provided further reinforcement to the opposition to high-rise buildings and the importance of open space and transport. Other comments focused on protecting the area's current character and community by limiting residential and commercial development. Similarly, ensuring a focus on amenity and liveability to support the existing community and encourage visitation to the area was a common suggestion.

Indicative comments and ideas are shown below.

“Careful consideration should be given to how the precinct will function as a multi-user area, supporting visitation, residents, transport connectivity and commercial operations on land and water.”

“A new fish market will be useless if it gets **crowded in** by large, ugly 45 storey towers.”

“Pymont and the Blackwattle Bay area have grown and changed exponentially since the development of the Jacksons landing precinct which has grown to a **healthy and thriving community**. We hope any future development will **maintain the community and living appeal of the area**.”

“Hard to understand what **infrastructure is being built to accommodate all the extra people** from the new residential and commercial buildings being proposed.”

“Please look to ensure that even the residential living is created with a lot of **natural light**.”

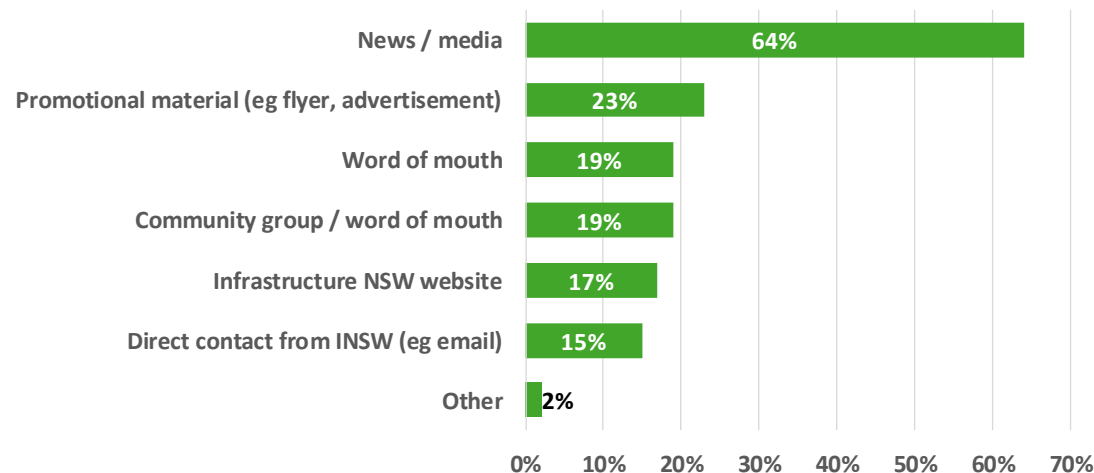
“A high proportion of new residential housing in the development should be **public housing**, but **integrated with private owned housing to create a mixed community**.”

“Focus on **community and culture** like the Opera House planning 60 years ago. Focus on residential and you'll get another Pymont, Commercial focus will yield another Barangaroo Casino. **Build this for the community** and the rewards will be there for all in the years to come.”

3.2 Panel survey

Awareness

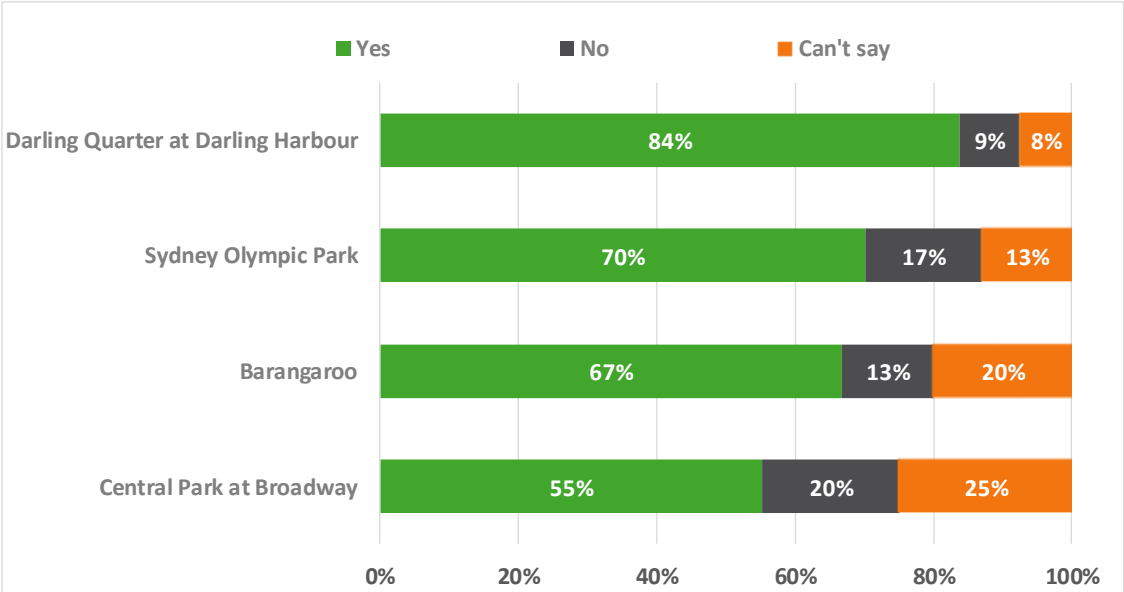
Four in ten online panel participants (39%) had heard about the urban renewal of Blackwattle Bay (or the Bays Market District, as it was previously known) prior to participating in the online panel survey. Another 49% had not and 12% were unsure. Participants had most commonly heard about the project through news / media (64%). Beyond this, promotional materials, word of mouth (through a personal contact or community group), the project website and direct email were also identified.



Crosstabulation of the data demonstrates that there were statistically significant differences in the survey results whereby people aged 36 years and over were more likely than those aged 18-35 years to have heard about the urban renewal of Blackwattle Bay (42% vs 33% had heard about it). Similarly, people who speak English only were more likely to have heard about the renewal process than those who speak a language other than English at home (42% vs 28%). Residents of the Eastern City were also more likely than those from wider Sydney to have heard about the renewal (50% vs 34%).

Perspectives on other precincts

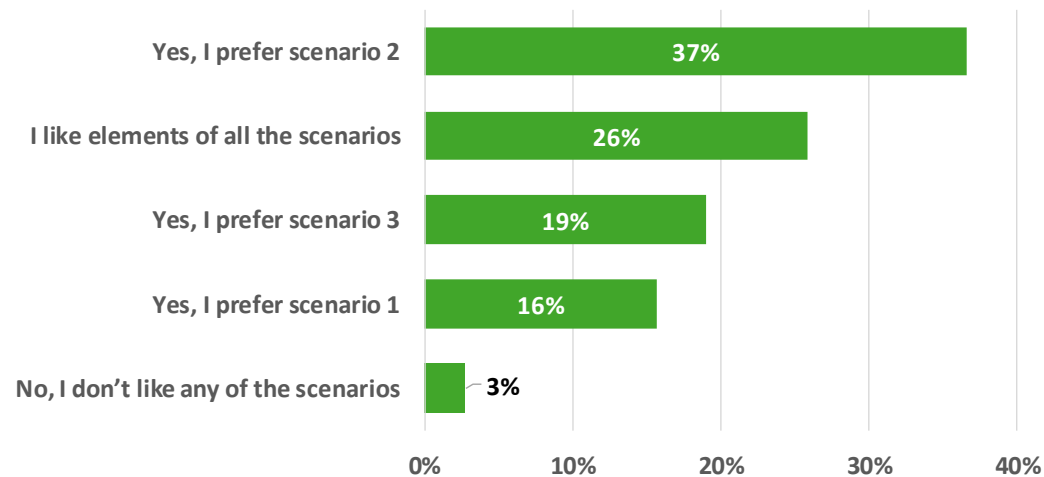
Which of the following places do you think of as good places to spend time?



Each of the four precincts tested with survey participants was regarded as a good place to spend time by the majority of respondents. Darling Quarter at Darling Harbour was regarded as a good place to spend time by as many as 84% of participants. Of the four precincts, Central Park at Broadway attracted the largest amount of negative feedback – with one in five participants (20%) not regarding this as a good place to spend time. It also received the largest number of people who were unable to comment – presumably because they are unfamiliar with the precinct / have not visited.

Focus areas / themes

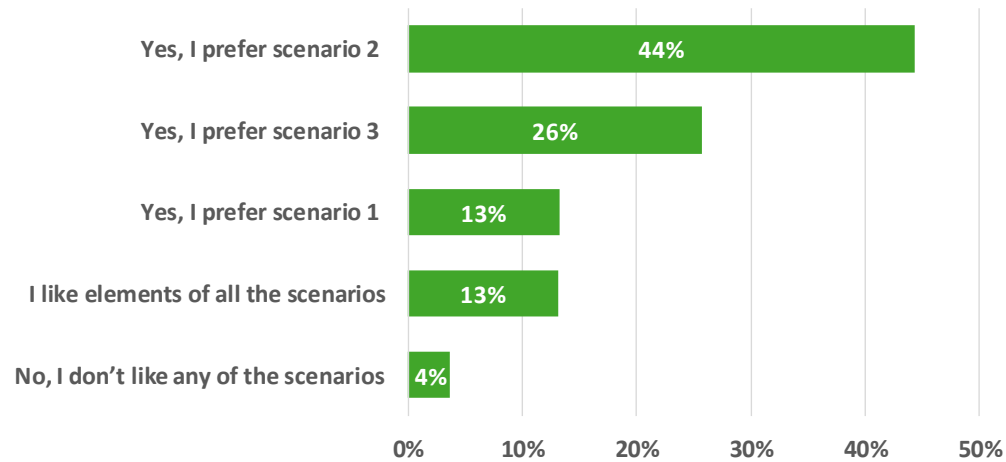
Do you have a preferred scenario – in terms of theme?



As in the opt in community survey, Scenario 2 received the highest level of support. Just under one in four participants (40%) liked the Scenario 2 focus area 'Green and Blue Grid' with 'Natural Systems' and 'Sandstone'. Another one in four (26%) liked elements of all the scenarios. Just under one in five liked the Scenario 3 focus area 'City and Bay Intersection' comprising 'Innovation Corridor' with 'Brick'. And 16% liked the Scenario 1 focus area 'Historic Layers and Urban Structure' with 'Waterfront Interface' and 'Timber'. Only 3% did not like any of the scenarios in terms of theme.

Land use mix

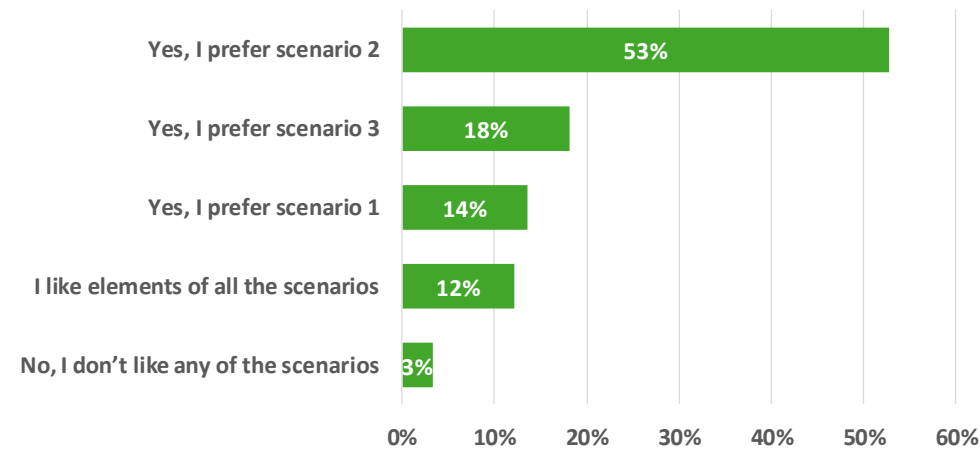
Do you have a preferred scenario – in terms of mix of uses?



As in the opt in community survey, Scenario 2 'Balanced' attracted the highest level of support in terms of land use mix. More than four in ten (44%) participants liked Scenario 2 'Balanced' most. Just over a quarter (26%) liked Scenario 3 'Jobs' most. While another 13% liked scenario 1 'Homes' most. Another 13% of participants liked elements of all the scenarios. And only 4% did not like any of the scenarios in terms of land use mix.

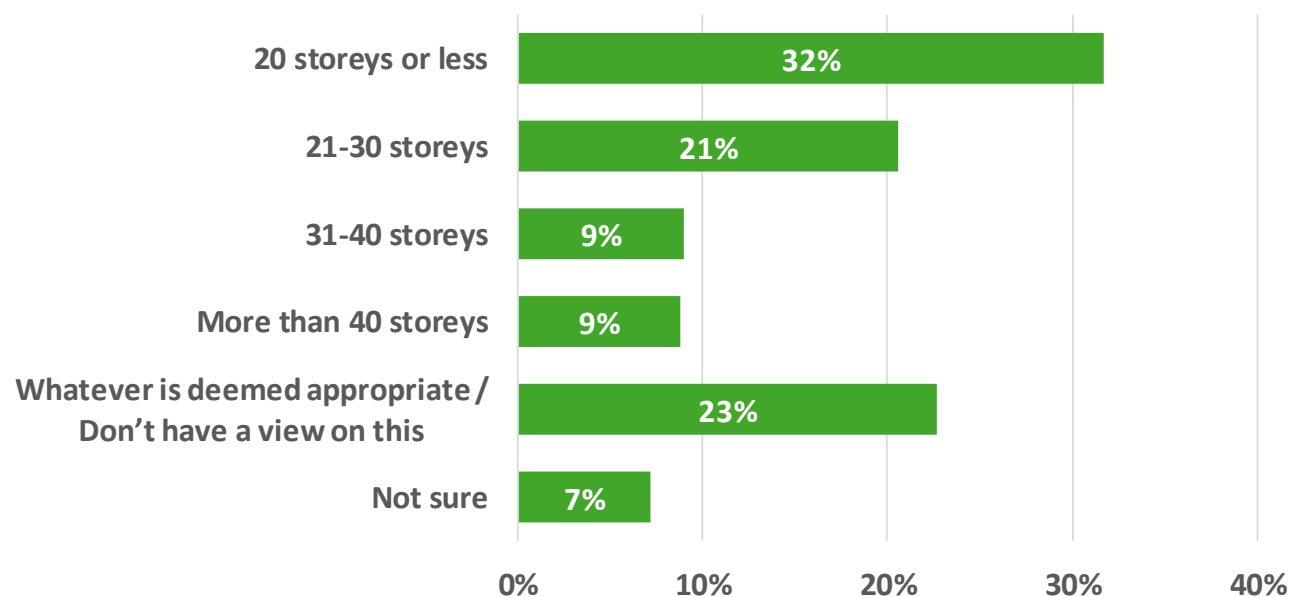
Built form

Do you have a preferred scenario – in terms of the approach to building types?



Scenario 2 attracted the greatest support, as in the opt in community survey. Just over half of all participants (53%) liked the Scenario 2 built form 'Mixed'. Another 18% liked the Scenario 3 built form 'Urban warehouse'. Similarly, another 14% of participants liked the Scenario 1 focus area 'Slender'. Just over one in ten (12%) liked elements of all the scenarios. Only 3% did not like any of the scenarios.

The three scenarios propose new buildings of up to 45 storeys for the tallest buildings in order to accommodate future residential, working and visitor populations, and to maximise the area available for high-quality public domain. What do you see as appropriate for the tallest buildings on a site such as the Blackwattle Bay precinct?



Overall, participants expressed greater support for lower maximum building heights. Just under one in three participants (32%) regarded the appropriate height for the tallest buildings on a site such as the Blackwattle Bay precinct as 20 storeys or less. Another one in three (30%) believed 21-30 storeys (21%) or 31-40 storeys (9%) would be appropriate. Another 9% regarded more than 40 storeys as appropriate. While just under a quarter (23%) believed that whatever height is deemed appropriate by the relevant authorities would be appropriate. Further to this 7% of participants were not sure.

Crosstabulation of the data demonstrates that there were statistically significant differences in the survey results whereby people aged 18-35 years were more likely than those aged 36 years and over to support building heights of 21 to 40 storeys (38% vs 24% supported these building heights).

People who had participated in an earlier phase of consultation for the Bays were more likely than those not previously involved to support building heights of 31 storeys or higher (39% vs 16% supported these building heights).

Respondents who expressed a preference for 20 storeys or less commented on overshadowing, wind tunnel or loss of sunlight impacts relating to tall buildings, tall buildings being too prominent, dominating the landscape and shoreline, blocking views, and being uninviting. Some respondents identified negative examples such as Barangaroo, 'the Toaster' and Blues Point Tower.

Comments from these responses included:

“Low rise is better for the **environment.**”

“**Buildings should be no higher than 20 storeys. We do not need to** overpopulate **the area.**”

“High building - many people. Many people - many cars. Many cars - huge **traffic problems.**”

“I think the shorter the better so as to enhance the **view.**”

“Too high blocks the view of the city from the water like what they did at **Circular Quay and the toaster.**”

“They shouldn’t be that tall close to the **waterside.**”

“Too high creates **wind tunnels**, dark shadows and **exclusive views** for some.”

“Shouldn’t be built up too much. Prefer the **scaled down natural look.**”

“Keeping a limit on height would **enhance the visual appeal of the area**, particularly the blend of water and greenery.”

Respondents who selected 21-30 storeys made similar comments, including that tall buildings would block views of the city, dominate the skyline and change the character of the local area. Some commented that tall buildings would be inappropriate at the water’s edge.

Comments from these responses included:

“Anything over 30 storeys will **take away from the natural beauty** of the area”

“No buildings should exceed the height of the Anzac Bridge. We don’t want a CBD style feel to **Blackwattle bay** where the shade of the buildings makes a place cold and creates wind tunnels and is generally an eye sore.”

“Should be a **variety, of buildings and heights.** There should be a **variety of different kinds of spaces** and of different sizes to be used as business premises. on ground or 1st floors. with residential above, or offices, or convertible.”

Those who selected 31-40 storeys commented that tall buildings are city icons and necessary for population growth. Some commented that buildings of this height may feel overbearing or take away from other parts of the area and result in overshadowing. Comments from these respondents included:

“Having buildings that aren't as tall would make the bay feel **more open.**”

Those who selected more than 40 storeys commented that tall buildings can act as ‘landmarks’, contribute to a modern city skyline, and free up more space at ground level. Comments from these respondents included:

“**One big landmark commercial building** freeing up more space.”

A selection of indicative comments is shown below from those who selected ‘whatever is deemed appropriate’.

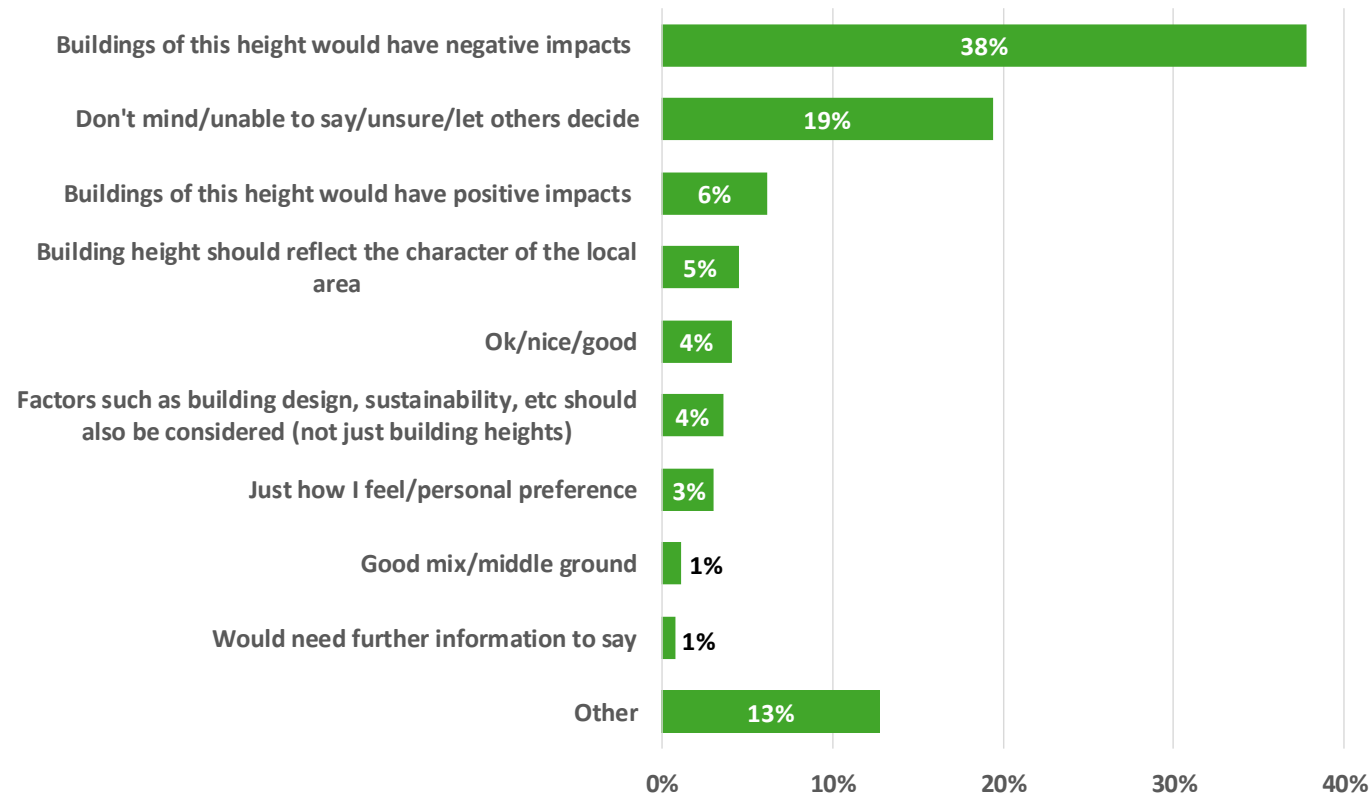
“Must fit in with the surroundings and **let sunlight in.**”

“I feel **the height should be naturally graduated**, so that there is no sense of building ‘domination’ in the project. Shadowing of adjacent areas may be a negative factor in very high buildings.”

“Consideration needs to be made for **blocking views** of existing properties.”

An analysis of the frequency of comments made relating to building heights is provided below.

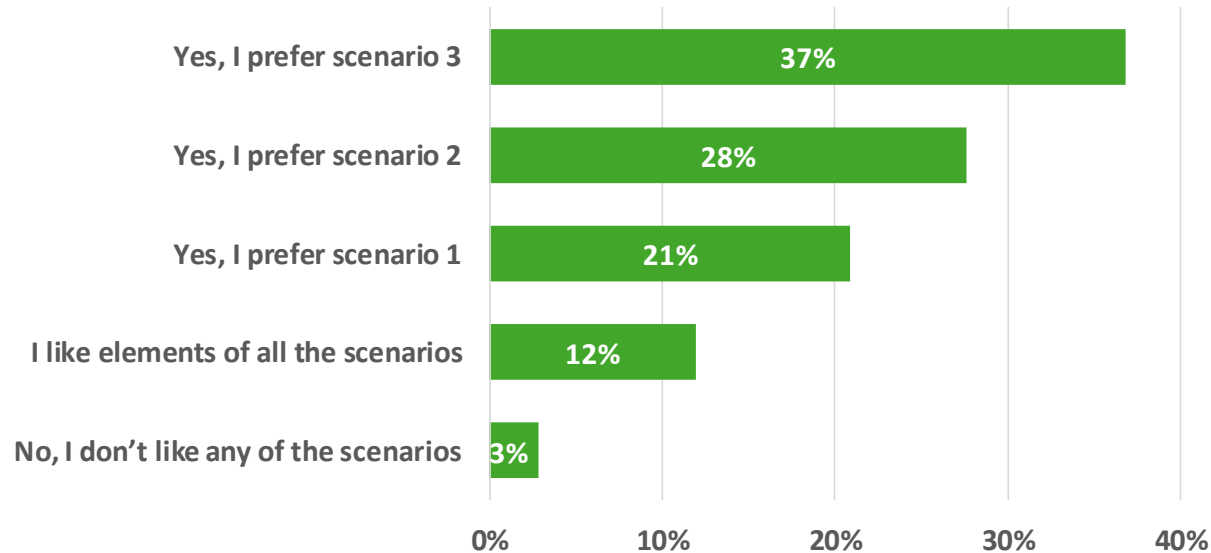
Comments on building heights



In providing feedback on the building heights they perceived to be appropriate for a revitalised Blackwattle Bay, participant responses were generally framed by a view that higher maximum building heights would have negative impacts on the local area. Reduced maximum building heights were generally regarded as being both more consistent with the existing scale of built form in the Pyrmont area and more appropriate for renewal of the precinct.

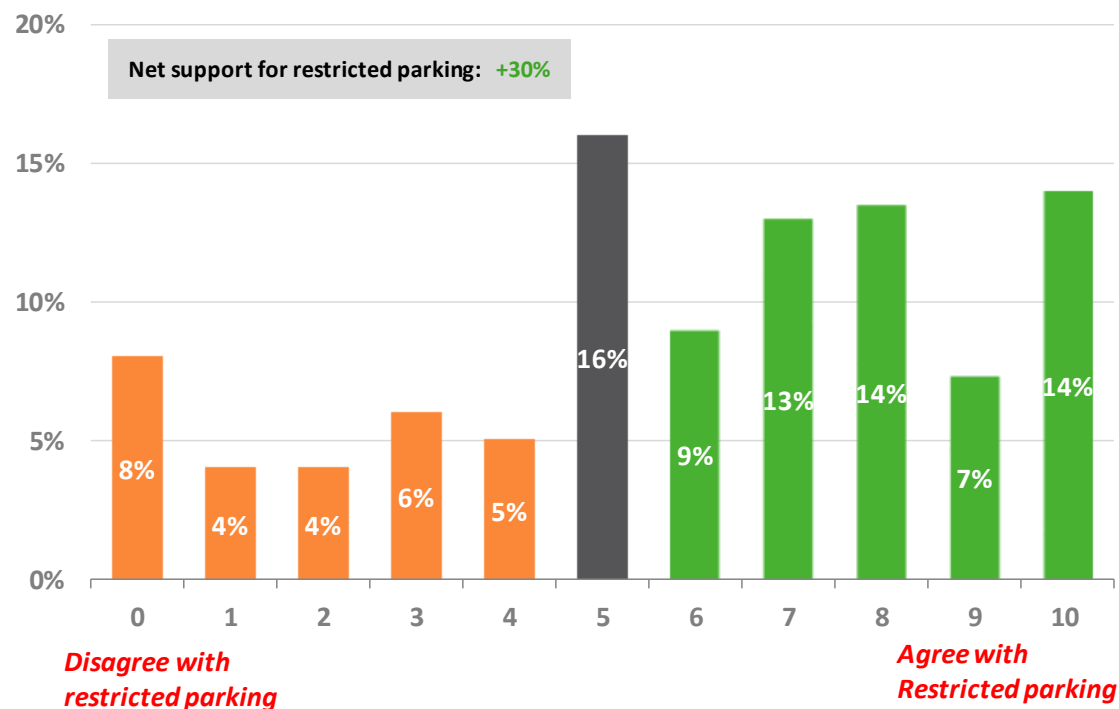
Through site mobility

Do you have a preferred scenario – in terms of approach to access and movement form?



Unlike the opt in community survey, Scenario 3 attracted the highest level of support (rather than Scenario 2). More than a third of participants (37%) liked the Scenario 3 through site mobility approach 'Mixed Mode'. More than a quarter (28%) liked the Scenario 2 through site mobility approach 'Pedestrian Focus'. While another one in five (21%) expressed a preference for Scenario 1 'Streets and Lanes'. Another 12% liked elements of all the scenarios. And only 3% did not like any of the scenarios.

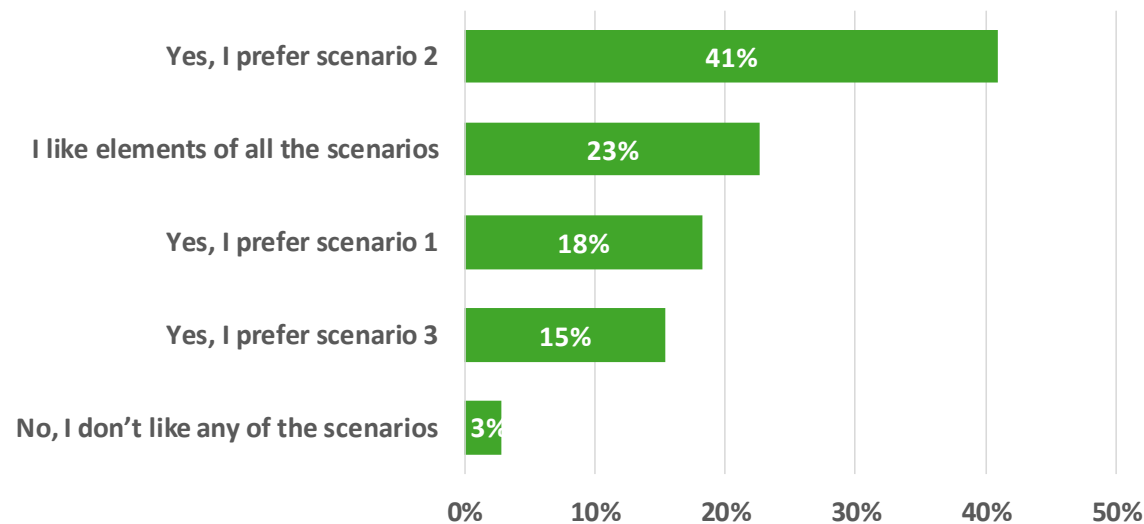
The scenarios include very limited car parking in order to encourage walking, cycling and public transport use among people who live, work or visit the precinct. Do you agree or disagree with this approach?



Views on car parking provision were mixed. More than half of all participants (57%) agreed with the idea of restricted parking as part of a revitalised Blackwattle Bay. Another 16% were neutral. While 27% disagreed with this idea. The survey results indicate net support for the proposal for restricted parking in a revitalised Blackwattle Bay of 30%.

Public open space configurations

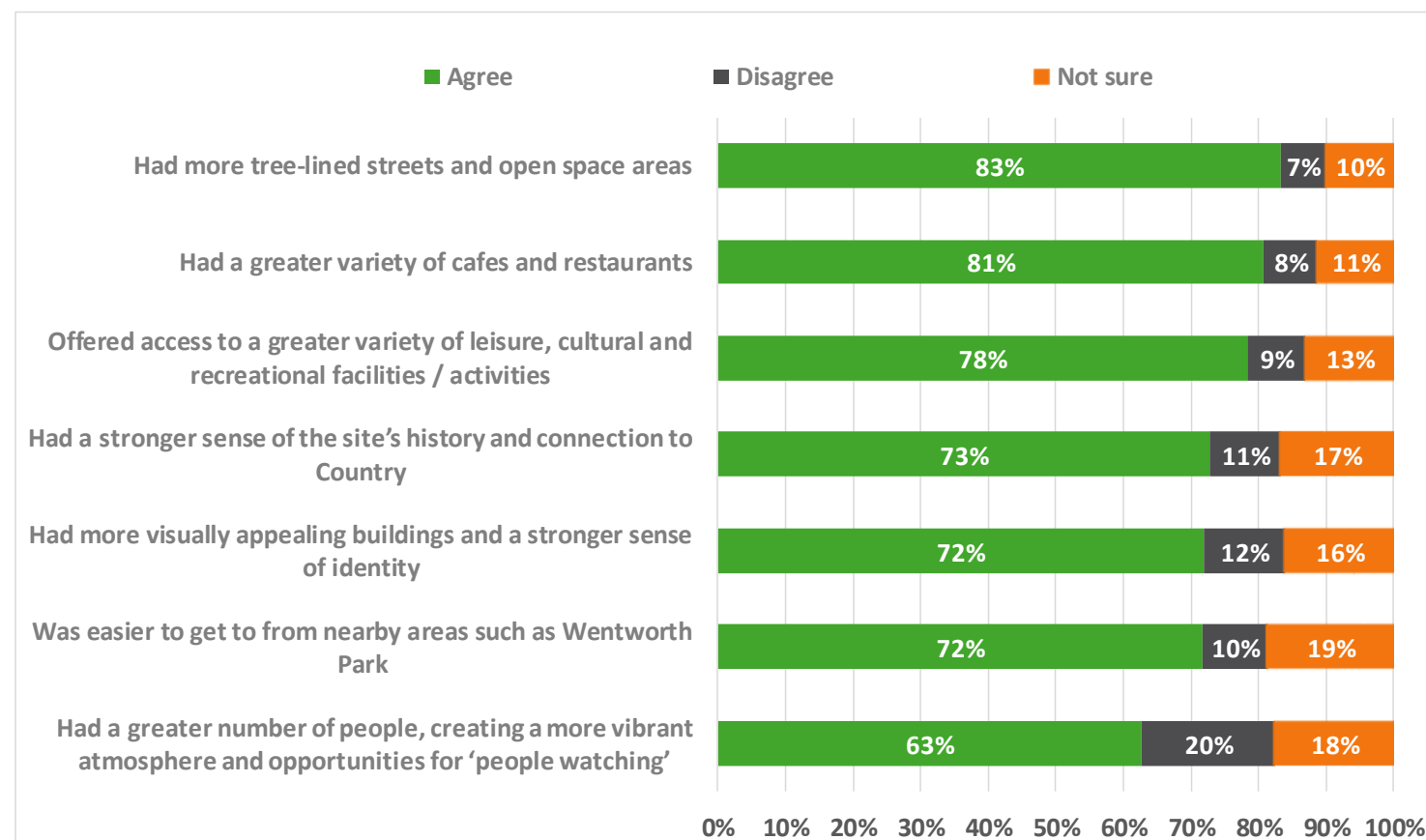
Do you have a preferred scenario – in terms of parks and open space?



As in the opt in community survey, Scenario 2 attracted the highest level of support in terms of open space configurations. Just over one in four (41%) of participants liked Scenario 2 'Two larger naturalised open space destinations linked by waterfront promenade' most. Around a quarter (23%) liked elements of all the scenarios. While 18% liked Scenario 1 'Variety of open space sizes linked by waterfront promenade' most. And 15% liked Scenario 3 'Series of more formalised open space areas linked by waterfront promenade' most (around double the level of support in the community survey). Only 3% did not like any of the scenarios.

Culture and place

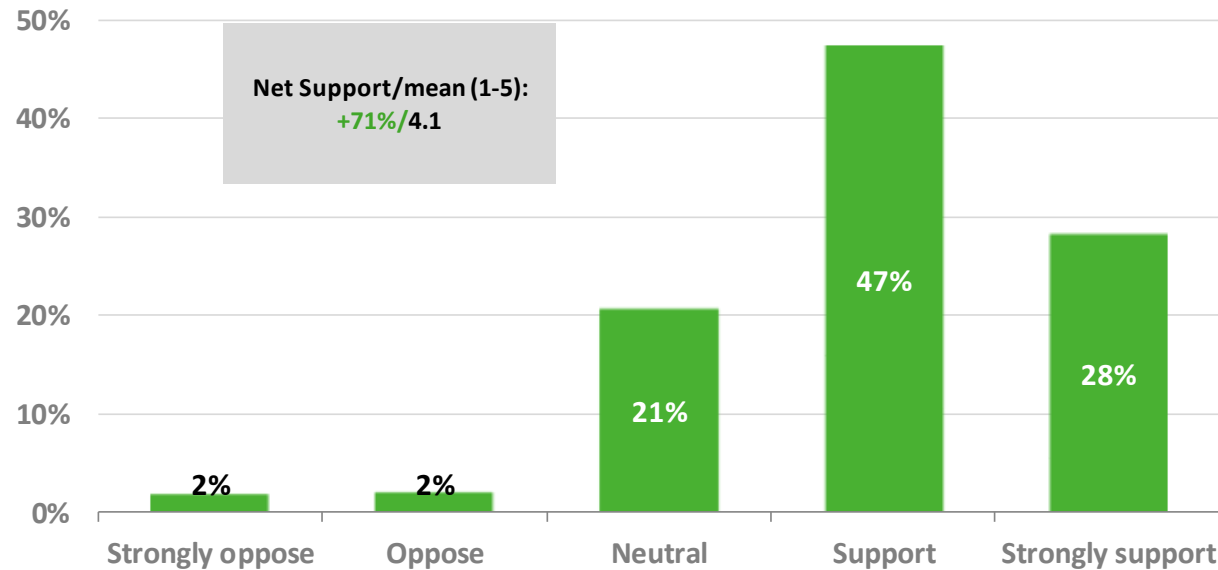
Do you agree or disagree with each of the following statements about Blackwattle Bay? I would find Blackwattle Bay more appealing if...



When asked about the elements shown above, in each case the majority of survey participants agreed that they would find Blackwattle Bay more appealing if it were to incorporate these amenities and features. Tree lined streets and open space areas attracted the highest level of support (83% agreed they would find the precinct more appealing) and the lowest level of disagreement (8% disagreed). This was followed by strong support for a greater variety of cafes and restaurants (81% agreed they would find the precinct more appealing). Around three quarters of participants agreed that they would find Blackwattle Bay more appealing if it: were to include access to a greater variety of leisure, cultural and recreational facilities and activities (78%); had a stronger sense of the site's history and connection to Country (73%); had more visually appealing buildings and a stronger sense of identity (72%); and was easier to get to from nearby areas such as Wentworth Park. Two thirds of participants liked the idea of a greater number of people, creating a more vibrant atmosphere and opportunities for 'people watching' in the revitalised precinct.

Further comments and other considerations

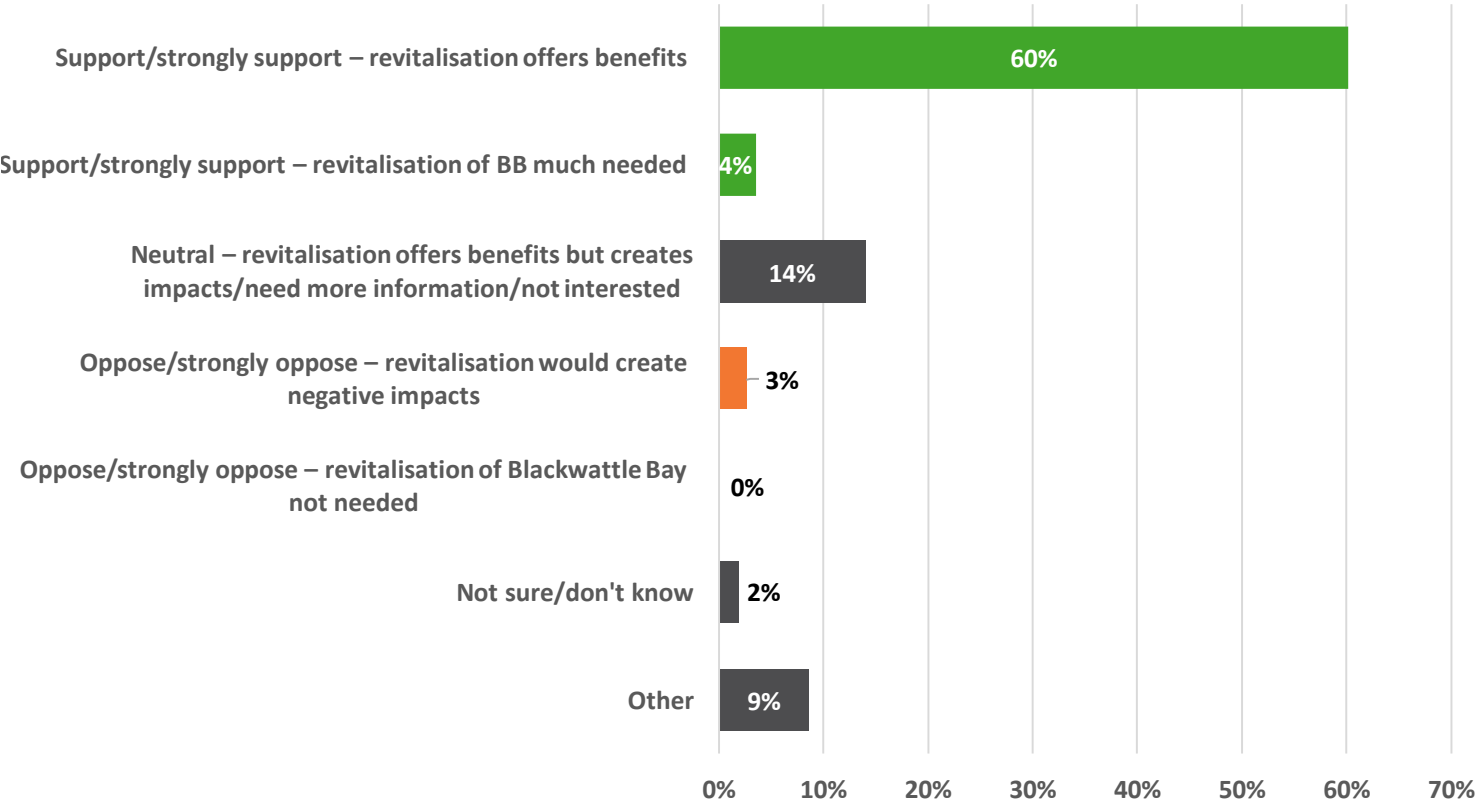
Overall, how do you feel about the idea of creating a mixed use precinct at Blackwattle Bay?



Three quarters of all online panel participants (75%) were supportive (47%) or strongly supportive (28%) of the proposal to create a mixed use precinct at Blackwattle Bay. Just over one in five was neutral. Only 4% were opposed or strongly opposed to this idea. The survey results indicate net support for the proposed revitalisation of Blackwattle Bay of 71%.

Crosstabulation of the data demonstrates that there were statistically significant differences in the survey results whereby people who had participated in an earlier phase of consultation for the Bays were more likely than those not previously involved to *strongly support* the idea of a mixed use precinct at Blackwattle Bay (49% vs 26% expressed strong support). Residents of the Eastern District were also more likely than residents of Greater Sydney's other four districts to *strongly support* the proposal (34% vs 26%).

Please tell us more about your response



Just over two thirds of participants who responded to this question commented that revitalisation of Blackwattle Bay would offer benefits. Another 14% identified both pros and cons associated with the revitalisation. And another 3% identified negative impacts. Panellists who felt the revitalisation would offer benefits commented on the need to improve the area, the benefits of encouraging more people to enjoy the area, the current underutilisation of the space, the economic benefits of the revitalisation, and the positive elements of creating a mixed use community. Those who opposed or didn't know commented that benefits would be dependent on the cost of the project, expressed a preference for updating the current fish market rather than renewing the precinct, or expressed concern about the perceived 'sell off' of public land.

A selection of indicative comments is shown below.

“This would give all groups, such as residents, visitors and businesses **opportunities to share and enjoy** the nice local environment.”

“Given the anticipated change in **work-from-home as a result of COVID-19** it would be a very foolhardy decision to go for a greater mix of commercial than residential.”

“The greater the **variety** in an area the more use it will be.”

“I think a **mix** would bring more vibrancy to area.”

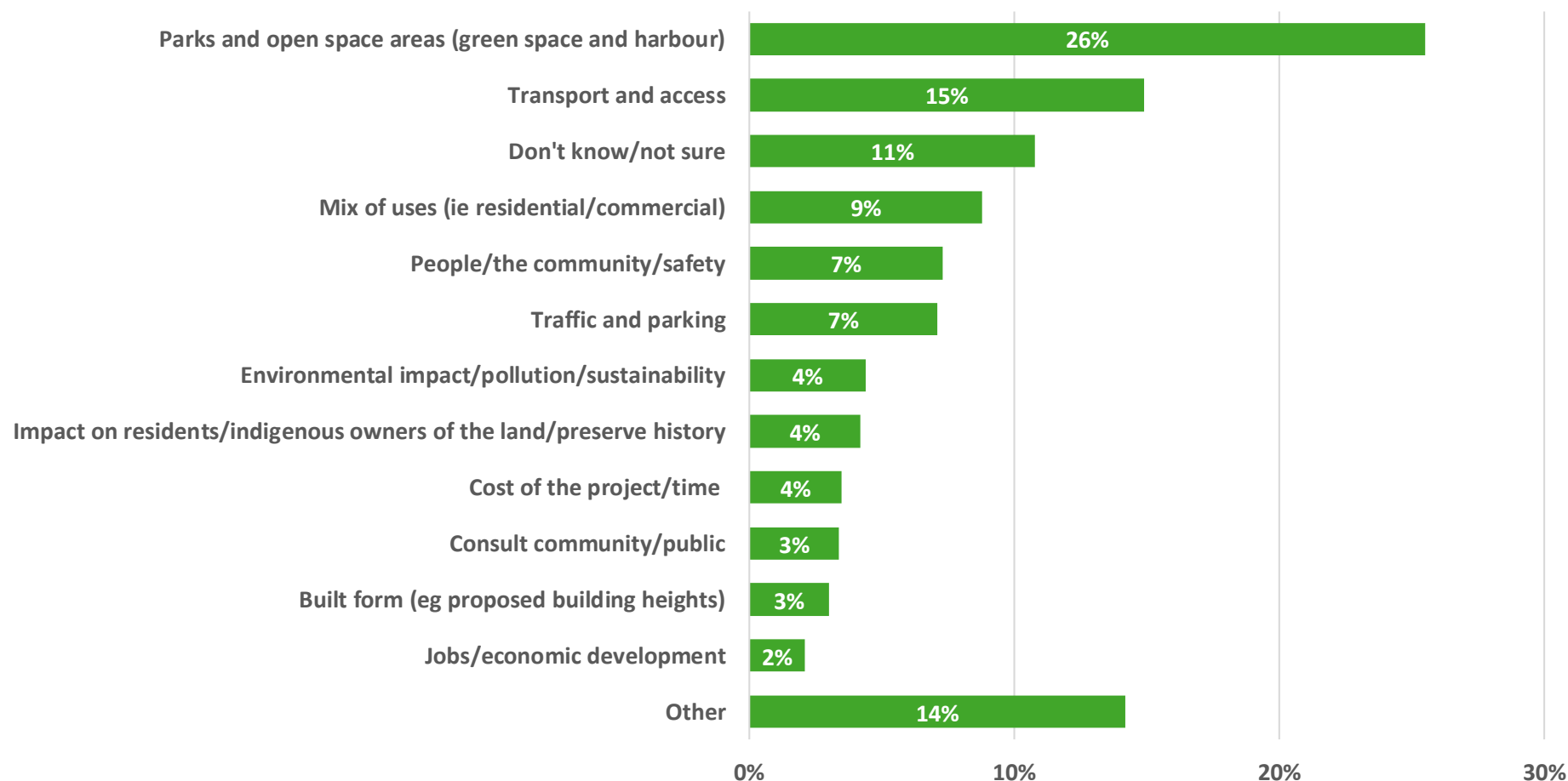
“Usually better to **combine various functions**/land uses - they feed off each other”

“Mixed means **a live community** all the time.”

“Good idea to create **mixed use** of area but not to over develop or populate keep as **natural** as possible.”

“Mixed use which is primarily residential seems appropriate in this area, as long as there is a good **mix of public and private housing.**”

What are the most important factors you think need to be considered in preparing the final precinct plan for Blackwattle Bay?



Comments commonly focused on the importance of parks and open space areas (26%), transport and access issues (15%), and an appropriate mix of land uses (9%), as in the opt in community survey. Further considerations raised in participant feedback are shown above. Among those who highlighted the importance of parks and open space areas, suggestions included 'maximising' or providing 'plenty' of open space, , greenery, space for walking, connections to Wentworth Park and the waterfront, providing fun activities or a library for children and low rise buildings that do not negatively impact open space areas. Respondents commented that open space should be maximised along the waterfront.

Those who identified transport and access as being the most important issue commonly focused on the importance of improved and integrated public transport options, to support movement to, from and around the precinct. Comments discussed the importance of accessibility for people in all income groups, free parking, a ferry service to other sites such as Lunar Park, public transport links to the city and to the outer suburbs.

Other comments included uncertainty about the impact of COVID-19 and social distancing on the fish market; the importance of making the development sustainable; ensuring the development is flexible and can adapt to change; and the importance of using 'ethical' construction companies and locally sourced materials.

A selection of indicative comments is shown below.

“**Open space**, ease of access, convenience, usefulness of the facilities.”

“To be **environmentally friendly**. Family orientated area to enjoy. Nice to sit down and have a picnic lunch. Nice to take a walk enjoy the views.”

“Natural beauty.”

“Keep it simple & natural with **mix** of residential & business & recreation.”

“The **Indigenous culture** of the area.”

“Art, **heritage**, marine eco system.”

“The viability of the area, how people can get to this area **without driving**.”

“**Walking** track.”

“**Keep it in character** and allow easy public transport access.”

“More **open spaces** and less buildings.”

“Ensuring that the native area is kept intact and **not over developed** into a concrete jungle.”

“That it will accommodate **young and old**.”

“Activities, being able to sit and enjoy the area and **view of the water**. Having restaurants and cafes that overlook the water where you can sit and **enjoy it all**.”

“Maintaining the **balance** between views and natural landscape with development projects.”

“Open spaces, **trendy but not expensive cafes**, activities, accessibility.”

“Respect the **natural heritage**, maximise open spaces along waterfront and permeability to Wentworth Park and surrounding areas.”

“It needs to be **for everyone** not just young people. The idea of not much parking to encourage walking is silly if you are elderly - it immediately means we can't go there.”

“Build **public housing** for old people.”

3.3 Online walkthrough sessions

Key issues raised by the community and other stakeholders as part of the online webinars were:

- » **Land uses** – Participant perspectives on the most appropriate land uses for the precinct were mixed. Some expressed a desire for revitalisation of Blackwattle Bay to be primarily jobs focused, given the existing level of residential development in the locality. While others sought a more balanced approach incorporating a mix of residential and commercial uses, accompanied by a high quality public domain and social infrastructure.
- » **Built form** – Participants expressed a range of perspectives on the proposed built form and building heights. Queries and comments typically focused on the proposed 45 storey maximum building height, with some participants suggesting that this should be reduced. Participants sought to ensure that built form would not adversely impact solar access to the harbour foreshore, public domain and areas neighbouring the site. Participants expressed a desire for any new residential development to include social and affordable housing – with some suggesting that this should exceed targets of 5-10%.
- » **Traffic and transport** – Participants commonly focused on the high level of traffic in the Blackwattle Bay area and the need to consider both current and future conditions in detailed traffic modelling for the project. Further traffic and transport related issues raised by participants focused on: ensuring pedestrian and cyclist safety and amenity; and improving public transport access to the precinct. There was strong support for new walking and cycling paths, a new Metro station in Pymont, and increasing use of Sydney harbour for transport purposes with two new ferry stops.
- » **Pedestrian and cycle access** – Prioritising pedestrian and cycle access to the new Sydney Fish Markets, Blackwattle Bay precinct and surrounds attracted strong support among participants. They expressed a desire for safe and pleasant connections and easy access to new and existing public transport in the Blackwattle Bay precinct. Clear and accessible connections from Blackwattle Bay to the future White Bay Metro station, existing light rail stop, and new transport (ie new Metro and ferry stops) was also sought.
- » **Planning and development process** – Participants sought information on the relationship of the process of planning for Blackwattle Bay within the context of other major projects and reviews – including WestConnex and the Pymont Strategic Review. They asked about the next steps of the planning process and timeframe for revitalisation of the precinct (including construction). They placed emphasis on an integrated approach across government agencies to maximise opportunities and minimise disturbance. Some participants expressed appreciation for the opportunity to provide input at this stage of planning for the site. Participants expressed interest in the relationship between the Blackwattle Bay study area and planning process, and adjacent sites / landowners. These queries and comments typically focused on ensuring a cohesive and well considered approach to the future of the area.
- » **Recreation and working harbour** – A balance of recreation and working harbour uses was supported within the Blackwattle Bay precinct. Renewal of the area was identified as an opportunity to support and enhance existing recreational uses – through improved and appropriately located facilities and amenities such as boat ramps and storage. Working harbour uses and recreational uses should be carefully considered and planned for as part of the renewal process, to minimise potential conflicts and maximise opportunities for all to co-exist and thrive. Working harbour uses should be appropriately located to minimise impacts on resident amenity.
- » **Community and culture** – Recognising and celebrating First Nations culture was widely supported. Particular support was expressed for the proposed Aboriginal yarning circle, public art, landscaping and initiatives that support understanding of Aboriginal culture and heritage among Australian and international visitors. Participants commented on the unique qualities of the Blackwattle Bay area and the importance of retaining a strong sense of place in planning for the future of the precinct. This included retaining strong connections to the harbour and foreshore areas, to nearby Wentworth Park, and the natural environment more broadly. Reflecting the site's working harbour heritage and incorporating public art also received strong support.

- » **Public domain and open space** – Participant comments focused on ensuring the public domain within the Blackwattle Bay precinct befits the unique nature of the site and its harbour side setting. The public domain should be welcoming and inclusive for people from the local area and visitors from further afield. Key elements identified as being particularly important were maximising public open space, providing improved access to the waterfront – including continuous connections for walking and cycling, and ensuring public spaces are high quality. New and existing parks and public spaces should not be impacted by overshadowing and wind effects resulting from development of the site.

3.4 Submissions

Overview

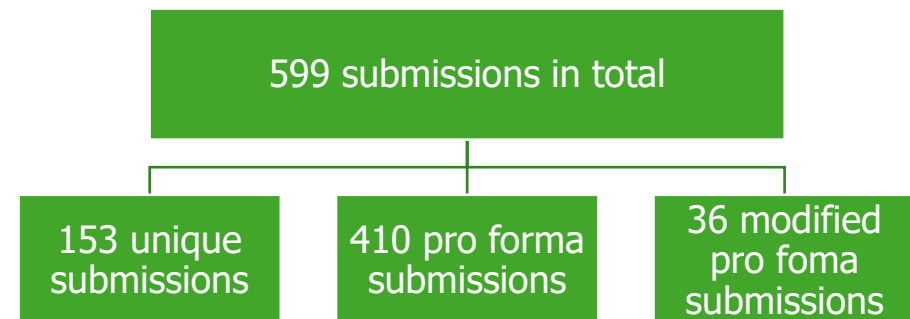
A total of **599 written submissions** were received during the public exhibition period. Written submissions came in a number of formats including pro forma emails, modified pro forma emails, and letters. The vast majority (94%) of submissions were made by individual residents. Almost two thirds of these were residents of Pyrmont, Glebe and Ultimo. Submissions were also made on behalf of major private landowners, community organisations, peak bodies, businesses and government:

- » Celestino
- » Committee for Sydney
- » Glebe Society
- » Goodman
- » Hands Off Glebe
- » Live Nation
- » Pyrmont Action Inc
- » Poulos Bros
- » Sydney Fish Markets
- » The Council of the City of Sydney
- » The National Trust
- » University of Sydney.

Submissions expressed overall support for redevelopment of the Blackwattle Bay precinct. However, the vast majority of submissions (90%) – including all *pro forma submissions* – expressed negative sentiment towards elements of the three proposed scenarios.

While the majority of *unique submissions* expressed negative sentiment (61% of these submissions), 23% expressed positive sentiment.

The vast majority (96%) of the 599 submissions did not express a preference for a particular scenario. Several submissions (8) expressed a preference for a mix of elements from the three scenarios. The scenario with the most support (7 submissions) was Scenario 2 – Balanced.



The frequency with which issues were raised was influenced to a large extent by the content of the pro forma submissions, due to the volume of these submissions. However, the following issues featured in both pro forma as well as unique submissions:

- » **Height, density and social and affordable housing** were the Built Form topics that received the most commentary, presenting in 89%, 82% and 79% of submissions respectively. Over half of unique submissions (56%) discussed building height, 31% commented on density and 18% discussed social and affordable housing. Almost a quarter of unique submissions provided feedback on solar/wind impacts (this was not mentioned in pro forma submissions).
- » **Public transport** and **active transport** also featured highly in submissions, with 84% and 86% of submissions raising these issues respectively. These issues were discussed in 38% and 46% of unique submissions. 12% of unique submissions also commented on private vehicles/roads (this was not mentioned in pro forma submissions).
- » **Traffic congestion** featured in 86% of all submissions, including almost half (44%) of unique submissions.
- » Over three quarters (77%) of submissions made comments on the size of proposed **open space areas**, including over a third (35%) of unique submissions.
- » Just under three quarters (73%) included comments about the proposed **waterfront promenade**, including 18% of unique submissions.

The following issues featured in the pro forma submissions and to a lesser extent in the unique submissions:

- » 78% made comments about **pressure on existing infrastructure**, however this only featured in 16% of unique submissions.
- » 77% of submissions made comments on **parking**, although this was mostly featured in pro forma submissions, with only 12% of unique submissions making comments.
- » 76% included commentary on **schools/education**, however this only featured in 8% of unique submissions.

Further detail on the content of submissions is provided below. Direct quotes from submissions are shown in green.

Pro forma submissions

A large number (410) of the written submissions received were **pro forma submissions**. Pro forma submissions contained identical text drafted by the office of the Member for Balmain, Jamie Parker. The pro forma submissions acknowledged that the Sydney Fish Market needs to be updated and the current site redeveloped. However, these submissions objected to the three scenarios proposed. The objection was on the grounds of built form, through-site mobility, traffic and parking, public open space and social infrastructure, including social and affordable housing. A summary of concerns raised is provided in the table below.

Built form	
Comments on height	The submission notes that 45 storey proposed developments will be 'higher than the Anzac Bridge pylons' and will 'monster the foreshore.'
Comments on density	The submission notes that the proposal is more in keeping with the development patterns in the CBD rather than the local architecture and density of Pyrmont and Glebe.
Comments on social and affordable housing	The submission notes that there is no plan for 'critically needed' social housing.

Through site mobility	
Comments on public transport (bus, ferry, metro, light rail)	<p>The submissions states that the transport modelling that has been completed for the Fish Market does not account for the impact of the proposed residential development and there is no plan for major additional public transport beyond:</p> <ul style="list-style-type: none"> » 'A single new on demand ferry stop with only 60 person capacity » Existing light rail whose services are already at capacity » New, undescribed bus routes » Proposed Sydney Metro West stop at White Bay over 30 minutes walk away.'
Traffic and parking	
Comments on traffic congestion	The submission states that Bridge and Wentworth Park roads are already congested, and the proposal would contribute to increased local traffic congestion, public transport over-crowding and local parking stress.
Public open space	
Size of open space areas	The submission states that the proposal would see 70% of the site dedicated to the private use of residents, offices and shops and the remaining 30% used for walk-ways, roads and greenspace – 'most of which is actually under the Western Distributor in shade.'
Comments on waterfront promenade	The submission notes that while residents will be able to walk along the foreshore along a 10 metre wide path under the proposal, this walk will not resemble the existing naturalised Glebe foreshore. Rather, the waterfront will be 'a glorified shopping precinct with private restaurants and businesses given prime foreshore positioning at the expense of public access.'
Social infrastructure	
Pressure on existing infrastructure	The submission notes that development at the proposed scale of up to 1,700 apartments would put 'overwhelming pressure' on local schools, parks and infrastructure, which the submission argued are already at capacity.

Modified pro forma submissions

In addition, a number of the submissions (36) received were a **modified version of the pro forma submission**. Some of these submissions were almost identical to the pro forma submission, with minor changes, such as a different subject line or a change to phrasing. Some further emphasised particular points made in the pro forma submission. A common point to emphasise was the need for low cost and community housing.

“Pyrmont and Glebe are mixed communities, housing people of diverse backgrounds and socio-economic standing. Building luxury residential towers threatens this diversity and risks it becoming an enclave for the wealthy. This precinct should be enjoyed by all, and there are many town planning studies that show a mixed community is a happy and stable one.”

Several submitters expressed concern with the height and scale of the proposed buildings and related overshadowing and visual impacts.

“The beauty of the existing foreshore walk around Glebe will be negatively impacted. The morning sun from the east will be completely blocked out till mid-morning and the view to city skyline will be totally obscured... I suggest that the height of the buildings proposed only reaches the height of the western distributor. Then none of the views will be impacted or sunlight blocked for all the tourists and residents.”

Other submitters raised new issues such as the importance of disability access and inclusive design principles. Pedestrian and cycle access was a commonly raised theme. This included the suggestion to re-open the Glebe Island Bridge as part of the redevelopment for use by pedestrians, cyclists and public transport, and general support to continue the foreshore walkway between Barangaroo and Blackwattle Bay. Some submitters commented that increasing retail at the Sydney Fish Market site would impact existing shops and restaurants along Glebe Point Road, by taking away business.

Several submissions included comments about the project governance and or planning process. For example, some submitters felt that the three scenarios were conceived in a leading manner – for example to ‘lead’ people to preference Scenario 2 ‘Balanced’. One submission expressed a preference for the redevelopment of the Sydney Fish Markets on its current site, while another objected to the concept of developing a new building over the water, rather than the land, of Blackwattle Bay.

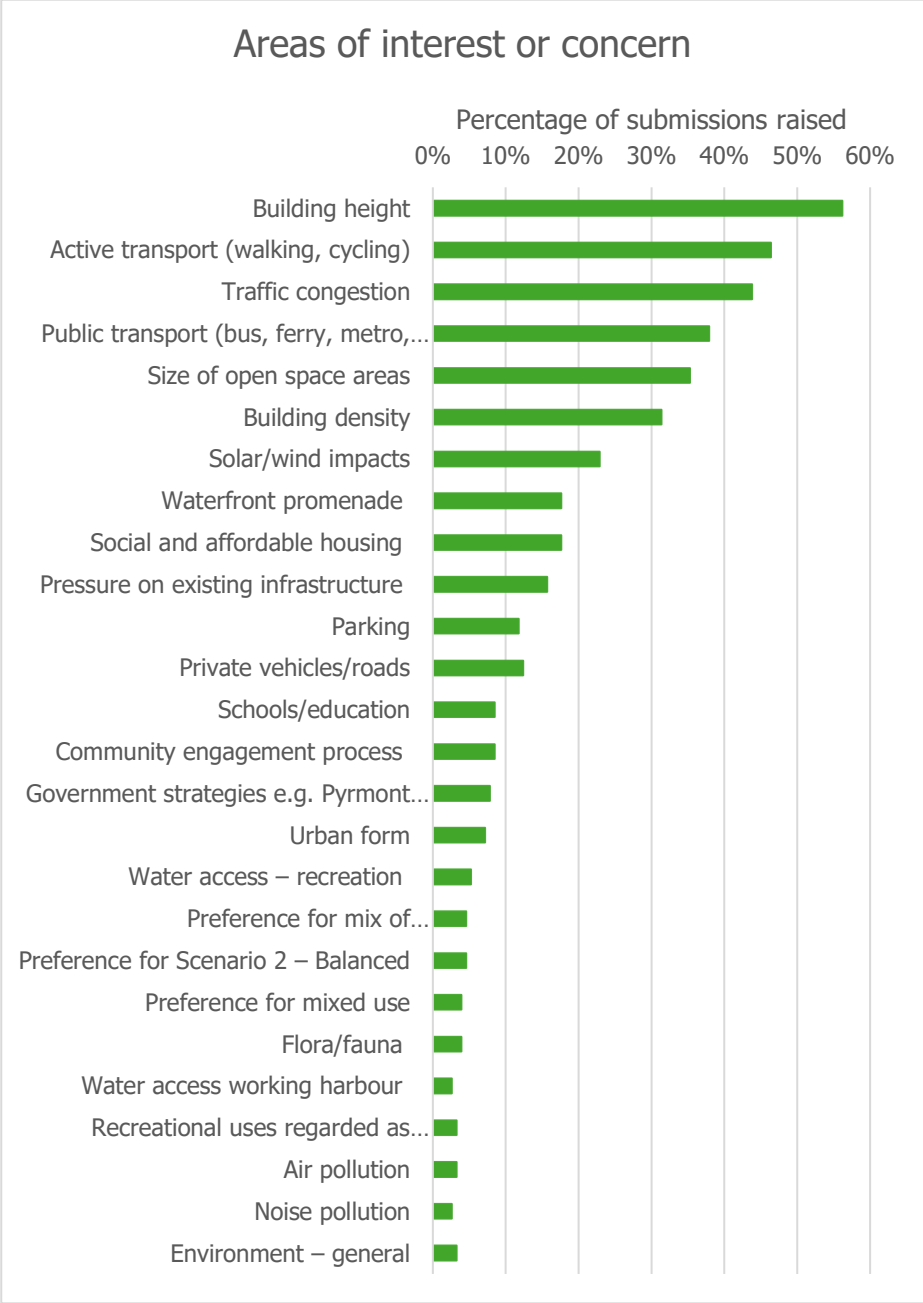
Several submissions made mention of the impacts of COVID-19 and expressed a desire to see these addressed in the design for Blackwattle Bay. Suggestions focused on design that recognises changing patterns of living and working, and more commonly, to widen the foreshore walk (to make it wider than 10 metres) to accommodate increased use by pedestrians. Two submissions raised concerns about the safety of rowers who use the Bay for recreational rowing.

“I am concerned that the proposed new wharves may negatively impact the safety of rowers on the Bay. I hope that the Club's 200 or so members' concerns are factored into the final development proposals to minimise the risk of significant accidents occurring to rowers on the Bay.”

Almost all modified pro forma submissions were in support of updating the Sydney Fish Markets and redeveloping the site. The objections contained within the submissions related to the scale of the proposed development, the perception that the scenarios do not provide sufficient green space, that they lack social housing, and that the proposed public foreshore walkway is not wide enough, would be impacted by new restaurants and would not sufficiently complement the natural qualities of the Bay.

“Clearly there needs to be some work done in the area. Public amenity would be better served if this is done on a smaller scale (fewer building, lower buildings and more green space) to reflect community needs, rather than maximise financial gain.”

Figure 2 Frequency of issues raised in unique submissions



Unique submissions

The remaining 153 submissions were **unique submissions**. These varied in length, from short email submissions (132) to longer, more detailed written submissions (21). **Over three quarters of unique submissions were written by residents**, most of whom were residents of Pyrmont, Glebe or Ultimo. A further 13 were received from businesses, ten from local community groups, two from private landowners within the study area, two from other businesses and three from peak body organisations.

Overall, the majority of unique submissions (61%, or 94 submissions) expressed a **negative sentiment** towards the proposals. However, 19% (29) were in support of the proposals, 16 were neutral and 11 were enquiries. While the vast majority of unique submissions 86% (131) expressed no scenario preference, Scenario 2 received the greatest support (seven submissions of support) while scenarios 1 and 3 received two submissions of support each. Some submissions noted they liked certain elements of a scenario, such as land use or site layout.

The most common element raised in relation to built form was **building heights**, with more than half of the unique submissions (56%, or 86 submissions) making comments about the height of the buildings in the proposed scenarios. **Active transport** (walking/cycling) was another theme that featured highly in unique submissions (46%, 71) as was **traffic congestion** (44%, or 67 submissions), **public transport** (38%, or 58 submissions) and size of **public open space** (35%, or 54 submissions). 24 submissions (16%) commented on the **pressure on existing infrastructure**.

Details from select submitter types are provided below, including residents, Council, community groups, landowners and businesses.

Residents / community

While community feedback covered a broad spectrum of considerations they primarily focused on **five key areas**: height and density, traffic and transport, open space and waterfront promenade, working and recreational harbour, and community, culture and social infrastructure. The key considerations are listed below.

1. **Height and density** with specific reference to neighbourhood character and surrounding context and the amenity and quality of public realm

Over half of unique submissions (56%) commented on the proposed building heights. There was significant commentary on how the scale and height of the proposed scenarios were not considered to reflect Pyrmont's heritage and medium density character, but rather were perceived as an extension of the CBD. Many submissions recommended reducing the height of buildings, stating that a height of 35 storeys is too high and preferring medium rise, in line with the Pyrmont warehouse typology. Some submissions suggested the buildings should **not exceed the scale of nearby Jacksons Landing** and suggested that building heights should **step down toward the bay**.

The overarching concern was how additional height and scale would **overshadow** Blackwattle Bay and the eastern foreshore, Wentworth Park and the bay, as well as existing residential buildings. There was also some concern over loss of district **views** and **noise** and **wind** impacts.

2. **Traffic and transport** with specific consideration to:

- a. Impacts to local roadway network, private vehicles and parking
- b. Improving local mobility and active (walking and cycling) transport
- c. Accessibility to public transport, legibility of transport locations, wayfinding around peninsula

Almost half of unique submissions (44%) made comments on traffic congestion. The proposed increase in worker and resident populations was anticipated to create additional pressure on an already overloaded local network of streets and public transport. Several submissions identified the need for a **comprehensive traffic, transport and movement strategy** to ensure any increase in population will not put further pressure on local infrastructure.

Over a third of unique submissions (38%) made comments on public transport. Submissions expressed **strong support for a Pyrmont Metro**, in addition to augmentation of active transport routes with links into the CBD. This included suggestions to use Glebe Island Bridge as an active transport route to connect Pyrmont to Balmain.

Almost half of unique submissions (46%) made comments on active transport (walking or cycling). The interface between cyclists and pedestrians was a key consideration and clearly defined routes and **dedicated active transport pathways were identified as critical** for this mode of transport to be successful and pose less risk to users.

3. **Open space and waterfront promenade** with specific consideration to:

- a. Providing contiguous open space
- b. Quality and programming
- c. Width and public accessibility of waterfront promenade

There was considerable concern over the scale, quality, programming and public access of the proposed open space and promenade within the precinct. This stems from a **perceived lack of active and passive recreation opportunities available locally**, an issue which many expressed has become more prevalent in light of COVID-19. Submissions expressed the increased need for space for outdoor recreation and areas for mindfulness and quiet reflection. This issue was seen to be potentially further exacerbated through an increase in population.

Consideration of and ongoing community consultation for the programming for active and passive spaces was identified as being required, in addition to consideration of amenity and the quality of those spaces, particularly in relation to solar and noise impacts. There was a strong desire for the **foreshore promenade to remain 'public'** and cater to a range of uses, with no 'privatisation' and the associated land uses (i.e. retail and hospitality).

4. **Harbour** with specific consideration to:

- a. Balancing working harbour and on-water recreation activities
- b. Improving water quality and environment

In addition to the local community, a number of submissions were received from sporting clubs and associations with a strong desire for ongoing consultation in order to **ensure the water and land-based amenity for recreational water use** are adequately provided and located within the precinct. The location of water-based transportation including the relocation of charter / party boats further away from existing residents was noted.

There was **strong support for re-establishment of water quality and eco-systems** through regeneration of seawalls and ongoing management, starting during the construction phase. Also, **climate change impacts** were identified as a key area of consideration in any foreshore, open space and water based design.

5. **Community, culture, and social infrastructure** with specific consideration to:

- a. Providing affordable and social housing

Just under one in five (18%) unique submissions identified that as a NSW Government sponsored precinct, **affordable housing targets above the minimum mandates** imposed on developers should be provided. There was also some commentary around the inclusion of social housing.

- b. Ensuring adequate supporting infrastructure like education and health is available

The community and local groups who responded, identified a **perceived lack in existing social infrastructure**, particularly schools and healthcare, which were considered to be near and / or over-capacity. There was considerable sentiment around ensuring any increase in population was adequately supplemented by the associated social infrastructure.

- c. First Nations culture

Four submissions identified the need to **include First Nations culture and stories** in Blackwattle Bay and the desire for a First Nations Museum / devoted space to accommodate aboriginal heritage.

The City of Sydney

The City of Sydney's submission was one of the more detailed submissions received. It contained both supportive and negative sentiment towards the proposal. Outcomes supported by the City included the commitment to **extending the public foreshore walk** through the site, commitment to **target net-zero development**, inclusion of a significant component of new **open space** and retention of a **mix of working and recreational uses** on the harbour.

However, the City also made a number of critiques and recommendations including:

- » that INSW align progress and outcomes of the master plan for Blackwattle Bay with the finalisation of the NSW Department of Planning, Industry and Environment's **Pymont Peninsula Place Strategy**
- » that the **focus for Blackwattle Bay be a diverse mix of work space to grow jobs in knowledge-based industries** to build on and expand existing industry clusters. This could be supplemented with residential, retail, cultural, and visitor uses in a supporting capacity. The City noted that the site is heavily affected by noise and air pollution from the elevated motorways leading to the ANZAC Bridge and that **residential development would be challenged in achieving the required internal amenity** in terms of noise minimisation and air quality
- » that building form should be strongly influenced by the land use mix, which to align with the Department's Pymont Peninsula Place strategy should be enterprise-focused, concentrating on media, creative, and other knowledge-intensive industries which have a preference for **lower, campus building forms that have an intimate relationship with the street and neighbourhood**. **The City does not support the building heights set out in the brochure** and in its submission rejects the rationale for the similarly scaled scenarios
- » that **building heights should seek to limit overshadowing of the Glebe foreshore** at all times, noting that the foreshore walk is heavily used before 9am when shadowing has not been considered
- » the width of the **promenade must cater for the expected very large numbers of people in 2050** who will be using the promenade as well as impacts of **future predicted sea level rise** (0.4m by 2050 and 0.9m by 2100)
- » the **large piece of open space such as in Scenario 2 is preferred** as it will be more flexible and adaptable than a series of smaller spaces, and that new parks should receive a minimum of 4 hours of sunshine to 50% of the park area
- » the mixed mode used for **Scenario 3 provides most benefits with regard to street layout and site access**. The submission stated that, "It is the clearest and most legible layout, and is most easily reconciled with the grid pattern prevalent across Pymont."
- » Government-owned sites are ideally placed to **deliver beyond the minimum rate of 5-10% of all housing as affordable housing**.

Pymont Action, the Glebe Society and Hands Off Glebe

Three of the community organisations to make a submission were Pymont Action, the Glebe Society and Hands Off Glebe. While the three submissions differed in some respects they were all in agreement that **planning for Blackwattle Bay must be integrated with the Pymont Peninsula Place Strategy** (expected for release in September 2020). Pymont Action's submission suggested that further consideration of the scenarios be put on hold until DPIE develops its Pymont Peninsula Place Strategy, and the Glebe Society suggested that community consultation be done together "so the implications of both can be simultaneously assessed."

The three organisations were also in agreement that the **planning for transport, traffic, parking and bicycle and pedestrian movement** in the area should be done simultaneously with the scenario planning for Blackwattle Bay. There were different views in terms of transport planning between these

submissions. Pymont Action stated that given traffic congestion which builds up in roads around the Pymont Interchange, it supports the vehicular site access proposed in **Scenario 1**, stating “This would cut out 2 sets of lights which hold up drivers, cyclists and pedestrians who wish to access streets to the east and north of the peninsula.” Whereas Hands Off Glebe’s submission preferred the transport option of **Scenario 2**, a pedestrian and bicycle focused, car free sequence of urban spaces with buses, private and service vehicles, taxis interfacing at the edges of Blackwattle Bay – provided that attention is given to access for wheelchairs and motorised chairs.

Both Hands off Glebe and The Glebe Society advocated for **greater inclusion of social and affordable housing**. The Glebe Society advocates for 20% of all housing be designated for affordable and social housing and Hands Off Glebe advocates for 50% of all housing to be public housing. These two organisations also note that the COVID-19 context should be considered, by reviewing the housing demand and density projections in light of COVID-19.

Lastly, all three submissions opposed the **building heights** in the three scenarios. Pymont Action’s submission rejected the reference of the CBD and Broadway for determining building heights. For the development to complement and enhance the area, the submission stated it should transition from the CBD to the lower rise, heritage character of Glebe. The submission notes that buildings surrounding the Sydney FM are 10 storeys maximum. Hands Off Glebe’s submission suggested a maximum height of five storeys to maintain the Glebe village character and prevent overshadowing of the critical Wentworth Park. The Glebe Society suggested a reduction in density of residential and commercial development by 30%, and for development to be built to the form and character of adjoining areas.

Both the Glebe Society and Hands Off Glebe were concerned with **overshadowing of the open space**. The Glebe Society noted that where most of the green space is proposed is largely in the shadow of the Anzac Bridge and will be noisy and uninviting.

In addition, the Glebe Society’s submission requests additional technical information, including a **sun and shadowing study** for the whole of the foreshore development area and the bay itself, noting that the brochure included commitment to minimise the overshadowing of Wentworth Park and the Glebe Foreshore between 9am-3pm on the winter solstice, as well as **traffic and transport plans** and **plans for additional educational, childcare and health facilities**. The Glebe Society also requested that the foreshore promenade be continuous and maintain a minimum width of 10 metres to accommodate walking, cycling and skating, with a separated cycling path and that the **Glebe Island Bridge** be repaired and made available as a pedestrian and bicycle commuter route.

“This development site is unique and important. It is situated on 8.4 hectares of (largely) publicly owned Sydney Harbour foreshore. As a part of the Bays Precinct it has long been recognised as providing a once-in-a-lifetime opportunity for a world class urban renewal project.” *The Glebe Society*

Hands Off Glebe commented that the proposed **corporate marina would restrict public access to the waterfront** and recommended free access to the foreshore and a **foreshore walkway that is accessible for people with disability**. Pymont Action also recommended that the lease of the temporary marina not be extended and that the **proposed corporate charter marina be relocated** to the position of the potential ferry stop at the bottom of Miller Street.

“We do not want our bay and its foreshores surrounded by high rise buildings created for profit rather than to meet the needs of the people of Sydney. We want low rise homes that are a mix of public housing, affordable housing and private housing, reflecting the current rich diversity in the inner west.” *Hands Off Glebe*

Private landowners within the study area

Two private landowners within the study area submitted that they were in favour of redeveloping the Blackwattle Bay foreshore.

The private landowners requested the following considerations:

- » To allow for building heights to be over 30 storeys, rather than the 19-storey tower proposed in INSW's three scenarios
- » To increase the tower floorplate size to a more viable size, 900 square metres or greater; which is larger than what is proposed in INSW's three scenarios.

Other businesses

Several other businesses also made submissions. These included Goodman Properties Australia, a company that owns the City West site to the north of the Blackwattle Bay Precinct Plan area. Goodman's submission supported all three scenarios. However, it expressed concern with the impacts this may have on the City West site (obstruction of views and overlooking) and requested that its site be included in the Blackwattle Bay Precinct Plan area.

Another business to make a submission was Live Nation Australasia, whose submission suggested that Blackwattle Bay represents a suitable site for a new **multi-purpose indoor arena**. They are also investigating a number of other sites in Sydney.

A selection of comments from other unique submissions are shown below.

"The NSW Government has an opportunity to re-imagine architecture and city planning, and to create an inclusive space that inspires a more egalitarian society where everyone feels part of this community with emphasis on the collective and not the individual."

"A place that encourages a sense of belonging, a sense of place and a sense of community, and this can only be realized if the relevant and appropriate social infrastructure is built into the precinct development plan before development commences."

"As one of the most affluent countries in the world we have a social responsibility to be more compassionate to those less privileged and need to recognise that all people are part of this city and considered accordingly. If we are to be a great city, the Blackwattle Bay development needs to include a viable and realistic percentage of housing for the homeless." *Bays Community Coalition*

Community member

"A high rise residential hub does not fit the brief for the optimal real estate location for the technology, innovation and creative industries." *Community member*

"What this already densely populated peninsula needs is less people and more facilities to ensure it remains a desirable area to live in." *Community member*

Appendices

A Online Walkthrough Session Format

Each of the five webinars were structured as follows:

1. Facilitator welcome, introductions, Acknowledgement of Country and purpose of the session

- » Topics for discussion included:
 - > three proposed scenarios
 - > elements that underpin the scenarios:
 - Elements 1, 2 and 3: this includes Focus, Land Use and Built Form
 - Element 4: Through-Site Mobility
 - Elements 5, 6 and 7: this includes Public Domain and Open Space, Culture and Community.

2. INSW and FJMT provided an **overview of the three scenarios**, which included:

- » urban design context and framework supporting each precinct scenario
- » outline of the overarching Vision and approach to First Peoples and sustainability for Blackwattle Bay
- » presentation of each scenario highlighting the key elements (with reference to the presentation)
- » outline of the main differences between the three scenarios and explain potential trade-offs
- » overview of the timeframe for the planning and redevelopment process.

3. Facilitated discussion to provide feedback on likes/dislikes about each of the three scenarios and elements.

4. Detailed discussion of the scenarios and elements to:

- » highlight the commonalities across all three scenarios, and to focus on aspects of the scenarios that are different
- » understand preferences and find out more about likes and dislikes.

Questions for consideration were:

Discussion 1 (elements 1, 2 and 3)

- » What do you like/dislike in terms of the focus?
- » What do you like/dislike in terms of the proposed land uses?
- » What do you like/dislike about the proposed built form?

Discussion 2 (element 4)

- » What do you like/dislike about the proposals for movement to, from and around the site?

Discussion 3 (elements 5, 6 and 7)

- » What do you like/dislike about the public domain and open space proposals?
- » What do you like/dislike about the culture and community proposals?

5. Overall feedback / Q&A

- » Thinking about the three scenarios for Blackwattle Bay...
 - > Which elements of the scenarios do you think work well?
 - > What combinations of elements do you like?
 - > Weighing up all the things we've discussed today, what do you see as the most important thing for INSW and its project team to consider in preparing a final precinct plan for the revitalisation of Blackwattle Bay.

6. Thanks, next steps and closing remarks

B Online Walkthrough Session Feedback

Session 1

Total participants: 25

Poll feedback:

- » Total participants previously involved in Blackwattle Bay / the Bays more broadly: 11
- » Total participants who have engaged with the information brochure before the session: 13

Key questions and comments raised by participants:

- » **Question: Will private properties be acquired?**
- » INSW: Government does not have any plans to acquire private landowner sites. INSW is engaging with private landowners. After the SSP study has been determined by DPIE then private landowners will be free to sell or renew their sites.
- » *INSW via chat: No, private land is not being acquired.*
- » **Question: How will those private landowners be involved with the development?**
- » *INSW via chat: We consult with them through this same process. Any future development is still subject to normal development application processes.*
- » **Question: So the private landowners will need to design and finance their own developments within this proposed development [area]?**
- » *INSW via chat: Yes they will need to design and finance their own developments.*
- » **Question: What measures are planned to reduce current traffic congestion in and around Bank Street and the Pyrmont Interchange? What public transport measures will be put in place to address current and future shortfalls?**
- » INSW: We have been working with TfNSW to understand what can be done to improve public transport in and around the site. There are limitations due to the site being located on a peninsula. However due to the site's proximity to the Sydney CBD and the highly walkable nature of Pyrmont, the scenarios have a strong focus on walking and cycling. INSW is liaising with TfNSW about improving existing public transport around the site including light rail, bus networks (re-routed or additional bus routes) and trialling of an on demand ferry – with a view to establishing a permanent ferry service.
- » *INSW via chat: Through site mobility is a key element of the Precinct Plan. We will continue to work with our government colleagues to plan for future traffic and transport through the precinct.*
- » **Question: How is it proposed to control pedestrian traffic crossing Bridge Road from the park to the Fish Markets given the expected increase in vehicular traffic using Bridge Road?**
- » *INSW via chat: I'll take that question on notice, and come back to you.*
- » **Question: What about shadowing of residential properties in Wattle Crescent and Jones Street - Harbour Mill?**

- » *INSW via chat: I'll take that question on notice, and come back to you.*
- » **Question: What will the built form look like? Will there be opportunities to mix and match across the three scenarios?**
- » FJMT: Yes there is an opportunity to mix and match built form elements. The scenarios try to separate the different qualities of Blackwattle Bay so they are understandable and legible – so we're not seeing Blackwattle Bay through just one lens – but through a range of opportunities. We look forward to receiving the community's feedback on the three scenarios.
- » FJMT: The height of the Anzac Bridge pylons is an important reference point to provide context for the renewal. As part of the urban design analysis we have looked at building heights right down the Pyrmont Ultimo peninsula to UTS, Darling Square and the recently completed Sofitel Hotel. We have looked at the scale of these buildings and the opportunities to deliver great public domain at the ground plane. 30% of the site area is proposed as open space and 50% of the site area would be public domain. The relationship between the ground plane open space and the foreshore promenade has been looked at carefully – with building heights stepping down away from the Anzac Bridge pylons.
- » INSW: Other elements including the Pyrmont Peninsula Place Strategy will also inform heights for the precinct.
- » **Question: Why is the team comparing Pyrmont with the CBD, not Glebe? How do the proposed maximum heights fit in with the Pyrmont Peninsula Place Strategy desire to plan for development that complements or enhances the area with buildings that fit with the Peninsula's evolving character?**
- » INSW: The design team has looked closely at what is the character of Pyrmont in its current form – and the finer grain of Glebe. The site is in that transitional area between the CBD and the lower scale and fine grain of Glebe. The design team has been very mindful of lower built form near the water's edge as well as around key open spaces, and then stepping back and allowing the taller buildings to separate themselves from the ground plane experience.
- » **Question: What about the role of the public domain?**
- » INSW: The design team has approached that by looking at a number of different ways to approach the public domain across the three scenarios. We're looking hard at how we can provide as much open space as possible.
- » **Question: Could you elaborate on the connection between Blackwattle Bay and Rozelle Bay? As these sites will host a Metro West station, it would be good to understand how the Bays Precinct will be connected, other than by the foreshore walk you mentioned at the start of the session?**
- » **Question: How many buildings (number or percentage) in the CBD are 45 storeys and taller than 35 storeys? The taller heights suggested for this development seem out of touch with Pyrmont and NOT a transition to Glebe.**
- » **Question: Whilst supporting the working harbour, the dragon boaters have had a strong presence at the Bank Street public recreation area for many years. Why can't you move the southern marina which impinges of the water currently used by the dragon boaters further south and swap with the ferry stop shown at the end of Miller Street?**
- » INSW: We've had a number of meetings with rowers and dragon boaters. We are keen on having them stay at Bank Street and having an appropriate facility. That is a great suggestion. We could look at moving the marina further to the south and the ferry stop further to the north. Appreciate this feedback.
- » Facilitator: We're seeking feedback on the scenarios until 19 June 2020. These should be considered as thought starters not as discreet options A, B and C. All participants are encouraged to provide feedback on the scenarios and elements. We will provide a summary and FAQs within the next week or so.

- » INSW: The scenarios are to facilitate a conversation and we encourage all participants to provide feedback by 19 June. This will then be used to inform the final precinct plan to be developed later this year.

Feedback from participants on the session:

- » Many thanks.
- » If I can manage to use the functions anyone can. Well done.

Session 2

Details: 4-5pm, Tuesday 26 May 2020

Total attendees: 37 (excluding panellists)

Poll feedback:

- » Total participants previously involved in Blackwattle Bay / the Bays more broadly: 12 Yes / 10 No
- » Total participants who have engaged with the information brochure before the session: 20 Yes / 2 No

Facilitator: FAQs will be posted on the project website and circulated to all participants following the three online sessions.

Key questions and comments raised by participants:

- » **Question:** How has community feedback been taken into account in developing the scenarios for Blackwattle Bay?
- » **Response:** Extensive community consultation has been undertaken to date – including a number of community engagement sessions and the 2014 ‘call for great ideas’ which highlighted the opportunity to consider looking at a rejuvenated fish market at the head of Blackwattle Bay. This is one of the elements of the scenarios that has been informed by community feedback. We have also been working with place consultants and an Aboriginal cultural advisor to engage with the local community and Aboriginal community about the place and connections to Country. The scenarios consider the renewal of Blackwattle Bay as an extension of Pyrmont and seek to capture the Indigenous and industrial histories and culture of the place. This is shown in the ‘focus’ including materials used in each scenario – from timber (scenario 1) to sandstone (scenario 2) to brick (scenario 3).
- » **Question:** How was the proposed maximum built form height of 45 storeys established? How do the proposed building heights relate to the scale of Pyrmont? How appropriate are the built form heights in relation to the waterfront and a strong public domain?
- » **Response:** We have been looking at the current built form and morphology of Pyrmont and how we can pull that down and create a great public domain. Another challenge is that it’s not often you have eight hectares of prime urban renewal land within one kilometre of a CBD. So the challenge is understanding the current conditions and built form today, but also considering the life of this area in 50 and 75 year’s time from now. We need to be mindful of both current and future conditions. We have carefully considered how to protect valued elements of the area such as the harbour foreshore and Wentworth Park.
- » **Response:** We started by looking at the environmental impacts of the built form and solar envelope. The Precinct Plan seeks to deliver 30% of the site as open space and 50% of the site as public domain – in all three scenarios. We are then working with built form within that overall envelope, to deliver human scale built form that works well at the ground plane. More broadly Pyrmont/Ultimo as a peninsula has great diversity in its built form and has evolved over time. We see that some of the taller building forms present in the area are located towards UTS, the Darling Harbour edge, the Sofitel Hotel and Distillery Hill. Built form along Harris Street is also diverse ranging from two to ten storeys. The proposed built form for Blackwattle Bay considers the diverse character of the locality and surrounds.
- » **Question:** Is Blackwattle Bay a fast-tracked project? If so what are the implications in terms of timing for this stage and the planning approval? When is construction expected to commence?
- » **Response:** The project is not a fast-tracked project at this point in time. The immediate challenge for us is delivering the new Sydney Fish Market at the head of Blackwattle Bay. As far as government lands are concerned, urban renewal of Blackwattle Bay cannot occur until the existing fish market is

relocated into the new Sydney Fish Market and the timing of that is earmarked to involve a grand opening towards the end of 2024. So urban renewal is not likely to occur on the existing fish market site until approximately late 2024 or into 2025. There are a number of private landowners within the investigation area, so you may see some of their sites being renewed after the rezoning and once INSW has made its submission to the Department of Planning for their assessment and determination.

- » Question: The session facilitator identified a number of questions from participants focusing on: built form height and scale; and traffic, transport and infrastructure.
- » Question: Will transport infrastructure be provided up front, and will that include a railway or Metro station?
- » Response: Access is difficult given the location of the site on the Pyrmont/Ultimo peninsula. However we have been working closely with TNSW to look at a range of transport options to establish Blackwattle Bay as a multi modal hub. These include light rail, bus and trialling of an on demand ferry. In addition Metro West will be coming online with delivery of a metro station in White Bay and potentially another one in Pyrmont. A new ferry stop is proposed at Miller Street where it terminates at the harbours edge. There would be a number of bus stops at Blackwattle Bay. Depending on the location of a new Metro station in Pyrmont, Blackwattle Bay could also provide good connections to this.
- » Question: Would you consider making this a no car development?
- » Response: That is one of the things we're keen to hear people's feedback on as part of this consultation process. This type of outcome would also have commercial outcomes. However the site's proximity to the CBD with jobs and employment, and its accessibility by water and land based public transport, and proximity to Circular Quay, Barangaroo etc – is a real opportunity for this site to challenge needing to have carparking for private vehicles – and to consider a car share program and encourage active transport.
- » Question: Did you factor *existing* traffic conditions relating to the fish markets and surrounding area into your modelling?
- » Response: We have not done much modelling at this stage as we are still at the stage where we have three scenarios for the urban renewal. We have prepared a traffic and transport strategy – but have not yet commenced the next level of detailed analysis. Modelling will need to consider factors such as whether or not the new Metro Station in Pyrmont proceeds, and the implications of the new interchange at White Bay. We are working closely with TNSW to identify the factors that will underpin the traffic and transport modelling.
- » Question: Is there a scenario being considered without the very high tower developments?
- » Response: We are currently exploring the maximum built form outcomes that could be accommodated on the site, with environmental considerations at the forefront. We are working with DPIE who is developing the Pyrmont Peninsula Place Strategy and talking to the community about what heights are appropriate for this area – using the scenarios as a discussion starter. We are seeking feedback on the potential heights shown in the scenarios at this time.
- » Question: If the Anzac Bridge pylons are the reference point, why go beyond those in terms of height? If the renewed Blackwattle Bay is to be an extension of Pyrmont, shouldn't it reflect existing heights in Pyrmont rather than being higher? Would the heights proposed for the northern part of the site be more appropriate for the whole precinct?
- » Response: The scale of the Anzac Bridge pylons is very important to understand what is proposed here in Blackwattle Bay. The scenarios are set back, leaving space around the bridge pylons. They ensure that the Bank Street open space area remains as open space, and then form a scale relationship through the northern end of the peninsular, with the built form then stepping back from water's edge. The built form proposed for Blackwattle Bay is about half the height of the tall buildings in the CBD skyline. Each of the scenarios seeks to deliver great public domain and environmental outcomes.

- » Questions: This refers more to the CBD skyline than to the local areas. Please clarify overshadowing of Wentworth Park, Glebe foreshore and along Harris Street into Pyrmont and Ultimo?
- » Response: The three scenarios have been designed to ensure that there is no overshadowing of the Glebe foreshore or Wentworth Park – right throughout the day. Given the orientation of the site, at 3pm the shadow generally falls over the Western Distributor. The closest and newest development on Bridge Road can maintain minimum sunlight hours – in part this is achieved through proposed lower building forms in that location.
- » Question: The session facilitator noted that several participants would like to see shadow diagrams from a number of key locations in the local area. Was there any wind modelling done in development of the scenarios?
- » Response: We have done some preliminary wind modelling. There are a few areas we need to look at more closely but in general the scenarios do not create an adverse environment from a wind perspective. This includes through use of setbacks of the taller buildings away from the podium levels to utilise the podium as a way to ameliorate against downdrafts, and separating the buildings so that wind can get through and around the built form. A key challenge is the site's direct exposure to Blackwattle Bay which means the foreshore areas will be windy at times.
- » Question: Did you consider building over the Western Distributor? If WestConnex is going underground, why not better use the open space above the roadway to leave more foreshore space for people?
- » Response: No this is not something we have considered, but we could take this suggestion on board.
- » Question: Have you considered not lining the open space / public domain areas with shops and restaurants?
- » Response: We haven't, and by and large during the time we've been out and engaging pre Covid-19, we've heard from the community that many people are keen to be able to have a coffee or something to eat in Blackwattle Bay where they can enjoy the water's edge. So no, we haven't considered that.
- » Question: How does this precinct plan set direction for Glebe Island – which is a significantly under developed space that has negatively contributed to this precinct?
- » Response: We are not currently looking at Glebe Island, but may do so in future.
- » Question: How are you linking with the Ultimo precinct and their large student demographic, as well as the business / CBD context?
- » The education focus points along Pyrmont/Ultimo are important for the future vitality of the area. And we are seeing an expanded student presence along Jones Street. As such there is a great opportunity to support education functions through the Blackwattle Bay Precinct Plan and to integrate with Ultimo and the university (UTS).
- » Question: Should direct pedestrian connections to Wentworth Park be part of the considerations for the scenarios – that is, connecting to the fish markets and precinct?
- » Response: We have looked at a number of different connections from Wentworth Park to the water's edge (including an assessment of a potential pedestrian bridge over Bridge Road). We will be seeking specialist advice on intersection geometries and how we can make the area more pedestrian friendly. So, for instance, at Wentworth Park Road, there is currently not a signalised crossing for pedestrians. So in future this would be provided enabling pedestrians to cross the street safely to get to the water's edge. Further improvements to enhance pedestrian safety are also envisaged. The precinct plan integrating with the new Sydney Fish Market will transform pedestrian and cycle movement from Glebe. Also the scenarios consider the potential future reopening of the old Glebe Island Bridge to provide a pedestrian/cycling connection.

- » Question: I've read that you'll not be able to walk along the foreshore along Bridge Road without entering the fish market and this involves stairs. Is this correct?
- » Response: People will be able to walk along the water's edge and both public stairs and lift access will be included at either end of the fish market. There will be a 9-12 metre footpath along Bridge Road and there will be a footpath that allows you to continue along the water's edge up and around the working harbour element, where the fishing fleet comes in with their fish.
- » Question: Will all three scenarios show permanently respectful imagery or art installations that reflect the local area – including Pyrmont, Blackwater Bay, Fish Markets, Ultimo, Glebe and Wentworth Park?
- » Response: There are great opportunities for all types of different art installations at Blackwattle Bay. We have an Art and Culture Strategy that will identify locations and broad themes for artists to respond to, which will enable works of art to be accommodated at Blackwattle Bay along the water's edge.

Closing comments:

- » Response: We greatly appreciate people's participation and welcome submissions by 19 June 2020. Participant feedback will be considered by INSW in preparation of the State Significant precinct study to be submitted to DPIE for assessment and determination.

Feedback from participants on the session:

- » Thank you for the opportunity to engage.
- » Thanks for a great forum.
- » Thank you for the session and to all of the presenters. My only comment is that it would be good if all of the presenters were visible when they're speaking, as I think it enhances transparency. Otherwise, very informative.

Session 3

Details: 6-7pm, Tuesday 2 June 2020

Total attendees: 23 (excluding panellists)

Poll feedback:

- » Total participants previously involved in Blackwattle Bay / the Bays more broadly: 5 Yes / 10 No
- » Total participants who have engaged with the information brochure before the session: 15 Yes / 0 No

Key questions and comments raised by participants:

- » **Question: Is the Blackwattle Bay renewal an accelerated project?**
- » Response: The new Sydney Fish Markets has been identified as an accelerated project by the NSW Government. The plans for the new Sydney Fish Markets have been with the Department of Planning, Industry and Environment for several months and it is expected that a determination will be made by the Department imminently. This project (Blackwattle Bay) has not yet been identified as an accelerated project.
- » **Question: INSW is presenting three scenarios. What are the key decision factors that will influence decision making by INSW between the options presented (ie more commercial versus more residential)?**
- » Response: A number of factors will be considered. Community feedback and perspectives, government policy and related supporting infrastructure to enable us to realise the different land use outcomes will all be considered. For instance, we feel there is adequate public transport to support a primarily residential outcome (scenario 1), however further public transport infrastructure would be required to support a primarily non-residential outcome (as in scenario 3). All of those factors will be used to support decision making over the coming months.
- » **Question: What if people don't like any of the three scenarios? Is feedback on all of them welcomed?**
- » Response: Yes. We'll be presenting the scenarios next. We're not necessarily looking for feedback on which one of the scenarios is better than the others. We're interested in what people think about the elements that make up each of the scenarios. If you don't like anything about what is being proposed, then we welcome your feedback through the consultation process – by completing the online survey, by making a submission or contacting up by phone. We are keen to hear about why you may have a particular perspective and encourage you to provide detailed feedback so we can develop a good understanding of community perspectives. For instance, please share your feedback on what building heights you think are appropriate for the precinct, rather than simply saying 'I do not support the proposed 45 storey maximum height'.
- » **Question: The community was expected to provide comment on the New Fish Markets without knowing the details of other urban planning initiatives, and now the community is expected to provide comment on the existing Sydney Fish Markets and adjacent privately owned lands, without knowing the site of a potential rail station, and Glebe Island, White Bay Power Station, and Glebe Island Bridge. I don't think is reasonable with so many unknowns, including transport strategies.**
- » Response: There is rarely a time when all information is available for a project such as this. However, we are seeking to understand community perspectives and comments about what you believe should be provided to support a positive outcome at Blackwattle Bay. For instance, if you think renewal of the precinct must be predicated on provision of a new Metro station in Pyrmont, please provide us with that feedback so that we can pass this feedback on for consideration by TNSW.

- » Question: How can the heritage 40m Anzac Bridge towers (pylons) retain prominence in the context of at least one 45 storey tower and others that look to be over 35 storeys?
- » Response: As we'll see in the next part of the presentation, the built form as we've explored it locates the lower heights near the existing built form around Distillery Hill, whereas the tallest buildings of 45 storeys are located farthest away from the Anzac Bridge pylons and the water's edge. The massing proposals seek to maintain view corridors to the Anzac Bridge.
- » Question: In reference to the Harbour component, the aspirational statement refers to an equitable mix of recreational and working harbour. Does this mix vary between the scenarios? Can you also elaborate on what is meant by the term for W1 Day Charter marina and W2 Corporate Charter Marina?
- » Response: The water space at Blackwattle Bay is a very desirable area from both a working harbour and recreational harbour perspective. Planning for Blackwattle Bay involves applying a robust planning rationale and finding the right balance to achieve positive outcomes for the precinct. Blackwattle Bay accommodates around 60-65 working vessels at any one time, plus a wide range of recreational users including dragon boaters and others. We are looking to maintain the existing balance and harmony that exists now into the future. A key consideration is a day charter marina would need to accommodate more frequent services, and would ideally be located close to the entrance to the bay (W1 location) to minimise conflict between vessels. Whereas a corporate charter marina involves vessels that are hired for special occasions and have less frequent movements. As such it would be located more centrally within the bay.
- » Question: Without a Pyrmont Metro station, none of these scenarios would work well. Neither the light rail or bus routes will be capable of transporting people in and out of the precinct. Pyrmont should be an extension of the CBD and more aligned with jobs. In 20 years' time we might regret a skew towards residential and suggested the development should replicate the success of Barangaroo with mainly office buildings and a few lower rise residential buildings. Google would prefer to be located on the city fringe at Pyrmont than in White Bay. Does 'jobs' or 'mixed use' align better with the master plan for Pyrmont?
- » Response: I agree with those observations. When our design team looked at the site you could see it was more aligned with the city than with Glebe. One of the key challenges we have is that certainly there is a context there today, and we've looked hard at how the precinct interfaces with the nearby residential areas, but we also need to look at how the precinct can accommodate future growth – as we look to Sydney's next 50-75 years.
- » Question: Is this being considered in the context of the surrounding area? There are already a LOT of people living in Pyrmont. Is that factored into whether it should be jobs focussed?
- » Response: The reason we have the three scenarios is to look at the full spectrum of land use mix options – incorporating residential to jobs – and to find the right balance for the precinct. Also to see how the site can accommodate those different outcomes and what supporting infrastructure is needed to do this. We are trying to understand the implications of all the different land uses at this stage and then testing that. This involves testing the opportunities and also asking 'what if' (eg what if there were more of a focus on homes or on jobs). And what this might mean in relation to a new Metro station in Pyrmont, or if there was no new Metro in Pyrmont.
- » Question: Given that principle 4 seeks to "Prioritise movement by walking, cycling and public transport", government needs to be committed to the provision of ferry terminals for this and adjacent developments, plus a metro/train station.
- » Response: That's a great comment. One really positive thing Pyrmont has going for it is its proximity to the CBD and the creative innovative employment sector in the area. We know our colleagues at TNSW are looking at light rail, buses, ferries and potentially a new Metro station in Pyrmont to help people move around the area. We're also looking at pedestrian and cycle infrastructure. All of these elements are needed to get people around the Peninsula and make the most of this opportunity at Blackwattle Bay.

- » Question: The fundamental problem of Pyrmont Bridge Road – traffic movements to access the new fish markets – needs to be addressed. Also the area around the light rail overpass further south at Burton Street Glebe. How has that broader context been looked at? The site does not exist in isolation with regard to Pyrmont.
- » Response: We've been looking at how to accommodate private vehicles for people going to the fish markets. We're also looking at an 80/20 modal split (ie 80% public transport and 20% private vehicles). There is already an 80/20 modal split in the local area today. In future we think this could be further increased to achieve 90/10 with measures to support increased active travel. For instance we could look at caps to private vehicle carparking on the site to motivate people to use alternative modes of transport to access Blackwattle Bay.
- » Question: How did you arrive at the development scenarios – in terms of the development yield, use, development envelope and considerations?
- » Response: There are those different layers of consideration that we touched on earlier. The scenarios have been established through consideration of the environmental impacts of any built form (eg ensuring open space is not overshadowed at key times), the structure and spacing of the open space network. We've also been looking at other renewal areas and keeping a balanced view of the potential of this site, the way it integrates within its context, and making the most of an opportunity for a really great public domain led urban renewal at the water's edge.
- » Question: If private landowners to the north of the site don't want to redevelop their sites, what are the implications for your plan?
- » Response: We need to find the right balance so that they are encouraged to redevelop their sites, as appropriate. They each have different objectives so finding the right balance presents an important challenge.
- » Question: As the fish markets come online, having an effective transport strategy including a Metro station and multiple ferry terminals will be vital.
- » Question: In terms of 'waterfront scale' the 18 storeys identified in the information brochure sounds like an appropriate height.
- » Question: Would your options have been different if the OLS had permitted higher development, or was the OLS a limitation?
- » Response: The OLS trimmed the top of the envelope, but did not make a significant difference to what you now see in the three scenarios. The design team took the view that the OLS was an important consideration. The scenarios seek to ensure there is no overshadowing of Wentworth Park and the harbour foreshore areas at all times of year.
- » Question: Construction has already commenced in what appears to be the proposed Bank Street park area. The building has signage 'Blackwattle Bay Marina' in place. Can you please explain why this area that you have nominated as a park already has new construction on it?
- » Response: That is a modification to an already approved DA from a number of years ago. It has an approval for a five year use. We will then need to consider how we deliver a great public domain at Blackwattle Bay that includes the Bank Street area.

Closing comments:

- » Facilitator: We greatly appreciate people's participation and welcome submissions by 19 June 2020 – through the survey, email or submission.
- » INSW: Reiterated these comments and thanked all for participating.

Feedback from participants on the session:

- » Thank you, tonight was useful

Session 4

Details: 1.30-2.30pm, Wednesday 3 June 2020

Total attendees: 29 (excluding panellists)

Poll feedback:

- » Total participants previously involved in Blackwattle Bay / the Bays more broadly: 5 Yes / 11 No
- » Total participants who have engaged with the information brochure before the session: 14 Yes / 2 No

Key questions and comments raised by participants:

- » **Question: In terms of the solar diagrams does red mean the highest or least amount of sun?**
- » Response: As we move from blue to red, it is red that represents the greatest amount of sunlight. Orange to red is the upper end of the scale in terms of sunlight access. All the diagrams show solar access on the shortest day of the year (ie in mid winter).
- » **Question: Considering the potential Pyrmont Metro station, is there any opportunity to have these two projects working together, such as adding a metro station near the new fish market?**
- » Response: Yes, the INSW team has been working closely with our colleagues at TNSW in developing the scenarios. There is a new Metro station proposed for White Bay (near the silos). Another potential Metro station is proposed for Pyrmont. We do not know where the latter would be located but anticipate it would be centrally located within Pyrmont, if it proceeds. A determination has not yet made on the Pyrmont Metro station but is expected during this calendar year. Feedback from the community about transport matters, or matters relevant to other government agencies are welcomed and will be passed on to the relevant agencies / authorities.
- » **Question: In terms of the interrelationship between the Bays Precinct at Blackwattle, what is the level of coordination between the Blackwattle Bay team and the WestConnex project and Waterways Naturalisation project?**
- » Response: The INSW team has monthly coordination meetings with the WestConnex team to discuss their respective programs of works. For instance, WestConnex is currently under construction and likely to be completed in 2023/4 around the same time as the new Sydney Fish Markets is due to open. Our objectives for Blackwattle Bay are aligned with those of the Water Naturalisation project however we have not had any real coordination with that project to date.
- » **Question: Do all three scenarios have specific targets for inclusion of affordable and social housing?**
- » Response: Yes we've identified 5-10% of floor space for affordable housing, but that doesn't necessarily include social housing. From my perspective if you want a vibrant mixed use community you need the full range of housing. However, this will be a decision for government. If this is what you are seeking, please let us know when you provide feedback.
- » **Question: All three scenarios have an element of 'improved site access'. What do you mean by this, what will be involved and who will benefit?**
- » Response: This means that access to the site will be improved for everyone. We have been looking at how to improve the pedestrian experience and make the vehicle experience better also. For instance, we propose to refine the geometry of the Wattle Street/Bridge Road intersection to improve the experience for both pedestrians and cars, take away the left hand vehicle movement and shorten the distance pedestrians have to cross. Similarly at Wentworth Park

Road and Bridge Road we will be signalling the intersection to make it more safe for students and other people to cross. We are also considering improvements to the intersection at Miller Street and Bank Street.

- » Question: Will additional cycleways or shared paths be added? How will these cater for commuter cyclists and more leisurely cyclists? What do the circle and 'decision points' mean?
- » Response: Commuter cycle movements across the Anzac Bridge to the city will be complimented with a new dedicated cycle route parallel to Bank Street and connecting into Miller Street to provide a safe and direct route for cyclists going to the city, Glebe and beyond. The 'decision points' indicated on the Through Site Mobility plans indicate where people can choose to take another route. We are also exploring a possible cycle lane through Bank Street. Within the broader master planned area the plans include opportunities for pedestrian and supporting cycle movements that are diverse, varied and provide many options for people to move through the precinct, to avoid any potential blockages.
- » Question: Will the footbridge under the Anzac Bridge be accessible for walkers and cyclists, and if so when?
- » Response: The old Glebe Island Bridge is being considered by government to determine whether it can be used for this purpose – particularly in light of the proposed new Metro station at White Bay.
- » Question: Will the existing boat ramp be kept there or located somewhere else?
- » Response: The dragon boat ramp/slip at Bank Street may shift north or south, but will remain within the Bank Street open space location.
- » Questions: The taller buildings in all three scenarios all exceed the City of Sydney maximum height restrictions. Why not keep the maximum height to about 20 storeys? Will there be any consideration for maximum height feedback from the community? There aren't any high rise buildings in Greater Pyrmont, perhaps mid rise will suit the existing area and offer greater sunlight.
- » *Facilitator noted that these questions were supported by a number of others.*
- » Response: We encourage you to provide feedback by completing the online survey and adding any specific comments you'd like to make in relation to the proposed heights. The scenarios aim to consider the current context and local identity as well as the future of the area. We have this once in a generation project ahead of us. We need to consider the existing and future conditions for the precinct which comprises 8.5 ha of waterfront land close to the CBD. We need to give careful consideration to the proposal for this important site.
- » Question: Under the master plan what is the proposed increase in FSR for properties along Bank Street?
- » Response: The FSR is currently 2.5:1, but we're looking at a slight increase up to 3:1, to try and achieve the right balance and encourage renewal opportunities among private landowners.
- » Question: Please clarify for the solar access to parks diagram that was shown earlier – what time span does the analysis cover?
- » Response: It shows six hours (ie 9am-3pm) on 21 June / the shortest day of the year. This is a standard used by the City of Sydney and other councils to look at solar access.
- » Question: What is the strategy regarding the heritage components integration both at an urban and an architectural scale?

- » Response: We're exploring through the scenarios the interpretation and relationships to the older built fabric of Pyrmont/Ultimo. The site doesn't retain a lot of its built heritage but gives clues to how we might reference this in future built form. For instance, the timber structures, significant brick buildings along Wattle Street and Tinkers Well can be interpreted in the new built form and public domain.
- » Question: Can you tell us more about the incorporation of First Nations elements in the scenarios?
- » Response: We've had a consultant assist us with Indigenous engagement and have worked closely with key stakeholders who call Blackwattle Bay Country. Indigenous elements are reflected in the notion of the promontory in Scenario 1. The Country was utilised by different clans and the notions of songlines/walking the water's edge is represented in the sandstone scenario. The stories of the bay as a place for women's business, healing, the casuarina tree and other ideas are represented in Scenario 3.

Closing comments:

- » Facilitator: We greatly appreciate people's participation and welcome submissions by 19 June 2020. We welcome your feedback through the survey, email or submission.
- » INSW: Thanked all participants for their contributions.

Feedback from participants on the session:

- » Can a link to all of the question/answer summaries of all the meetings be made available to all please?

Session 5

Details: 3-4pm, Wednesday 3 June 2020

Total attendees: 23 (excluding panellists)

Poll feedback:

- » Total participants previously involved in Blackwattle Bay / the Bays more broadly: 6 Yes / 4 No
- » Total participants who have engaged with the information brochure before the session: 7 Yes / 3 No

Key questions and comments raised by participants:

- » **Question: Why do your plans include Wentworth Park even though it's not in the Blackwattle Bay precinct? Is Wentworth Park being included in any of the open space calculations?**
- » **Response:** Confirmed that Wentworth Park is not included within the Blackwattle Bay precinct area (the boundary of the Blackwattle Bay precinct is shown as a white line). Wentworth Park is not included as part of the 30,000 sqm of new open space proposed for Blackwattle Bay.
- » **Question: It appears the approach to heights is completely different to that in the rest of the Pyrmont/Ultimo peninsula.**
- » **Response:** We acknowledge the Pyrmont/Ultimo peninsula has a great diversity of built form. The development around Distillery Hill represented a shift in built form at the time of its development. There are also areas to the south of the Pyrmont/Ultimo peninsula which have been renewed such as Central Park and the UTS campus. Built form has also evolved along the Darling Harbour edge, around Darling Square and the Sofitel Hotel. The proposed built form for Blackwattle Bay seeks to explore appropriate locations where greater heights can be accommodated, in order to provide for a high quality public domain.
- » **Question: We have a participant who is interested in finding out more about the Sydney Fish Market which is not the subject of today's webinar. They are also interested in how Aboriginal culture has been recognised and reflected in the proposed scenarios for Blackwattle Bay, and we will be talking further about this in the next part of our discussion.**
- » **Question: This site is in a privileged location on the bay near the new Sydney Fish Market. Will the buildings be subject to a design competition? It would be a shame to get ugly buildings on such a great site, next to the Anzac Bridge and the new Sydney Fish Markets.**
- » **Response:** All of the built form at Blackwattle Bay will be subject to a design competition. The planning framework may involve state or local level approvals – but either planning process would involve design excellence / a design competition.
- » **Question: it appears that the scenarios have been developed along individual property titles and ownership (largely driven by government owned land, i.e. the existing SFM). Has there been any consideration of what this entire development could look like if it was treated as one entire land parcel englobo?**
- » **Response:** One of the constraints is land ownership. We have been in consultation with private landowners and they have different timeframes for renewal of their sites. If they were to come to us and signal an openness to a coordinated approach we could look at an englobo approach. Further to this, we are fortunate that the land to the south of Blackwattle Bay forms a good structure; and that where private land exists, there are narrow connections. So these constraints have been taken into consideration and have been integrated into the framework and each of the scenarios.
- » **Question: Can we have some honest history of the impacts of white Australia on its First Nations peoples, reflected in Blackwattle Bay?**

- » Response: We have engaged an Indigenous cultural advisor to inform development of the scenarios. The notion of truth telling has been identified as an important element of the Indigenous Art and Culture Strategy – to manifest on the site. The information provided on the different scenarios – the yarning circle, promontory, intersection between fresh and saltwater, and important Indigenous history and live culture has been imbued in the plans.
- » Question: Could the yarning circle be done as part of scenario 2 or 3 or does it have to be part of scenario 1 only? I really like this idea. There are few opportunities for me and my children to engage with Aboriginal culture as part of everyday life.
- » Response: We welcome feedback about all elements of each of the scenarios, not just one. Aboriginal stories form an important part of the future of Blackwattle Bay. We have an opportunity to engage Sydneysiders and visitors to the area including locals and international audiences visiting the new Sydney Fish Markets.
- » Question: Is there an opportunity for the new Metro station in Pyrmont to be located in the Blackwattle Bay precinct or near new Sydney Fish Market (rather than further into Pyrmont (Casino) which is not in the public interest?
- » Response: We've been working with TNSW on the opportunity to support Blackwattle Bay and the new Sydney Fish Market with improved transport access. I anticipate a more central location such as Harris Street may provide enhanced access to a larger catchment of transport users, than locating it in Blackwattle Bay or near the new Fish Market. This is not just unique to just a proposed new Metro station. The light rail stop is not highly visible to people visiting the area for the first time. We're looking to improve the legibility of this.
- » Question: What is the preferred location for the ferry wharf? Fish markets or Miller Street or both?
- » Response: We've identified two potential locations for where a new ferry wharf could be delivered – and these options will be considered by government as planning for the area progresses.
- » Question: Fishing culture is an important part of the precinct to be brought to life in Blackwattle Bay.
- » Response: The Sydney Fish Market project is considering how to reflect these stories.
- » Question: Is social and affordable housing being considered for Blackwattle Bay?
- » Response: Yes, 5-10% of total floor space would be affordable housing. We are hearing a strong desire through the consultation process for some social and Aboriginal housing to be included as part of that 5-10%.
- » Question: Could you please explain the winter solar access impacts, and impacts on open space within the precinct and adjacent landholdings/
- » Response: We can maintain solar access to spaces around the site. Within the precinct area we've looked at each of the portions of the precinct plan (the Bank Street open space for example). We've looked at how solar access can be maintained through the built form, maximising Miller Street open space, and with the greatest opportunity to deliver solar access to a large portion of the new open space on the government owned lands. Generally either side of roadways are public domain spaces that people use during the middle of the day that benefit from sunlight access, so where possible we've tried to deliver sunny streets as part of the scenarios.
- » Question: If there are park areas under cover (of freeway) how does this count as open space?
- » Response: These will be different types of open space, with different uses. For instance, recreational open space could benefit from being weather protected. Further to this, where the Western Distributor runs above the Bank Street open space, it is at its highest clearance before it gets to the Anzac Bridge pylons, to ensure this is a pleasant space.

- » Question: It will be important to reflect fishing culture in the scenarios and the new Sydney Fish Markets. Is this subject to a separate plan / approval process?
- » The facilitator encouraged this participant to find out more about the Sydney Fish Markets project (using the details provided).
- » Question: Why not include 100% public housing at Blackwattle Bay?
- » Question: Reflecting fishing culture through artwork and installations is an important consideration for Blackwattle Bay.
- » Question: Wouldn't it make sense to swap the Miller Street extension land to the same side as the existing Sydney Fish Markets side?
- » Response: We've looked at many different configurations and possibilities through the analysis for the structure and scenarios. We have maintained the Miller Street space under its current zoning and the vista from Miller Street to the water. We have looked at other alternatives and arrangements and welcome feedback which can be considered.

Closing comments:

- » Facilitator: Thanked participants for their time and welcomed submissions by 19 June 2020 through the survey, email or submissions.
- » INSW: Thanked all participants for their comments and contributions and encouraged them to provide further feedback.

C **Community Survey**

Blackwattle Bay Precinct - Community Survey

Thank you for taking the time to share your feedback on the future of Blackwattle Bay by completing this short survey.

We are keen to understand community preferences on the key elements and concepts that make up the three Blackwattle Bay **Precinct Plan scenarios**. Your feedback on the key elements within each scenario will be considered by Infrastructure NSW (INSW) as part of preparing a refined final proposed **Precinct Plan**.

Please note we are NOT asking you to choose one scenario. The final Precinct Plan may draw on elements from each of the three scenarios, based on community feedback.

The final proposed Precinct Plan will form the basis of a State Significant Precinct Study and will be submitted to the Department of Planning, Industry and Environment for review and assessment. To find out more about the State Significant Precinct Study process and further opportunities to have your say please go to: <http://insw.com/blackwattlebay/>

The first part of the survey focuses on your interaction with the area and your demographic information. The main part of the survey asks for your preferences about elements within the scenarios. The third and final part of the survey asks for your thoughts on any other important factors that should be taken into consideration. The survey should take approximately 15 minutes to complete.

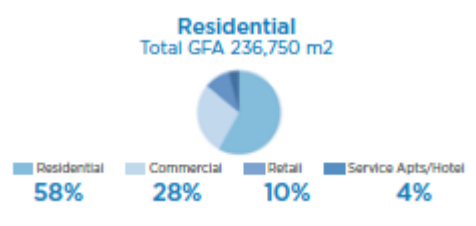
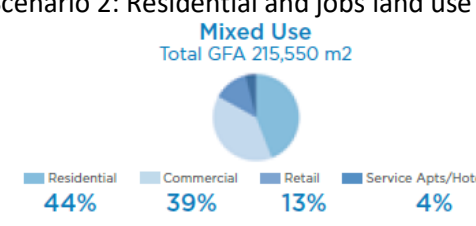
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About you

The first part of the survey focuses on your interaction with the area and demographic information.

Part 1 – Demographic Information	
1. Which of the following <u>best</u> describes you? <i>Please tick one only</i>	<div><input type="checkbox"/> I live in the local area</div> <div><input type="checkbox"/> I own or run a business in the local area</div> <div><input type="checkbox"/> I work in the local area</div> <div><input type="checkbox"/> I study in the local area</div> <div><input type="checkbox"/> I use the area for recreational activities</div> <div><input type="checkbox"/> I visit the area for another purpose</div> <div>Other (please describe)</div>
2. What is your age? <i>Please tick one only</i>	<div><input type="checkbox"/> Under 18</div> <div><input type="checkbox"/> 18-24</div> <div><input type="checkbox"/> 25-34</div> <div><input type="checkbox"/> 35-44</div> <div><input type="checkbox"/> 45-54</div> <div><input type="checkbox"/> 55-64</div> <div><input type="checkbox"/> 65-74</div> <div><input type="checkbox"/> 75+</div>

3. Do you speak a language other than English at home? <i>Please tick one only</i>	<input type="checkbox"/> Yes (please tell us which language you speak) <input type="checkbox"/> No
4. Did you participate in an earlier phase of planning for the Bays / Blackwattle Bay area?	<i>Please tick one only</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not sure If yes, how have you participated ----- -----
<p>The second part of the survey asks for your feedback on the various elements contained within the three scenarios.</p> <p>Each scenario includes a series of unique elements which could be mixed and matched to form the final Precinct Plan [hyperlink to page 10 in the brochure].</p> <p>Please share your feedback on the elements by completing the next few questions.</p>	
<p>Focus area</p> <p>Each scenario focuses on a particular theme to help inform the connection to place and context. These themes guide the layout, arrangement and materials used in each of the three scenarios.</p> <p>Please let us know whether you like or dislike each scenario.</p>	
5. Which of the focus areas do you like/dislike? Like / Dislike / Not sure	<ul style="list-style-type: none"> • Historic Layers + Urban Structure • Waterfront Interface • Timber <p>Scenario 1 is inspired by timber which could be incorporated into the buildings and public domain representing the history of Indigenous plants (the Black Wattle), the use and trade of timber in Blackwattle Bay during recent colonial times, as well as a reflection of boardwalks and jetties which line the harbour today.</p> <hr/> <ul style="list-style-type: none"> • Green + Blue Grid • Natural Systems • Sandstone <p>Scenario 2 focuses on the natural layers of Blackwattle Bay; like the meandering historical foreshore, the natural spring of Tinkers Well and the sandstone escarpments that were quarried to supply materials for Sydney's early colonial buildings. These natural elements are reflected in</p>

	<p>both the flowing forms and arrangement of buildings and public spaces.</p> <p>Scenario 2 is inspired by connecting to the surrounding natural systems; the blue (water) and green (open space) grids. Sandstone plays an important part as the material in both the natural and built environment.</p> <ul style="list-style-type: none"> • City + Bay Intersection • Innovation Corridor • Brick <p>Scenario 3 embodies the intersection between the City and the Bay; the foundation of iconic global Sydney. This Scenario is an innovation-oriented, mixed-use precinct which references the surrounding brick warehouse buildings.</p> <p>Please tell us more about your responses [open text]</p> <p>Are there any further considerations regarding Blackwattle Bay? <open text box></p>
<p>Land use mix</p>	
<p>6. Which of the three proposed land use mixes would you most like to see at Blackwattle Bay and why?</p> <p>Check box and open text</p>	<p>Scenario 1: Residential land use mix</p>  <p>Scenario 2: Residential and jobs land use mix</p>  <p>Why do you prefer Scenario xx:</p>
	<p>Are there other land uses that should be considered within the Blackwattle Bay precinct area? <Yes/No> If yes, please describe <Open text></p>
<p>Built form</p> <p>The mix of land uses will influence the types of built form that can be developed in the Blackwattle Bay precinct area, in line with relevant planning controls.</p> <p>Please let us know whether you like or dislike each scenario</p>	

Like / Dislike / Not sure



Slender

Scenario 1: Buildings are more slender to comply with residential planning controls

Taller buildings are oriented north/south to allow for more sunlight to reach the new foreshore promenade, public domain and open spaces

Lower podium heights are located towards the harbour's edge and around key public open space areas

Taller buildings are located away from the foreshore and positioned to minimise their impact on the public domain



Mixed

Scenario 2: The building forms reflect the organic lines of the historic foreshore

The circular arrangement of the taller buildings allows for sunlight in public domain areas

The podiums step down to reflect the layering of local sandstone escarpments

Taller buildings are away from the foreshore and positioned to minimise their impact on the public domain.


















Urban Warehouse

Scenario 3: Buildings are inspired by warehouse buildings in the surrounding area

Commercial buildings are arranged closer together in a grid, creating a series of laneways and arcade spaces

Lower podium heights are located towards the harbour's edge and around key public open space areas

Taller residential buildings are arranged to comply with residential planning controls

	<p>Taller buildings are located away from the foreshore and positioned to minimise their impact on the public domain</p> <p>Please tell us more about your responses [open text]</p>
<p>Through site mobility</p> <p>Each scenario provides a different way for people to move around the Blackwattle Bay precinct including active transport, public and private transport. The Precinct Plan will include new pedestrian areas, shareways, laneways and roads. Please let us know whether you like or dislike each scenario.</p>	
Like/Dislike/Not sure	<div> <div> <p>Streets + Lanes</p> <p>PT (Public Transport)    </p> <p>AT (Active Transport)  </p> <p>PV (Private Vehicle) </p> </div> <div> <p>Scenario 1: Streets + lanes</p> <p>Integrates a traditional local street that connects Wattle Street to Miller Street and allows for all modes of transport. This new through-site connection could provide greater public transport access and connectivity across the western edge of the Pyrmont peninsula and link to the future Metro station at the White Bay Power Station via a low-level crossing such as the Glebe Island Bridge.</p> <p>Why do you prefer this model? <Open text></p> </div> </div>
Like/Dislike/Not sure	<div> <div> <p>Pedestrian Focus</p> <p>AT (Active Transport)  </p> </div> <div> <p>Scenario 2: Pedestrian focused</p> <p>Imagines a pedestrian and bicycle focused precinct including car-free urban spaces - interfacing with buses, private and service vehicles, taxis, and car share opportunities at the edges of Blackwattle Bay.</p> </div> </div>
Like/Dislike/Not sure	<div> <div> <p>Mixed Mode</p> <p>PT (Public Transport)    </p> <p>AT (Active Transport)  </p> </div> <div> <p>Scenario 3: The mixed mode</p> <p>This approach facilitates movement via a shareway. A shareway or shared way is a slow speed space that is shared safely by vehicles and pedestrians, and where pedestrian priority and quality of life are prioritised over vehicle movement. Pedestrians, cyclists and public transport vehicles will mix along the main shared street from Bridge Road to Bank Street. Private and service vehicles will be restricted to access points at the perimeter of the renewal area.</p> <p>Please tell us more about your responses [open text]</p> </div> </div>
<p>Public Open Space configurations</p>	

We are committed to delivering more than 30,000 square metres (3 hectares) of new quality public open space on the stunning water's edge of Blackwattle Bay. The Scenarios explore different configurations and sizes which allow for different uses and activities.

Of the three open space configurations, is there one you prefer and why?

Check box and open text



A variety of smaller parks and open space, each with distinct characteristics connected by the continuous foreshore promenade.



Two larger more naturalised open spaces linked together by the continuous waterfront promenade



A series of more formalised open space areas, aligning and integrating with the grid block pattern linked by the continuous waterfront promenade?.

Culture and place

Australia's living culture spans more than 50,000 years and Blackwattle Bay offers an opportunity to recognise and celebrate this. Culture and place are represented differently across the three scenarios.

Which of these three different concepts relating to Culture and Place, would you prefer to see at Blackwattle Bay and why?

Check box and open text

Scenario 1 includes a yarning circle which is located on a projection into the Bay and reflects the historical foreshore line. This could be a place for people to come together, share stories, and to speak and listen from the heart.

	<p>A series of songlines, telling the stories of Indigenous culture and trade through the length of Blackwattle Bay forms Scenario 2. Sandstone plays an important part as the material in both the natural and built environment.</p>
	<p>A native Casuarina Tree Grove is included as a place for gathering, art, and events and is historically representative of the former Indigenous landscape. Masonry elements, like stone and brick, represent the materials of place.</p>
	<p>Are there any further considerations regarding Blackwattle Bay's connection to culture and/or place? <open text box></p>
<p>Part 3 – Further comments and other considerations</p> <p>The third part of this survey is an opportunity for you to provide any further comments.</p>	
<p>7. What are the most important factors you think need to be considered in preparing a final <u>precinct plan</u> for Blackwattle Bay?</p>	
<p>8. Please add any further comments.</p>	<p>Open text</p>
<p>9. Are you interested in receiving further information about this project from INSW?</p>	<p>Please tick one only</p> <p>Yes (please provide your email address or street address)</p> <p>_____</p> <p>No</p>

D **Panel Survey**

Blackwattle Bay – Final Online Panel Survey

1. OVERALL PURPOSE OF THE SURVEY

The survey will provide the INSW project team with an understanding of current levels of community awareness of the renewal of Blackwattle Bay and perceptions of the three scenarios for Blackwattle Bay. It has been designed to:

- » Measure awareness of the project
- » Understand perceptions and preferences in relation to the three scenarios
- » Test for significant differences by factors such as age, geographic location, and proximity to the precinct.

2. SURVEY SAMPLING APPROACH

An online panel survey will be conducted to reach a sample of 1,000 Sydneysiders in and around the study area. The survey will be conducted with people located in two zones:

- » Local area (n=300) – to provide insights from communities in the Eastern City
- » Wider Sydney (n=700) – to support an understanding of the perspectives of people in Sydney more broadly. That is, from the Western City, Central City, North District and South District (n=175 per district)

Survey results will be presented overall and will be analysed by geographic location and other key variables of interest.

3. INTRODUCTORY TEXT

We are seeking your feedback on an important urban renewal project in Sydney's Pyrmont. This survey is being conducted by Elton Consulting/Jetty Research on behalf of the NSW Government.

The survey will take around 10 minutes to complete and all your responses will be treated as confidential.

Privacy statement to be included / Branding to be advised

4. SURVEY TOOL

Your experiences

1. Have you ever visited the Sydney Fish Markets in Pyrmont?

Yes
No

2. If yes, how often have you visited the Sydney Fish Markets in the last 12 months?

Nil
Once
2-3 times
4-5 times
6-12 times
More frequently

3. Which of the following places do you think of as good places to spend time?

Barangaroo (Yes/No/Can't say)
Darling Quarter at Darling Harbour (Yes/No/Can't say)
Central Park at Broadway (Yes/No/Can't say)
Sydney Olympic Park (Yes/No/Can't say)

Renewal of Blackwattle Bay

4. Before today, had you heard about the urban renewal of Blackwattle Bay (or the Bays Market District, as it was previously known)?

Yes
No
Unsure

5. If yes, how did you hear about it? Please tick all that apply

Promotional material (eg flyer, advertisement)
Direct contact from INSW (eg email)
Community group / word of mouth
Infrastructure NSW website
News / media
Word of mouth
Other (please describe) _____

The Blackwattle Bay precinct is located in Pyrmont and incorporates the existing Sydney Fish Markets.

The NSW Government is preparing a long-term plan to guide the future redevelopment and revitalisation of Blackwattle Bay. The plan seeks to deliver a vibrant mixed use precinct on Sydney's harbourfront.

Building the new Sydney Fish Market at the head of Blackwattle Bay unlocks the opportunity to return inaccessible parts of our harbour back to the community and provide new homes, jobs, services and green space within walking distance to Sydney's CBD.



Your perspectives on the renewal scenarios

The next few questions invite you to think about the future of Blackwattle Bay, and consider what you see as the most desirable aspects of three scenarios. We are not asking you to choose one preferred scenario in its entirety, rather to share your feedback on the various elements that make up each of the three scenarios.

Themes for a renewed Blackwattle Bay

All three scenarios seek to reflect the character of the local area. Each scenario focuses on a different theme, as shown here.

Scenario 1:

- » Inspired by timber
- » Timber could be incorporated into the buildings and public domain
- » Represents the history of Indigenous plants (the Black Wattle), the use and trade of timber in Blackwattle Bay, as well as the boardwalks and jetties which line Sydney harbour today.



Scenario 2:

- » Focuses on the natural layers of Blackwattle Bay including foreshore curves and layers of sandstone
- » Natural elements are reflected in flowing building forms and arrangement of public spaces
- » Inspired by connections to water and green space
- » Sandstone is an important material in the natural and built environment.



Scenario 3:

- » Represents the intersection between the City and the Bay – the foundation of iconic global Sydney
- » Innovation-oriented, mixed-use precinct
- » Reflects the surrounding brick warehouse buildings.



6. Do you have a preferred scenario – in terms of theme?

- Yes, I prefer scenario 1
- Yes, I prefer scenario 2
- Yes, I prefer scenario 3
- I like elements of all the scenarios
- No, I don't like any of the scenarios

Land use mix for a renewed Blackwattle Bay

All three scenarios incorporate a **mixture of land uses**. Each scenario is characterised by a different mix, as shown here.

Scenario 1: Primarily residential

This scenario includes the following mix of uses (with a total Gross Floor Area of 236,750 square metres):
[NB spell out GFA / remove pie graph]

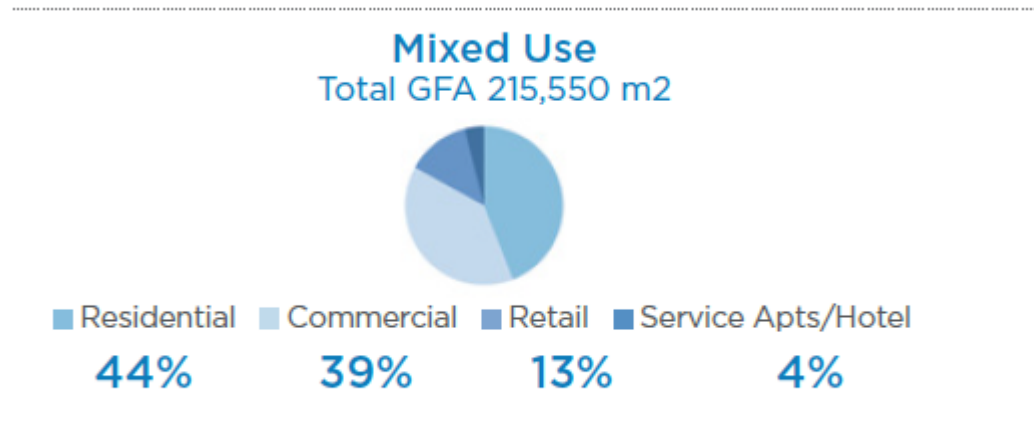
Residential
Total GFA 236,750 m2



Residential	Commercial	Retail	Service Apts/Hotel
58%	28%	10%	4%

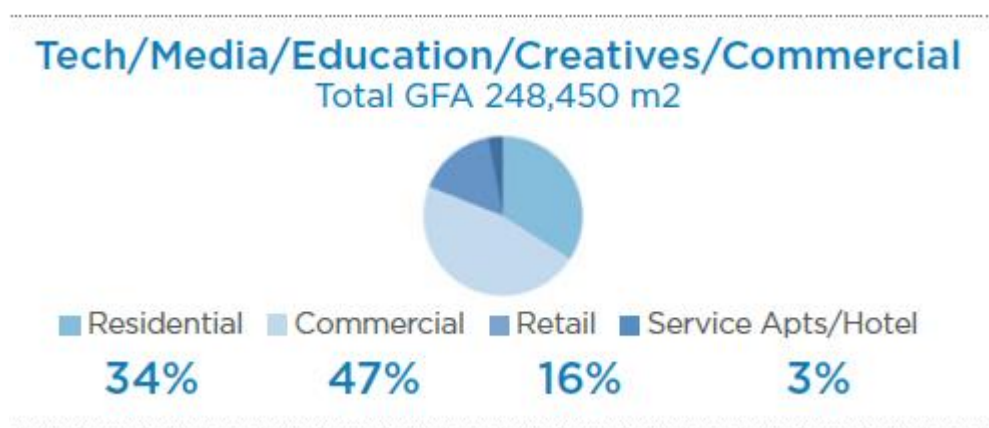
Scenario 2: Mix of residential and jobs

This scenario includes the following mix of uses (with a total Gross Floor Area of 215,550 square metres):



Scenario 3: Primarily jobs focused

This scenario includes the following mix of uses (with a total Gross Floor Area of 248,450 square metres):



7. Do you have a preferred scenario – in terms of the mix of uses?

- Yes, I prefer scenario 1 – Primarily residential
- Yes, I prefer scenario 2 – Mix of residential and jobs
- Yes, I prefer scenario 3 – Primarily jobs focused
- I like elements of all the scenarios
- No, I don't like any of the scenarios

Building types as part of a renewed Blackwattle Bay

The three scenarios propose three different approaches to new buildings at Blackwattle Bay, as shown here.



Scenario 1: Slender

- » Buildings are more slender to comply with residential planning controls
- » Taller buildings are oriented to allow more sunlight to reach the new foreshore promenade, public domain and open spaces
- » Lower heights are located towards the harbour's edge and around public open space areas

- » Taller buildings are located away from the foreshore and positioned to minimise their impact on the public domain.



Scenario 2: Mixed

- » Building forms reflect the organic lines of the historic foreshore
- » The circular arrangement of the taller buildings allows for sunlight in public domain areas
- » The buildings step down to reflect the layering of local sandstone

- » Taller buildings are positioned away from the foreshore and to minimise their impact on the public domain.



Scenario 3: Urban warehouse

- » Buildings are inspired by warehouses in the surrounding area
- » Commercial buildings are arranged closer together in a grid pattern that creates laneways and arcades
- » Lower heights are located towards the harbour's edge and around public open space areas

- » Taller buildings are located away from the foreshore and positioned to minimise their impact on the public domain.

8. Do you have a preferred scenario – in terms of the approach to building types?

- Yes, I prefer scenario 1 – Slender
- Yes, I prefer scenario 2 – Mixed
- Yes, I prefer scenario 3 – Urban warehouse
- I like elements of all the scenarios
- No, I don't like any of the scenarios

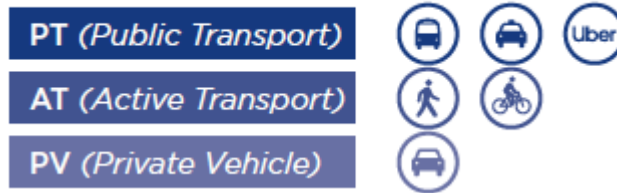
Access and movement as part of a renewed Blackwattle Bay

The three scenarios propose three different approaches for movement around the precinct, as shown here.

Scenario 1: Streets + lanes

- » Integrates a traditional local street that connects Wattle Street to Miller Street and allows for all modes of transport
- » This new through-site connection could provide greater public transport access and connectivity across the western edge of the Pyrmont peninsula
- » It could also link to the future Metro station at the White Bay Power Station via a low level crossing such as the Glebe Island Bridge.

Streets + Lanes



Scenario 2: Pedestrian focused

- » Imagines a pedestrian and bicycle focused precinct
- » Includes car-free urban spaces - interfacing with buses, private and service vehicles, taxis, and car share opportunities at the edges of Blackwattle Bay.

Pedestrian Focus



Scenario 3: Mixed mode approach

- » Facilitates movement via a 'share way' –a slow speed space that is shared safely by vehicles and pedestrians, and where pedestrian priority and quality of life are prioritised over vehicle movement
- » Pedestrians, cyclists and public transport vehicles will mix along the main shared street from Bridge Road to Bank Street
- » Private and service vehicles will be restricted to access points at the perimeter of the renewal area.

Mixed Mode



9. Do you have a preferred scenario – in terms of the approach to access and movement form?

- Yes, I prefer scenario 1
- Yes, I prefer scenario 2
- Yes, I prefer scenario 3
- I like elements of all the scenarios
- No, I don't like any of the scenarios

Parks and open spaces in a renewed Blackwattle Bay

All three scenarios seek to deliver more than 3 hectares of new quality open space on the water's edge in Blackwattle Bay. The difference between the scenarios is the layout and size of the parks and open space areas, to allow for different uses and activities. The scenarios are shown here.

Scenario 1: A series of parks and public spaces, with distinct characteristics connected by the continuous foreshore promenade.



Scenario 2: Larger primary public open space that interacts with Blackwattle Bay with broad terracing towards the water's edge.



Scenario 3: Linear public open space aligning and integrating with the water's edge and grid street pattern



[Suggest if keeping this question that we use zoomed in versions of these diagrams]

10. Do you have a preferred scenario – in terms of parks and open space?

- Yes, I prefer scenario 1
- Yes, I prefer scenario 2
- Yes, I prefer scenario 3
- I like elements of all the scenarios
- No, I don't like any of the scenarios

Blackwattle Bay in future...

11. Do you agree or disagree with each of the following statements about Blackwattle Bay? I would find Blackwattle Bay more appealing if:

	Agree	Disagree	Not sure
It had a greater variety of cafes and restaurants			
It had a greater number of people, creating a more vibrant atmosphere and opportunities for 'people watching'			
It had more tree-lined streets and open space areas			
It offered access to a greater variety of leisure, cultural and recreational facilities / activities			
It had more visually appealing buildings and a stronger sense of identity			
It was easier to get to from nearby areas such as Wentworth Park			
It had a stronger sense of the site's history and connection to Country			

12. The three scenarios propose new buildings of up to 45 storeys for the tallest buildings in order to accommodate future residential, working and visitor populations, and to maximise the area available for high-quality public domain. What do you see as appropriate for the tallest buildings on a site such as the Blackwattle Bay precinct?

20 storeys or less

21-30 storeys

31-40 storeys

More than 40 storeys

Whatever is deemed appropriate / Don't have a view on this

Not sure

Please tell us more about your response: _____

13. The scenarios include very limited car parking in order to encourage walking, cycling and public transport use among people who live, work or visit the precinct. Do you agree or disagree with this approach?

Sliding scale - Strongly agree with approach / Strongly disagree with approach

14. Overall, how do you feel about the idea of creating a mixed use precinct at Blackwattle Bay?

Strongly support

Support

Neutral

Oppose

Strongly oppose

Please tell us more about your response: _____

15. What are the most important factors you think need to be considered in preparing the final precinct plan for Blackwattle Bay?

Open

About you

1. What is your age?

18-25

26-35

36-45

46-55

56-65

66-75

75+

2. Are you...?

Male

Female

Other

Prefer not to say

3. Which of the following best describes your household?

Couple with children
Couple without children
One parent family
Other family
Group household
Lone person

4. Do you speak a language other than English at home?

Yes
No

5. If yes, which one? (please describe) _____

6. Did you participate in an earlier phase of planning for the Bays / Blackwattle Bay area?

Yes
No
Not sure

7. Which suburb do you live in? _____

Thank you for completing the survey. It has been commissioned by Infrastructure NSW, who greatly appreciates your time and feedback. You can find out more about Blackwattle Bay by visiting <http://www.infrastructure.nsw.gov.au/projects-nsw/blackwattle-bay/>.

